

# Atego - Specifications

Dealer



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# Atego cabs



## Short Cabs (Standard)

The spacious S-cab is designed to meet the needs of the driver/passenger in local distribution, short-distance and construction-site operation. It is designed on the basis of state-of-the-art ergonomics and safety criteria and offers numerous storage facilities. The short dimensions of the cab permit maximum utilisation of space for bodies.

### Features:

- Air conditioning
- MB Radio with CD and Bluetooth® capabilities
- Cruise control
- Multi-function steering wheel with integrated control functions (for on-board computer, Bluetooth® radio and cellphone)
- Full complement of instruments and warning lights
- Heated exterior rear view mirrors on the co-driver's side, electronically adjustable outside mirror (driver and co-driver)
- Grill in Actros-style with mesh design
- Front aerodynamic (bumper view) mirror
- Bottle holder in door trim
- Rubber floor mat
- Static footrest in footwell (co-driver)
- Interior sun visor
- Steel roof lid (air vent), manually operated
- Seat cover featuring "Brasao" design
- Clothing rail with adjustable clothing hooks in cab
- Storage facilities on the rear panel
- Twin compartment stowage above windshield
- Transparent glass headlights
- Reverse-warning device
- Safety standards to ECE 29
- 4-point cab suspension with hydraulic tilting
- Windows in rear panel
- Keys designed with functionality in mind (opening and closing of doors, steering-wheel and diesel tanks)
- Immobiliser

### Benefits:

- Easier working for the driver due to very spacious, functional workplace with comfortable atmosphere
- Enhanced utilisation of space for bodies due to short dimensions of the cab
- Numerous storage facilities in the cab keep the cab tidy
- High level of passive safety due to the high-strength design and efficient safety facilities
- Practically-orientated cab suspension with good suspension comfort relieves the strain on the driver
- Safe to operate, with features such as multi-function steering wheel in conjunction with the MB radio with Bluetooth®

## Long Cabs

The L-cab is designed entirely to meet the needs of the driver/passengers and to provide comfort in long-distance and distribution operations. It is designed on the basis of state-of-the-art ergonomics and safety criteria, and offers generous space and storage facilities.

### Features:

As per short cab, with additional features listed below

- Cab curtain all-round
- Seat/bunk combination (no integrated head rests)
- Optimised conversion between a berth and crew seats
- Increased passenger capacity to four additional seats with safety belts
- Folding co-driver seat for easy access into cab rear area

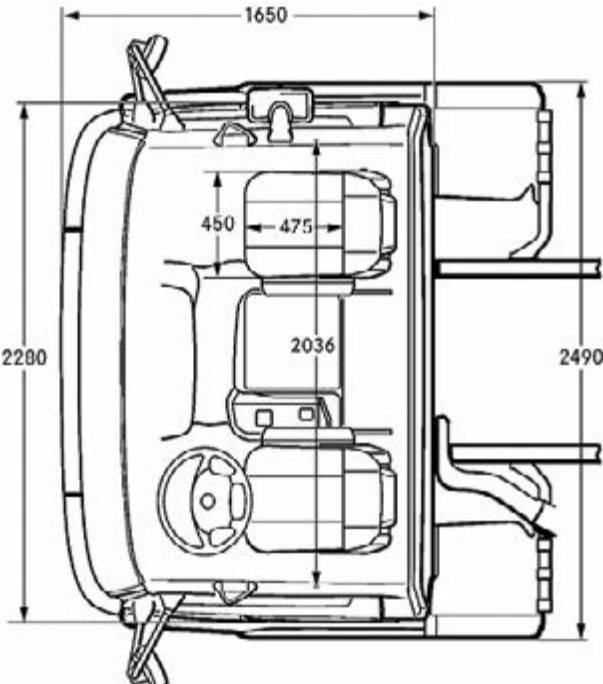
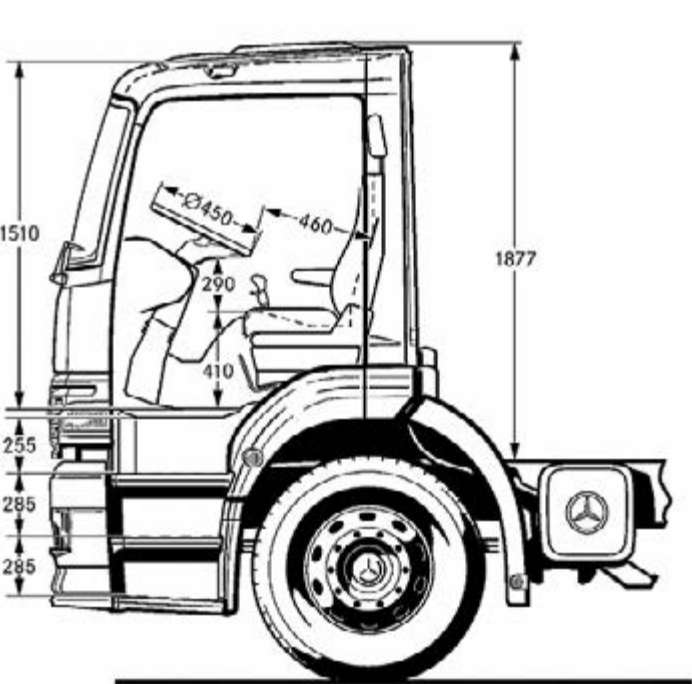
### Benefits:

- Easier working for the driver due to very spacious, functional workplace with friendly atmosphere
- Assists recuperation phases in the cab (e.g. during waiting times) due to generous space concept designed on the basis of state-of-the-art ergonomics and safety criteria
- High level of rest and seating comfort for driver and crew, due to wide seat/bunk combination
- Numerous storage facilities in the cab keep the cab tidy and increase comfort
- High level of passive safety due to the high-strength design and efficient safety facilities
- Comfortable cab suspension with high suspension comfort relieves the strain on the driver on long journeys

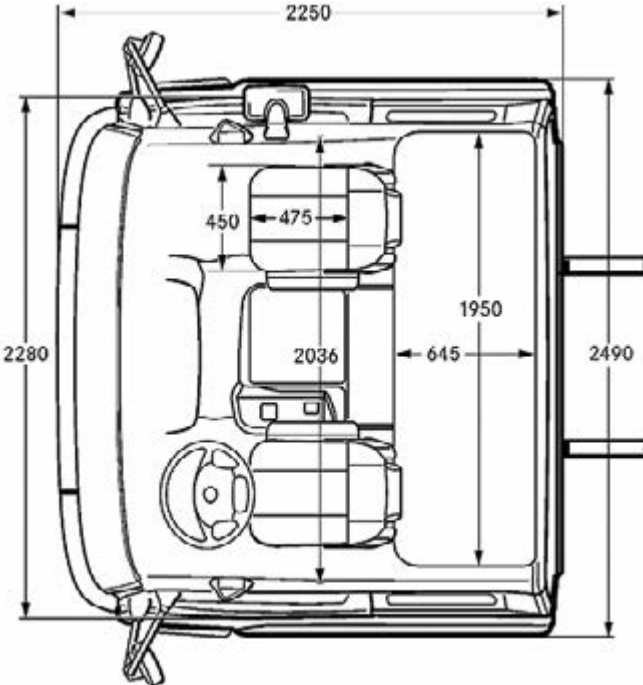
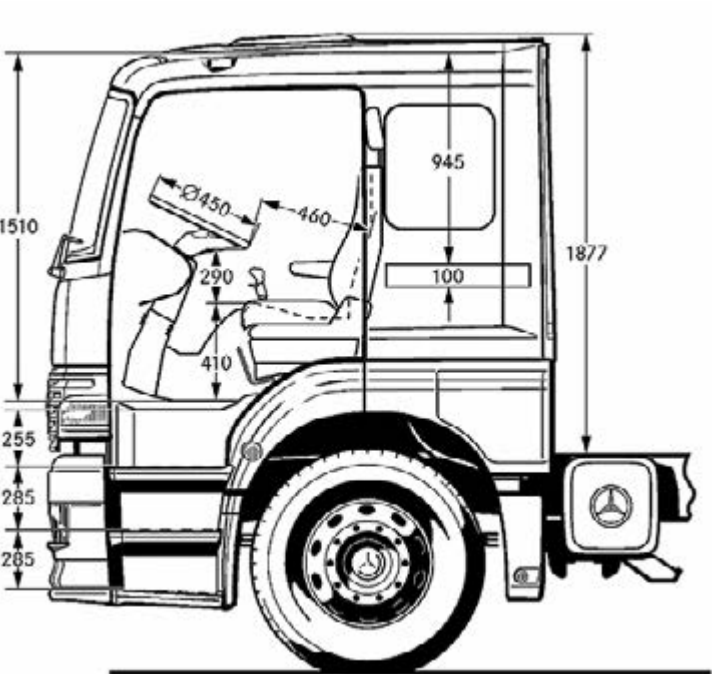
### Note:

- The L-cab offered as standard in model 1428AF/39 is a long cab shell prepared to retrofit a crew cab. No floor assembly or engine tunnel in the rear cab area. Rear panel provisionally attached, with a few spot welds for transfer to body builder
- MB Radio with Bluetooth®, air conditioner and centre seat is only available as standard on Ategos with GVM of 13 and 15 tons

# Cab drawings



Short cab



Long cab

# Atego engines

The OM 904 LA engine with 130 kW/177 hp at 2 200 rpm is an in-line 4-cylinder engine with enhanced efficiency for individual adaptation of the engine output to the relevant transport task.

## OM 904 LA

### Technical Data / Features:

- In-line 4-cylinder engine with an exhaust-gas turbocharger and charge-air intercooling
- Displacement: 4 250 cm<sup>3</sup>
- 3-valve technology
- Cooling: water-cooled
- Unit-Pump System (UPS) technology single-nozzle fuel-injection pumps
- Engine management by fully electronic Telligent® engine management system
- Injection pressure: up to 1 800 bar
- Compression ratio: 1:17,75
- Peak combustion pressure: 170 bar
- 6-hole injection nozzles, centrally arranged
- Performance data
  - Maximum output: 130 kW/177 hp at 2 200 rpm
  - Maximum torque: 675 Nm at 1 200 rpm – 1 600 rpm
- Euro 3 emission level

### Benefits:

- Assists in achieving fuel-saving, economical operation as a function of transport task and driving style
- Reduction in lifecycle costs thanks to long engine oil-change intervals and low fuel consumption

The OM 906 LA engine with 170 kW/231 hp or 205 kW/279 hp is an in-line 4-cylinder engine for individual adaptation of the engine output to the relevant transport task.

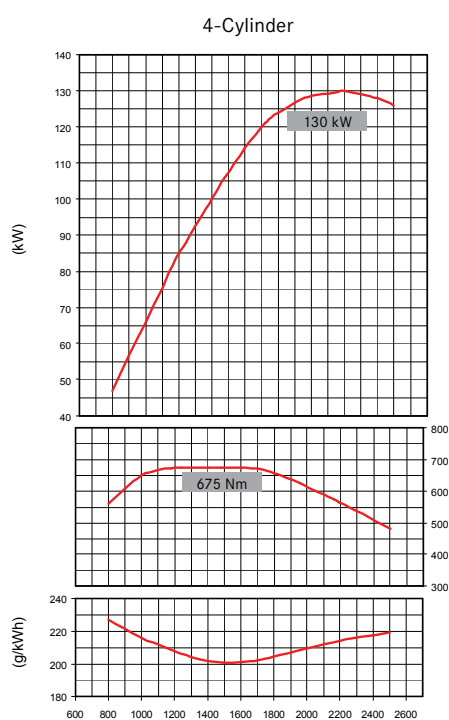
## OM 906 LA

### Technical Data / Features:

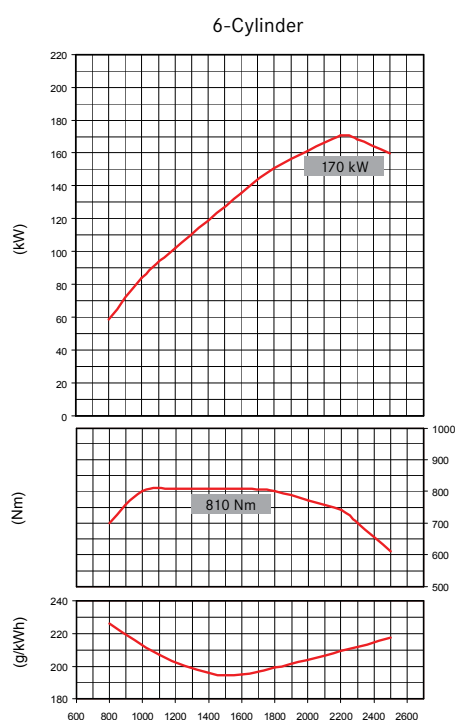
- In-line 6-cylinder engine with an exhaust-gas turbocharger and charge-air inter-cooling
- Displacement: 6 374 cm<sup>3</sup>
- 3-valve technology
- Cooling: water-cooled
- Engine management: electronic engine management system integrated in the Telligent® drive management system
- Fuel injection system: Unit-Pump System (UPS) technology with single-plunger fuel-injection pumps and centrally arranged 6-hole injection nozzles
- Injection pressure: up to 1 800 bar
- Performance data for models xx23 – refer to model overview
  - Maximum output: 170 kW/231 hp at 2 200 rpm
  - Maximum torque: 810 Nm at 1 200 rpm to 1 600 rpm
- Performance data for models xx28 – refer to model overview
  - Maximum output: 205 kW(279 hp) at 2 200 rpm
  - Maximum torque: 1 100 Nm at 1200 rpm to 1 600 rpm
- Euro 3 emission level

### Benefits:

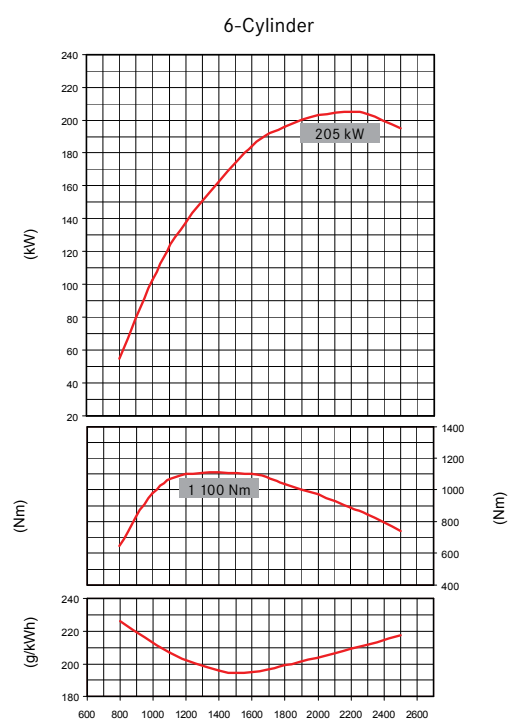
- Assists in achieving fuel-saving, economical operation as a function of transport task and driving style



OM 904 LA Euro 3



OM 906 LA Euro 3



OM 906 LA Euro 3

# Transmissions

## G56-6

The G 56-6 gearbox is an all-synchromesh manual gearbox with six forward gears and one reverse gear. It is available with engine-mounted linkage gearshift or Telligent® automated gearshift.

| G56-6 (Ratios)  |
|---|
| <ul style="list-style-type: none"><li>1st gear = 6,291</li><li>2nd gear = 3,475</li><li>3rd gear = 2,095</li><li>4th gear = 1,383</li><li>5th gear = 1,00</li><li>6th gear = 0,786</li><li>Reverse gear = 6,29</li></ul>  |
| Weight, not including oil: approx. 100 kg   |
| Benefits <ul style="list-style-type: none"><li>Allows economical operation, in conjunction with other components of the powertrain, as a function of the transport task</li><li>Lightweight gearbox for vehicles with or without Telligent® automated gearshift</li></ul> |

## G60-6

The G 60-6 gearbox is an all-synchromesh manual gearbox with six forward gears and one reverse gear. It is available with engine-mounted linkage gearshift or Telligent® automated gearshifts.

| G60-6 (Ratios)   |
|--|
| <ul style="list-style-type: none"><li>1st gear = 9,2</li><li>2nd gear = 5,23</li><li>3rd gear = 3,15</li><li>4th gear = 2,03</li><li>5th gear = 1,37</li><li>6th gear = 1,00</li><li>Reverse gear = 8,65</li></ul> |
| Weight, not including oil: approx. 144 kg  |
| Benefits <ul style="list-style-type: none"><li>Allows economical operation, in conjunction with other components of the powertrain, as a function of the transport task</li></ul>                                  |

## G131-9

The gearbox G 131-9 is a direct-drive gearbox with eight synchronised forward gears, one constant-mesh crawler gear and one reverse gear. It consists of a 4-speed basic gearbox with pneumatic rear-mounted range unit. Gear shifts are performed hydropneumatically.

| G131-9 (Ratios)  |
|--|
| <ul style="list-style-type: none"><li>1st gear = 14,573</li><li>2nd gear = 9,478</li><li>3rd gear = 6,635</li><li>4th gear = 4,821</li><li>5th gear = 3,667</li><li>6th gear = 2,585</li><li>7th gear = 1,810</li><li>8th gear = 1,315</li><li>9th gear = 1,00</li><li>Crawler gear = 14,573</li><li>Reverse gear = 13,862</li></ul>   |
| Weight, not including oil: approx. 210 kg  |
| Benefits <ul style="list-style-type: none"><li>Allows realisation of an economically efficient driving style for the respective transport task in conjunction with other components of the powertrain</li><li>High gradeability due to wide gear ratio spread</li><li>Easy vehicle handling and low speeds when manoeuvring thanks to high ratio of the reverse gear</li></ul> |

## G85-6

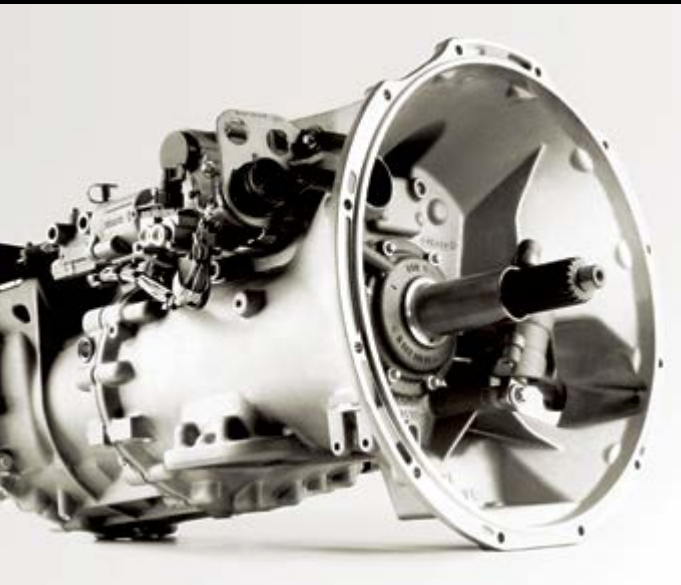
The G 85-6 gearbox is an all-synchromesh gearbox with six forward gears and one reverse gear. It features a hydraulic gearshift or Telligent® automated gearshifts.

| G85-6 (Ratios)  |
|---|
| <ul style="list-style-type: none"><li>1st gear = 6,70</li><li>2nd gear = 3,81</li><li>3rd gear = 2,29</li><li>4th gear = 1,48</li><li>5th gear = 1,00</li><li>6th gear = 0,73</li><li>Reverse gear = 6,29</li></ul> |
| Weight, not including oil: approx. 145 kg   |
| Benefits <ul style="list-style-type: none"><li>Allows economical operation, in conjunction with other components of the powertrain, as a function of the transport task</li></ul>                                   |

## ALLISON 3000P

The Allison Series 3000P electronically controlled automatic gearbox changes gear automatically. It features five forward gears and one reverse gear. The highest gear can be preselected by means of the pushbuttons of the pushbutton panel on the centre console – there is no clutch pedal.

| Allison 3000P (Ratios)   |
|--|
| <ul style="list-style-type: none"><li>1st gear: 3,59</li><li>2nd gear: 1,86</li><li>3rd gear: 1,41</li><li>4th gear: 1,00</li><li>5th gear: 0,75</li><li>Reverse gear: 5,34</li></ul>  |
| Weight: approx. 290 kg   |
| The optional retarder (Allison 3000PR) is an additional, powerful and wear-free auxiliary brake. The four retarder stages are connected downstream of the engine brake and constantly-open throttle.   |
| Benefits <ul style="list-style-type: none"><li>Substantially relieves the driver's workload by simplifying moving off, driving and manoeuvring owing to automatic gear changing</li><li>Protection of the powertrain due to gentle, smooth gearshifting</li><li>Reduction of fuel consumption due to elimination of converter slip</li><li>Higher drive-away torque due to torque increase by the torque converter</li></ul> |



# Chassis frame

## Convincing frame handling.

The high-strength frame of the Atego features the following highlights:

- No parts project above the top of the frame
- Wheelbases between 3 260 mm and 5 360 mm at standard spacing of 300 mm – depending on model

The frame side rails feature a continuous hole spacing of 50 mm. Bodies and additional equipment can therefore be attached and repositioned quickly, easily and, above all, at low cost. The environmentally-friendly paint finish is sprayed manually. This ensures full-coverage of all surfaces and, as a consequence, corrosion protection.

The frame components are made of E 380 TM and E 500 TM high-strength steel. They are cold-formed for enhanced strength. Two-piece modular frame with two symmetrical Z-profile members on front end and straight, untapered, U-shaped longitudinal and 65 mm flange width at the rear. Cross members and side rails are interconnected by means of riveted gusset plates. This design is particularly flexible and able to withstand extreme stresses and strains.





# Freight Carrier

## Model specifications:

| Model                          | 918/42   | 1118/48  | 1318/48  | 1323/48  |  |
|--------------------------------|--|--|--|--|--|
| General info                   |  |  |  |  |  |
| Engine                         |  |  |  |  |  |
| No. of cylinders               | 4 In-line  | 4 In-line  | 4 In-line  | 6 In-line  |  |
| Total displacement             | 4,250 ℓ  | 4,250 ℓ  | 4,250 ℓ  | 6,374 ℓ  |  |
| Output                         | 130 kW (177 hp) @ 2 200 r/min  | 130 kW (177 hp) @ 2 200 r/min  | 130 kW (177 hp) @ 2 200 r/min  | 170 kW (231 hp) @ 2 200 r/min  |  |
| Torque                         | 675 Nm @ 1 200 to 1 600 r/min  | 675 Nm @ 1 200 to 1 600 r/min  | 675 Nm @ 1 200 to 1 600 r/min  | 810 Nm @ 1 200 to 1 600 r/min  |  |
| Emission level                 | EURO 3   | EURO 3   | EURO 3   | EURO 3   |  |
| Air cleaner                    |  |  |  |  |  |
| Type                           | High capacity paper element  | High capacity paper element  | High capacity paper element  | High capacity paper element  |  |
| Clutch                         |  |  |  |  |  |
| Type                           | Single-plate dry clutch with diaphragm spring, hydraulically released with over-centre spring on pedal   | Single-plate dry clutch with diaphragm spring, hydraulically released with over-centre spring on pedal   | Single-plate dry clutch with diaphragm spring, hydraulically released with over-centre spring on pedal   | Single-plate dry clutch with diaphragm spring, hydraulically released with over-centre spring on pedal   |  |
| Transmission                   |  |  |  |  |  |
| Type                           | MB 6-speed, full synchromesh, with engine mounted gearshift  | MB 6-speed, full synchromesh, with engine mounted gearshift  | MB 6-speed, full synchromesh, with engine mounted gearshift  | MB 6-speed, full synchromesh, with engine mounted gearshift  |  |
| Ratios                         | 1st gear: 6,291:1  | 1st gear: 9,201:1  | 1st gear: 9,201:1  | 1st gear: 6,700:1  |  |
|                                | 6th gear: 0,786:1  | 6th gear: 1,000:1  | 6th gear: 1,000:1  | 6th gear: 0,730:1  |  |
|                                | Reverse: 6,290:1   | Reverse: 8,650:1   | Reverse: 8,650:1   | Reverse: 6,290:1   |  |
| Telligent® automatic gearshift | Optional   | Optional   | Optional   | Optional   |  |
| PTO                            | -  | -  | Optional   | Optional   |  |
| Front axle                     |  |  |  |  |  |
| Load capacity                  | 4,1 ton  | 5,3 ton  | 5,3 ton  | 5,3 ton  |  |
| Rear axle                      |  |  |  |  |  |
| Load capacity                  | 7,0 ton  | 11,0 ton   | 11,0 ton   | 11,0 ton   |  |
| Axle ratio                     | 3,909:1  | 3,308:1  | 3,909:1  | 4,778:1  |  |
| Differential lock              | No   | No   | No   | No   |  |
| Steering                       |  |  |  |  |  |
| Type                           | Power assisted, recirculating ball with variable steering gear ratio   | Power assisted, recirculating ball with variable steering gear ratio   | Power assisted, recirculating ball with variable steering gear ratio   | Power assisted, recirculating ball with variable steering gear ratio   |  |
| Suspension                     |  |  |  |  |  |
| Front                          | Two-leaf parabolic springs   | Two-leaf parabolic springs   | Two-leaf parabolic springs   | Two-leaf parabolic springs   |  |
| Rear                           | Two-leaf parabolic springs with support leaf springs   | Three-leaf parabolic springs with support leaf springs   | Three-leaf parabolic springs with support leaf springs   | Three-leaf parabolic springs with support leaf springs   |  |
| Shock absorbers                | Twin-tube shock absorbers front and rear   | Twin-tube shock absorbers front and rear   | Twin-tube shock absorbers front and rear   | Twin-tube shock absorbers front and rear   |  |
| Stabilisers                    | Front and rear   | Front and rear   | Front and rear   | Front and rear   |  |
| Brakes                         |  |  |  |  |  |
| Service                        | Dual-circuit air brake with ABS/ALB with disc brakes front and rear  | Dual-circuit air brake with ABS/ALB with disc brakes front and rear  | Dual-circuit air brake with ABS/ALB with disc brakes front and rear  | Dual-circuit air brake with ABS/ALB with disc brakes front and rear  |  |
| Parking                        | Spring-loaded brake cylinders acting on rear wheels  | Spring-loaded brake cylinders acting on rear wheels  | Spring-loaded brake cylinders acting on rear wheels  | Spring-loaded brake cylinders acting on rear wheels  |  |
| Auxiliary 1                    | Engine brake with decompression valve  | Engine brake with decompression valve  | Air-actuated engine brake with decompression valve   | Air-actuated engine brake with decompression valve   |  |
| Chassis                        |  |  |  |  |  |
| Type                           | Two-piece modular frame with two symmetrical Z-profile members on front end and straight, untapered, U-shaped longitudinal and 65mm flange width at the rear | Two-piece modular frame with two symmetrical Z-profile members on front end and straight, untapered, U-shaped longitudinal and 65mm flange width at the rear | Two-piece modular frame with two symmetrical Z-profile members on front end and straight, untapered, U-shaped longitudinal and 65mm flange width at the rear | Two-piece modular frame with two symmetrical Z-profile members on front end and straight, untapered, U-shaped longitudinal and 65mm flange width at the rear |  |
| Spare wheel + carrier          | Yes  | Yes  | Yes  | Yes  |  |
| Fuel tank                      |  |  |  |  |  |
| Capacity                       | Approx. 180 ℓ  | Approx. 180 ℓ  | Approx. 180 ℓ  | Approx. 180 ℓ  |  |
| Electrical systems/Electronics |  |  |  |  |  |
| System voltage                 | 24V  | 24V  | 24V  | 24V  |  |
| Batteries - No. x capacity     | 2 x 12V/115 Ah   | 2 x 12V/115 Ah   | 2 x 12V/115 Ah   | 2 x 12V/115 Ah   |  |
| PSM Body CAN Interface         | No   | No   | Yes  | Yes  |  |
| Wheels                         |  |  |  |  |  |
| Tyres, front                   | 235/75 R17.5   | 265/70 R19.5   | 11.00 R22.5  | 11.00 R22.5  |  |
| Tyres, rear                    | 235/75 R17.5   | 265/70 R19.5   | 11.00 R22.5  | 11.00 R22.5  |  |

|  | 1518/54  | 1523/54  | 1528/54  | 1528/36  |
|--|--|--|--|--|
|  |  |  |  |  |
|  |  |  |  |  |
|  | 4 In-line  | 6 In-line  | 6 In-line  | 6 In-line  |
|  | 4,250 ℓ  | 6,374 ℓ  | 6,374 ℓ  | 6,374 ℓ  |
|  | 130 kW (177 hp) @ 2 200 r/min  | 170 kW (231 hp) @ 2 200 r/min  | 205 kW (279 hp) @ 2 200 r/min  | 205 kW (279 hp) @ 2 200 r/min  |
|  | 675 Nm @ 1 200 to 1 600 r/min  | 810 Nm @ 1 200 to 1 600 r/min  | 1 100 Nm @ 1 200 to 1 600 r/min  | 1 100 Nm @ 1 200 to 1 600 r/min  |
|  | EURO 3   | EURO 3   | EURO 3   | EURO 3   |
|  |  |  |  |  |
|  | High capacity paper element  | High capacity paper element  | High capacity paper element  | High capacity paper element  |
|  |  |  |  |  |
|  | Single-plate dry clutch with diaphragm spring, hydraulically released with over-centre spring on pedal   | Single-plate dry clutch with diaphragm spring, hydraulically released with over-centre spring on pedal   | Single-plate dry clutch with diaphragm spring, hydraulically released with over-centre spring on pedal   | Single-plate dry clutch with diaphragm spring, hydraulically released with over-centre spring on pedal   |
|  |  |  |  |  |
|  | MB 6-speed, full synchromesh, with engine mounted gearshift  | MB 6-speed, full synchromesh, with engine mounted gearshift  | MB 9-speed, full synchromesh, with engine mounted gearshift  | MB 9-speed, full synchromesh, with engine mounted gearshift  |
|  | 1st gear: 9,201:1  | 1st gear: 6,700:1  | 1st gear: 9,478:1  |  |
|  | 6th gear: 1,000:1  | 6th gear: 0,730:1  | 9th gear: 1:1  | 9th gear: 1:1  |
|  | Reverse: 8,650:1   | Reverse: 6,290:1   | Reverse: 13,862:1  | Reverse: 13,862:1  |
|  | Optional   | Optional   | –  | –  |
|  | Optional   | Optional   | Optional   | Optional   |
|  |  |  |  |  |
|  | 6,1 ton  | 6,1 ton  | 6,1 ton  | 6,1 ton  |
|  |  |  |  |  |
|  | 11,0 ton   | 11,0 ton   | 11,0 ton   | 10,5 ton   |
|  | 4,300:1  | 4,778:1  | 3,583:1  | 3,583:1  |
|  | Yes  | Yes  | Yes  | Yes  |
|  |  |  |  |  |
|  | Power assisted, recirculating ball with variable steering gear ratio   | Power assisted, recirculating ball with variable steering gear ratio   | Power assisted, recirculating ball with variable steering gear ratio   | Power assisted, recirculating ball with variable steering gear ratio   |
|  |  |  |  |  |
|  | Three-leaf parabolic springs   | Three-leaf parabolic springs   | Three-leaf parabolic springs   | Three-leaf parabolic springs   |
|  | Four-leaf parabolic springs with support leaf springs  | Four-leaf parabolic springs with support leaf springs  | Four-leaf parabolic springs with support leaf springs  | Twin-below air-suspention with Telligent® level control  |
|  | Twin-tube shock absorbers front and rear   | Twin-tube shock absorbers front and rear   | Twin-tube shock absorbers front and rear   | Twin-tube shock absorbers front and rear   |
|  | Front and rear   | Front and rear   | Front and rear   | Front and rear   |
|  |  |  |  |  |
|  | Dual-circuit air brake with ABS/ALB with disc brakes front and rear  | Dual-circuit air brake with ABS/ALB with disc brakes front and rear  | Dual-circuit air brake with ABS/ALB with disc brakes front and rear  | Dual-circuit air brake with ABS/ALB with disc brakes front and rear  |
|  | Spring-loaded brake cylinders acting on rear wheels  | Spring-loaded brake cylinders acting on rear wheels  | Spring-loaded brake cylinders acting on rear wheels  | Spring-loaded brake cylinders acting on rear wheels  |
|  | Air-actuated engine brake with decompression valve   | Air-actuated engine brake with decompression valve   | Air-actuated engine brake with decompression valve   | Air-actuated engine brake with decompression valve   |
|  |  |  |  |  |
|  | Two-piece modular frame with two symmetrical Z-profile members on front end and straight, untapered, U-shaped longitudinal and 65mm flange width at the rear | Two-piece modular frame with two symmetrical Z-profile members on front end and straight, untapered, U-shaped longitudinal and 65mm flange width at the rear | Two-piece modular frame with two symmetrical Z-profile members on front end and straight, untapered, U-shaped longitudinal and 65mm flange width at the rear | Two-piece modular frame with two symmetrical Z-profile members on front end and straight, untapered, U-shaped longitudinal and 65mm flange width at the rear |
|  | Yes  | Yes  | Yes  | Yes (provisional sparewheel carrier)   |
|  |  |  |  |  |
|  | Approx. 180 ℓ  | Approx. 180 ℓ  | Approx. 280 ℓ  | Approx. 280 ℓ  |
|  |  |  |  |  |
|  | 24V  | 24V  | 24V  | 24V  |
|  | 2 x 12V/115 Ah   | 2 x 12V/115 Ah   | 2 x 12V/115 Ah   | 2 x 12V/115 Ah   |
|  | Yes  | Yes  | Yes  | Yes  |
|  |  |  |  |  |
|  | 11.00 R22.5  | 11.00 R22.5  | 11.00 R22.5  | 275/70 R22.5   |
|  | 11.00 R22.5  | 11.00 R22.5  | 11.00 R22.5  | 275/70 R22.5   |



# All-wheel Drive & Tipper

## Model specifications:

| Model                                 | 1118AF/39  | 1428AF/39  | 1518K/33   |
|---------------------------------------|--|--|--|
| <b>General info</b>                   |  |  |  |
| <b>Engine</b>                         |  |  |  |
| No. of cylinders                      | 4 In-line  | 6 In-line  | 4 In-line  |
| Total displacement                    | 4,250 ℓ  | 6,374 ℓ  | 4,250 ℓ  |
| Output                                | 130kW (177hp) @ 2 200 r/min  | 205kW (279hp) @ 2 200 r/min  | 130kW (177hp) @ 2 200 r/min  |
| Torque                                | 675 N.m @ 1 200 to 1 600 r/min   | 1 100 N.m @ 1 200 to 1 600 r/min   | 675 N.m @ 1 200 to 1 600 r/min   |
| Emission level                        | EURO 3   | EURO 3   | EURO 3   |
| <b>Air cleaner</b>                    |  |  |  |
| Type                                  | High capacity paper element  | High capacity paper element  | High capacity paper element  |
| <b>Clutch</b>                         |  |  |  |
| Type                                  | Single-plate dry clutch with diaphragm spring, hydraulically released with over-centre spring on pedal   |  | Single-plate dry clutch with diaphragm spring, hydraulically released with over-centre spring on pedal   |
| <b>Transmission</b>                   |  |  |  |
| Type                                  | MB 6-speed, full synchromesh, with engine mounted gearshift  | 5-speed Allison 3000P, multi stage planetary transmission, with hydrodynamic torque converter  | MB 6-speed, full synchromesh, with engine mounted gearshift  |
| Ratios                                | 1st gear: 9,201:1  | 1st gear: 3,490:1  | 1st gear: 9,201:1  |
|                                       | 6th gear: 1,000:1  | 5th gear: 0,750:1  | 6th gear: 1,000:1  |
|                                       | Reverse: 8,650:1   | Reverse: 5,030:1   | Reverse: 8,650:1   |
| Optional                              | Telligent® automatic gearshift   | Allison 3000PR with retarder   | Telligent® automatic gearshift   |
| <b>PTO</b>                            |  |  |  |
| Type                                  | Mercedes-Benz NA 61-10b / 1,54:1 flange drive  | NA CS 40-b / 1,7:1 flange drive  | Mercedes-Benz NA 60-2c/0.79:1  |
| Max. continuous torque                | 248 N.m  | 270 N.m  | 400 N.m  |
| Max. available power                  | 40 kW / 92 kW @ 1000 / 2200 r/min  | 28kW / 78kW @ 1000 / 2200 r/min  | 33kW / 76kW @ 1000 / 2200 r/min  |
| <b>Transfer case</b>                  |  |  |  |
| Type                                  | 3 shaft transfer case with differential lock   | 3 shaft transfer case with differential lock   | -  |
| <b>Front axle</b>                     |  |  |  |
| Load capacity                         | 4,7 ton  | 6,1 ton  | 6,1 ton  |
| <b>Rear axle</b>                      |  |  |  |
| Load capacity                         | 7,7 ton  | 11 ton   | 11 ton   |
| Axle ratio                            | 4,300:1  | 5,222:1  | 5,222:1  |
| Differential lock                     | Yes  | Yes  | Yes  |
| <b>Steering</b>                       |  |  |  |
| Type                                  | Power assisted, recirculating ball with variable steering gear ratio   | Power assisted, recirculating ball with variable steering gear ratio   | Power assisted, recirculating ball with variable steering gear ratio   |
| <b>Suspension</b>                     |  |  |  |
| Front                                 | Two-leaf parabolic springs   | Two-leaf parabolic springs   | Three-leaf parabolic springs   |
| Rear                                  | Three-leaf parabolic springs with support leaf springs   | Four-leaf parabolic springs with support leaf springs  | Four-leaf parabolic springs with support leaf springs  |
| Shock absorbers                       | Twin-tube shock absorbers front and rear   | Twin-tube shock absorbers front and rear   | Twin-tube shock absorbers front and rear   |
| Stabilisers                           | Front and rear   | Front and rear   | Front and rear   |
| <b>Brakes</b>                         |  |  |  |
| Service                               | Dual-circuit air brake with ABS/ALB with drum brakes front and rear  | Dual-circuit air brake with ABS/ALB with drum brakes front and rear  | Dual-circuit air brake with ABS/ALB with disc/drum brakes front and rear respectively  |
| Parking                               | Spring-loaded brake cylinders acting on rear wheels  | Spring-loaded brake cylinders acting on rear wheels  | Spring-loaded brake cylinders acting on rear wheels  |
| Auxiliary 1                           | Engine brake with decompression valve  | Air-actuated engine brake with decompression valve   | Engine brake with decompression valve  |
| <b>Chassis</b>                        |  |  |  |
| Type                                  | Two-piece modular frame with two symmetrical Z-profile members on front end and straight, untapered, U-shaped longitudinal and 65mm flange width at the rear | Two-piece modular frame with two symmetrical Z-profile members on front end and straight, untapered, U-shaped longitudinal and 65mm flange width at the rear | Two-piece modular frame with two symmetrical Z-profile members on front end and straight, untapered, U-shaped longitudinal and 65mm flange width at the rear |
| <b>Fuel tank</b>                      |  |  |  |
| Capacity                              | Approx. 75 ℓ (slimline)  | Approx. 130 ℓ (slimline)   | Approx. 180 ℓ  |
| <b>Electrical systems/Electronics</b> |  |  |  |
| System voltage                        | 24V  | 24V  | 24V  |
| Batteries - No. x capacity            | 2 x 12V/115 Ah   | 2 x 12V/165 Ah   | 2 x 12V/115 Ah   |
| <b>Wheels</b>                         |  |  |  |
| Tyres, front                          | 12.00 R20  | 11.00 R22.5  | 11.00 R22.5  |
| Tyres, rear                           | 12.00 R20  | 11.00 R22.5  | 11.00 R22.5  |



| Model Overview  |  | 1118AF/39              | 1428AF/39              | 1518K/33               | 918/42               | 1118/48              | 1318/48              | 1323/48              | 1518/54              | 1523/54              | 1528/54                | 1528LS/36              |
|---|--|------------------------|------------------------|------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------------|------------------------|
| Cab   |  |                        |                        |                        |                      |                      |                      |                      |                      |                      |                        |                        |
| Standard Short Cab  |  | •                      |                        | •                      | •                    | •                    | •                    | •                    | •                    | •                    | •                      | •                      |
| MB Radio with Bluetooth                                       |  |                        |                        | •                      |                      |                      | •                    | •                    | •                    | •                    | •                      | •                      |
| Multi-Function Steering Wheel                                 |  | •                      | •                      | •                      | •                    | •                    | •                    | •                    | •                    | •                    | •                      | •                      |
| Air Conditioner   |  |                        |                        | •                      |                      |                      | •                    | •                    | •                    | •                    | •                      | •                      |
| Centre Seat   |  |                        |                        | •                      | ◦                    | ◦                    | •                    | •                    | •                    | •                    | •                      | •                      |
| Long Cab  |  |                        | •                      |                        |                      | ◦                    | ◦                    | ◦                    | ◦                    | ◦                    | ◦                      | •                      |
| Engine  |  | OM 904 LA<br>4 In-line | OM 906 LA<br>6 In-line | OM 904 LA<br>4 In-line | OM904LA<br>4 In-line | OM904LA<br>4 In-line | OM904LA<br>4 In-line | OM904LA<br>6 In-line | OM904LA<br>4 In-line | OM906LA<br>6 In-line | OM 906 LA<br>6 In-line | OM 906 LA<br>6 In-line |
| Number of Cylinders   |  | 130/177                | 205/279                | 130/177                | 130/177              | 130/177              | 130/177              | 170/231              | 130/177              | 170/231              | 205/279                | 205/279                |
| Output kW/hp  |  | 2 200                  | 2 200                  | 2 200                  | 2 200                | 2 200                | 2 200                | 2 200                | 2 800                | 2 200                | 2 200                  | 2 200                  |
| @ 1/min   |  | 675                    | 1 100                  | 675                    | 675                  | 675                  | 675                  | 810                  | 675                  | 810                  | 1 100                  | 1 100                  |
| Torque Nm   |  | 1 200 - 1 600          | 1 200 - 1 600          | 1 200 - 1 600          | 1 200 - 1 600        | 1 200 - 1 600        | 1 200 - 1 600        | 1 200 - 1 600        | 1 200 - 1 600        | 1 200 - 1 600        | 1 200 - 1 600          | 1 200 - 1 600          |
| @ 1/min   |  | MB G60-6               | AL 3000 P              | MB G60-6               | G56-6                | G60-6                | G60-6                | G85-6                | G60-6                | G85-6                | MB G131-9              | MB G131-9              |
| Transmission  |  | VG 550-3W              | VG 900-3W              | –                      | –                    | –                    | –                    | –                    | –                    | –                    | –                      | –                      |
| Transfer Case   |  | •                      | •                      | •                      |                      |                      | ◦                    | ◦                    | ◦                    | ◦                    | ◦                      | ◦                      |
| PTO-transmission driven                                       |  |                        |                        |                        |                      |                      |                      |                      |                      |                      |                        |                        |
| Rear Axle Final Ratio   |  | 4,300:1                | 5,222:1                | 5,222:1                | 3,909:1              | 3,308:1              | 3,909:1              | 4,778:1              | 4,300:1              | 4,778:1              | 3,583:1                | 3,308:1                |
| Brakes  |  |                        |                        |                        |                      |                      |                      |                      |                      |                      |                        |                        |
| Discs All Round   |  |                        |                        |                        | •                    | •                    | •                    | •                    | •                    | •                    | •                      | •                      |
| Drums All Round   |  | •                      | •                      |                        |                      |                      |                      |                      |                      |                      |                        | –                      |
| Discs in Front, Drums at Rear                                 |  |                        |                        | •                      |                      |                      |                      |                      |                      |                      |                        | –                      |
| Differential Lock   |  | •                      | •                      | •                      | –                    | –                    | –                    | –                    | •                    | •                    | •                      | •                      |
| Twinline Trailer Brake  |  | –                      | –                      | –                      | –                    | –                    | –                    | –                    | –                    | –                    | •                      | •                      |
| Suspension  |  |                        |                        |                        |                      |                      |                      |                      |                      |                      |                        |                        |
| Front Parabolic Spring (load capacity in tons)                |  | 5,6                    | 5,6                    | 6,1                    | 4,0                  | 4,4                  | 5,1                  | 5,1                  | 6,1                  | 6,1                  | 6,1                    | 6,1                    |
| Rear Parabolic Spring (load capacity in tons)                 |  | 7,1                    | 10,5                   | 10,5                   | 6,2                  | 8,1                  | 9,3                  | 9,3                  | 10,5                 | 10,5                 | 10,5                   | 10,5                   |
| Trailer 15-pin Plug   |  | –                      | –                      | –                      | –                    | –                    | –                    | –                    | –                    | –                    | •                      | •                      |
| PSM Body CAN Interface  |  | •                      | •                      | •                      | –                    | –                    | •                    | •                    | •                    | •                    | •                      | •                      |
| Fuel Tank Capacity Approximately ( l )                        |  | 75                     | 130                    | 180                    | 180                  | 180                  | 180                  | 180                  | 180                  | 180                  | 280                    | 280                    |
| Wheelbase mm<br>(centre of front axle to centre of rear axle) |  | 3 860                  | 3 860                  | 3 260                  | 4 220                | 4 760                | 4 760                | 4 760                | 5 360                | 5 360                | 5 360                  | 3 560                  |
| Manufacturer's Gross Vehicle Mass (GVM) (kg)                  |  | 11 000                 | 14 500                 | 15 000                 | 9 500                | 11 990               | 13 500               | 13 500               | 15 000               | 15 000               | 15 000                 | 15 000                 |
| Manufacturer's Gross Combination Mass (GCM) (kg)              |  | 11 000                 | 14 500                 | 21 000                 | 13 000               | 21 000               | 21 000               | 28 000               | 21 000               | 28 000               | 32 000                 | 34 000                 |
| • = Standard equipment   ◦ = Optional equipment               |  |                        |                        |                        |                      |                      |                      |                      |                      |                      |                        |                        |

