

Mitsubishi Fuso Diesel Engines

Mitsubishi Fuso Canter

The Mitsubishi Fuso Canter (Japanese: ミツビシ・キャンター, Hepburn: Mitsubishi Fusō Kyantā) is a line of light-duty commercial vehicles manufactured by Mitsubishi

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In Japan, its traditional competitors are the Isuzu Elf, the Toyota Dyna and the Nissan Atlas.

Mitsubishi Fuso Aero Bus

The Mitsubishi Fuso Aero Bus (kana:ミツビシ・エアロバス) is a series of heavy-duty intercity coaches produced by the Japanese manufacturer Mitsubishi Fuso. The

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The range was primarily unavailable with left-hand drive. However, Turkish bus maker Temsa used produce a left hand drive variant models, called Mitsubishi Maraton and Prensas (facelift) and later Safir (next generation Aero Queen), while Hyundai Motor Company produced another left hand drive variant called the Hyundai Aero. Its principal Japanese competitors are Isuzu Gala, Nissan Diesel Space Arrow and Hino S'elega.

Mitsubishi Fuso Aero Star

The Mitsubishi Fuso Aero Star (kana:ミツビシ・エアロスター) is a heavy-duty single-decker bus produced by the Japanese manufacturer Mitsubishi Fuso. The range was

The Mitsubishi Fuso Aero Star (kana:ミツビシ・エアロスター) is a heavy-duty single-decker bus produced by the Japanese manufacturer Mitsubishi Fuso. The range was available as either a public bus or a coach. Its principal competitors are the Isuzu Erga, the Nissan Diesel Space Runner RA and the Hino Blue Ribbon.

Mitsubishi Fuso Super Great

The Mitsubishi Fuso Super Great (Japanese: ミツビシ・スーパーグレート) is a heavy-duty commercial vehicle produced by Mitsubishi Fuso, a former division of Mitsubishi

The Mitsubishi Fuso Super Great (Japanese: ミツビシ・スーパーグレート) is a heavy-duty commercial vehicle produced by Mitsubishi Fuso, a former division of Mitsubishi Motors (later acquired by Daimler AG). The line was launched in June 1996 to succeed the Mitsubishi Fuso The Great.

Fuso (company)

The Mitsubishi Fuso Truck and Bus Corporation (Japanese: ミツビシ・フソ自動車株式会社, Hepburn: Mitsubishi Fusō Torakkuバసు Kabushiki gaisha) is a Japanese manufacturer

The Mitsubishi Fuso Truck and Bus Corporation (Japanese: ミツビシ・フソ自動車株式会社, Hepburn: Mitsubishi Fusō Torakkuバసు Kabushiki gaisha) is a Japanese manufacturer of trucks and buses. It is headquartered in Kawasaki, Kanagawa and owned by Germany-based Daimler Truck.

Fuso derives from the ancient Chinese term fusang (扶桑), for a sacred tree said to grow at the spot in the east where the sun rises, and has been used to refer to Japan itself. The actual fuso tree is a hibiscus.

Mitsubishi Fuso Rosa

The Mitsubishi Fuso Rosa (Japanese: ミツビシ・ローザ) is a Japanese minibus based on the Mitsubishi Fuso Canter manufactured by Mitsubishi Fuso Truck and Bus

The Mitsubishi Fuso Rosa (Japanese: ミツビシ・ローザ) is a Japanese minibus based on the Mitsubishi Fuso Canter manufactured by Mitsubishi Fuso Truck and Bus Corporation. The Mitsubishi Fuso Rosa was launched in 1960 and is now in its fifth generation, known as the BE7. In Japan, Asia-Pacific, Mid-East, Africa, Jamaica and South America, its principal competitors are the Isuzu Journey, Nissan Civilian, Mazda Parkway and Toyota Coaster.

Fuso Trucks America

Mitsubishi Fuso Truck of America, Inc. (MFTA) is a wholly owned subsidiary of Mitsubishi Fuso Truck and Bus Corporation (MFTBC), Kawasaki, Japan, itself

Mitsubishi Fuso Truck of America, Inc. (MFTA) is a wholly owned subsidiary of Mitsubishi Fuso Truck and Bus Corporation (MFTBC), Kawasaki, Japan, itself a part of Daimler Truck based in Logan Township, New Jersey, United States. MFTA imported and marketed Class 3 through Class 5 medium-duty cabover trucks through more than 200 dealer locations in the United States (including Puerto Rico and Guam) and Canada, until 2021. As of 2019, MFTA imported and marketed diesel-powered, gas-powered, and electric trucks. According to the company, more than 100,000 Mitsubishi Fuso standard, 4-wheel-drive and crew cab trucks had been sold in the Canadian and U.S. markets since the company's founding. Applications included beverage, catering, refrigerated and dry cargo delivery, vehicle recovery, towing, pest...

Mitsubishi Fuso Aero Midi

Mitsubishi Fuso Aero Midi (kana: ミツビシフスオロミディ) is a step-entrance, low entry and low floor midibus produced by the Japanese manufacturer Mitsubishi Fuso

The Mitsubishi Fuso Aero Midi (kana: ミツビシフスオロミディ) is a step-entrance, low entry and low floor midibus produced by the Japanese manufacturer Mitsubishi Fuso. It is primarily available as public buses and sightseeing buses ranged from lengths of 7.0m to 10.1m. The range can be built as either a complete bus or a bus chassis.

The Mitsubishi Fuso MK Series was built between 1974 and 1988. The Aero Midi appeared in 1988 after the replacement for the MK Series. The Aero Midi ceased production in 2007 and replaced by the Aero Midi-S in 2008. After the Aero Midi-S ceased production in 2010, production of the Aero Midi city bus recommenced in the following year. The Mitsubishi Fuso Aero Midi is the low entry and smaller version of the low floor Mitsubishi Fuso Aero Star city bus.

Mitsubishi KE engine

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The Mitsubishi KE engine is a range of engines produced by Mitsubishi Motors during the 1960s and early 1970s. They were extensively used in the various Colt-branded vehicles the company produced from 1963.

The engines were overhead valve iron-blocks, for gasoline and diesel use. The first digit after the KE denotes the number of cylinders, straight-4s becoming KE4 and six-cylinder versions such as the single overhead camshaft 2.0 L straight-6 which was developed in 1964 for the new Mitsubishi Debonair flagship sedan, receiving the KE6 prefix. The last digit is simply a serial, denoting which number engine it is. Some of these engines, such as the two-liter KE42, were further developed into overhead-cam engines and were named Astron.

As a large scale manufacturer, Mitsubishi had a wealth of...

Mitsubishi 4M4 engine

The Mitsubishi 4M4 engine is a range of four-cylinder diesel piston engines from Mitsubishi Motors, first introduced in the second generation of their

The Mitsubishi 4M4 engine is a range of four-cylinder diesel piston engines from Mitsubishi Motors, first introduced in the second generation of their Montero/Pajero/Shogun SUVs. They superseded the previous 4D5 engine family, main differences are enlarged displacements and the utilization of one or two over-head camshafts. Originally available only as a 2835 cc intercooled turbo, detail improvements in 1996 and a larger 3.2 litre option in 1999 served to improve power, torque, fuel economy and emissions. The final version has 3.0 litres swept volume and Common rail direct injection.

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