

# Robust workhorse that drivers love



VIC OLIVER road tests the Hyundai Mighty HD 72 dropside

## Trip simulation results

These tables have been generated using **TransSolve** Transport Solutions Software (for a free trial CD, visit [www.htm.co.za](http://www.htm.co.za)).

Hyundai HD72 Dropside												
Simulation Results	Jhb - Dbn				Jhb - Cape Town				Jhb - Pretoria			
	Laden 2 ways		Laden 1 way		Laden 2 ways		Laden 1 way		Laden 2 ways		Laden 1 way	
Payload (tons)	3.50		3.50		3.50		3.50		3.50		3.50	
Distance (km)	1,140		1,140		2,797		2,797		113		113	
Time taken (hrs:min)	13:46		13:15		31:20		30:55		1:33		1:30	
Ave Speed (km/h)	83		86		89		914		72		75	
Fuel Used (litres)	167.5		155.0		402.8		377.6		16.6		14.7	
Consumption (l/100 km)	14.7		13.6		14.4		13.5		14.7		13.0	
Fuel Price (R/l)	9.50		9.50		9.50		9.50		9.50		9.50	
Productivity Factor	14.8		8.1		16.2		8.4		13.4		8.2	
Ave Distance p.a. (km)	95,180		103,925		114,331		118,962		41,141		55,587	
Ave carried p.a. (tons)	582		318		285		148		2,550		1,722	
Purchase Price (Rands)												
Chassis/cab	277,105		277,105		277,105		277,105		277,105		277,105	
Dropside body	26,000		26,000		26,000		26,000		26,000		26,000	
Interest Rate (%)	9.0		9.0		9.0		9.0		9.0		9.0	
Fixed Costs	Rands/annum		Rands/annum		Rands/annum		Rands/annum		Rands/annum		Rands/annum	
Instalments	75,503		75,503		75,503		75,503		75,503		75,503	
Crew	43,680		43,680		43,680		43,680		43,680		43,680	
Insurance	28,317		28,317		28,317		28,317		28,317		28,317	
Licence	1,476		1,476		1,476		1,476		1,476		1,476	
Overheads	17,494		17,494		17,494		17,494		17,494		17,494	
Total fixed costs	166,470		166,470		166,470		166,470		166,470		166,470	
Final analysis	R/km		R/Ton		R/km		R/Ton		R/km		R/Ton	
Total fixed costs	1.75	286.03	1.60	523.49	1.46	584.11	1.40	1124.80	4.05	65.28	2.99	96.67
Variable Costs												
- Fuel	1.38	225.68	1.28	419.13	1.36	544.58	1.31	1048.96	1.39	22.39	1.22	39.46
- Tyres	0.13	21.26	0.13	42.49	0.13	52.15	0.13	104.49	0.13	2.10	0.12	3.87
- Maintenance	0.57	93.22	0.57	186.28	0.57	228.66	0.57	458.16	0.57	9.20	0.57	18.40
- Toll Fees	0.54	87.66	0.53	173.21	0.19	76.22	0.19	152.72				
<b>Total Costs</b>	<b>4.37</b>	<b>713.85</b>	<b>3.96</b>	<b>1344.60</b>	<b>3.63</b>	<b>1485.72</b>	<b>3.52</b>	<b>2889.13</b>	<b>4.07</b>	<b>98.96</b>	<b>3.70</b>	<b>158.41</b>

\* Productivity = payload (tons) x average speed / fuel consumption (l/100km)

# Hyundai HD72 Road test by Vic Oliver



The test vehicle was collected at the Hyundai Commercial Truck Centre in Jet Park and driven to Witbank and back to Jet Park using the N12 route and covering a distance of 265 km.

The vehicle was well prepared by the Hyundai truck team and fitted with a 4 800 mm-long dropside truck body. It was fully loaded to the maximum permissible mass legal allowance of 7 200 kg, giving the vehicle a legal payload of 3 600 kg.

During the pre-trip inspection it was easy to see the high quality of the vehicle's build and finish, and to recognise that this was part of the reason why the robust workhorse is becoming so popular with commercial road transport operators in South Africa.

On the road the vehicle performed exceptionally well and was very user friendly, with all driver controls within easy reach and simple to operate. The five-speed synchromesh cable-operated transmission gear change is smooth in use. On the test route, fourth gear was the lowest ratio that had to be selected to negotiate the steeper gradients, proving that the power-to-mass ratio is good and the drive train is well matched.

The power steering and good turning circle of 14,6 m proved useful in manoeuvring in the yard. A large front windscreen and good rear-view mirrors result in an excellent driver all-round view.

The curved, simple and easy to read instrument panel gives the driver a constant clear view of all the gauges. The green band marking on the tachometer is highly visible, making it easy for the driver to keep the engine revolutions within the economic and power range.

The brake pedal pressure is light and the brakes work well. The anti-lock brake system (ABS) fitted to the vehicle is a good safety feature. ABS gives the operator the benefit of reducing the risk of the vehicle being involved in an accident by enabling the driver to be able to steer the vehicle while applying full emergency braking.

The engine exhaust brake works well, assisting the vehicle to retard without the use of the foundation brakes, resulting in longer brake lining life and lower maintenance costs. However, the handbrake lever travel was found to be excessive.

Excellent fuel consumption of 13,45 // 100 km (7,45 km/litre) was recorded during

the test run. It must be noted that on the test run the engine speed was kept within the limits of the green band on the rev counter.

The Hyundai Model D4DB turbocharged and intercooled engine produces 95 kW of power and 372 Nm of torque at 1 800 r/min. The engine is coupled to a 300 mm clutch and a five-speed transmission. A turbo protector is fitted as standard equipment on this model, allowing oil to flow into the turbo once the engine is switched off and so extending turbo life. Twin belt alternator drive will also add to the durability of the vehicle and reduce the risk of roadside breakdowns.

The large box-type aerodynamically designed cab offers plenty of room and with fully adjustable seats and steering column, can comfortably accommodate our South African drivers, many of whom are well-built and overweight. Noise level inside the cab is acceptable and in line with other vehicles in this class that have been tested by **FOCUS**. A control switch located on the driver's door permits the driver to lock both doors, and electrically operated windows

combine to add to the safety of the vehicle. These features reduce the risk of the driver and vehicle being hijacked.

The cab is easy to tilt and opens to a 45° angle, allowing for easy inspection and maintenance. When the cab is tilted it has a good locking mechanism, eliminating the risk of the cab dropping while the technician is inspecting or working on the engine.

The vehicle is supported by Hyundai Automotive South Africa, together with a network of 41 dealers situated countrywide. The vehicle is also covered by a two-year unlimited warranty.

I have no doubt that we will see an increasing number of Hyundai HD 72 freight carriers on our roads. ■

TransSolve  
2010

Loading (Side View - Summary)  
Hyundai HD72

Dimensions (mm):

- Overall Length: 6620
- Wheelbase: 2290 (50.00 %)
- Front Overhang: 1060
- Rear Overhang: 1865
- Cab Height: 2210
- Chassis Height: 225
- Body Height: 225
- Ground Clearance: 100 - 180
- Overall Width: 1900
- Front Wheel Offset: 180
- Rear Wheel Offset: 180

	Front	Total	Rear	
Tare	1,620 kg	2,520 kg	900 kg	Tare
Extras	130 kg	194 kg	34 kg	Extras
Body	196 kg	1,030 kg	844 kg	Body
Unladen	1,906 kg	3,714 kg	1,778 kg	Unladen
Payload	630 kg	3,486 kg	2,656 kg	Payload
Gross	2,536 kg	7,200 kg	4,434 kg	Gross
Permissible	2,600 kg	7,200 kg	4,700 kg	Permissible
Overload	63.1 %	0.0 %	4.4 %	Overload

**Notes**

- Included in Unladen = 100l Fuel, Not Specified = Tools, Spare Wheel, Fifth Wheel
- Accessories Added = Custom Dropside Body - 229 kg/m
- Legislation = South African Road Traffic Act

**Warnings**

- Left versus right mass distribution is not calculated

Prepared By : Fritz Hellberg  
Phone : 0317643150

Disclaimer: The information in this report is an estimate only, the supplier of this report and the supplier of the software shall not be liable for consequential damage or loss arising from the reliance on the information supplied in this report.