



The new Antos.

Heavy-duty distribution. 18-44 tonnes gcw



Mercedes-Benz
Trucks you can trust

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The new Antos.

A new class of truck for a new era in transport.

The new Antos. Both a milestone and a benchmark for the future. A whole new class of truck that has been specifically developed for distribution work from 18 t upwards, so that it can cater exactly to your requirements across all applications. Meaning you can go about your day-to-day tasks more effectively and efficiently whatever your line of work, whether it's grocery transport, retail supply services or tanker and dry-bulk haulage.

This is all thanks to practical, comfortable cabs, responsive and dynamic powertrain configurations featuring fuel-saving, low-emission Euro VI engines, as well as extremely safe, solid driving characteristics.

This is backed up by low repair and maintenance costs, complete ease of body mounting and a diverse product portfolio – including special model variants designed to maximise payload capacity or minimise chassis height.

In short, a truck which points the way forward with a new name and a new face. First and foremost though, one which offers you a tailored, purpose-built solution for all distribution applications from 18 t upwards. **The new Antos.**

Climb aboard and experience the new class of truck in heavy-duty distribution.

ANTOS



Not only have we developed a new vehicle, we have created a whole new class.

The Antos defines a new class of truck for heavy-duty distribution. Never before in the history of Mercedes-Benz has a truck been geared so closely to the demands of distribution work from 18 t upwards.

It doesn't just define the new class by having a name of its own, though. The Antos sends out a very clear message visually speaking too - with a design that clearly identifies it as a member of the Mercedes-Benz truck family at the same time as reflecting its tremendous functionality and efficiency in every last little detail.

The engineering aboard the new Antos makes equally impressive reading: from the front bumper to the end cross member, everything is designed for dealing with the rigours of the daily routine and getting the job well done. Solutions which help you to keep to deadlines and generate profits. And when it comes to collaborating together with your bodybuilder, the Antos again shows its true class by showing itself to be highly cooperative: it allows the vehicle configuration to be optimised for your operations whatever the sector and whatever your requirements.

A new class of handling. The Antos quite simply makes heavy-duty distribution work easier and more efficient. The cabs have a standardised width of 2300 mm, which is ideal for accommodating all sorts of different requirements where body length, payload, interior space and the driver's overall view are concerned. On the inside, the ergonomic workstation has been tailored to the driver to allow simple, precise operation and handling. This is exemplified by the standard-specification Mercedes PowerShift 3 automated gearshift. This combines with the comprehensive line-up of responsive Euro VI engines offering up to 460 kW (625 hp) output, as well as the application-matched transmissions and rear-axle ratios, to help ensure economical and dynamic operation. The newly developed and finely tuned chassis components give the truck particularly safe and solid handling characteristics, as well as making it feel remarkably pleasant to drive. Finally, a comprehensive range of assistance and safety systems is available to make the driver's job easier, while increasing safety at the same time.

A new class of efficiency. This isn't just thanks to the standard Euro VI engines for the Antos - fuel consumption is also kept low by the fuel-efficient auxiliary consumers and the streamlined aerodynamics. The high durability of all parts, the low repair and maintenance costs and the long service intervals of up to 120,000 km¹⁾ further contribute to the truck's excellent economy. The way the vehicle is designed for complete ease of body mounting and the exemplary integration of all body components also represents a whole new class of efficiency. And for extra-economical transport operations in sectors where payload and chassis height are crucial, we have developed the Antos Loader and Antos Volumer model variants. You are also able to enhance organisational and logistics efficiency at the same time as optimising vehicle availability by choosing from the range of specially tailored services for the Antos, such as FleetBoard. All in all, it's a whole new class of truck, offering improved handling and increased efficiency. The Antos. Just take a look for yourself!

¹⁾ Depending on engine variant.



The new class of handling: time, cargo and vehicle – all perfectly under control.

While developing the new Antos, we did everything possible to make the heavy-duty distribution work you do daily that much more enjoyable. The outcome is a comfortable, practical workstation, a dynamic, responsive drive system and impressive driving characteristics.

The Antos was specifically developed for distribution applications, so that you can tackle the growing challenges of day-to-day operation faster, more easily and more comfortably than ever before.

The newly developed ClassicSpace S, ClassicSpace M and CompactSpace M cabs come with the ideal credentials for doing just this. This is because they are systematically geared towards the specific application, allowing them to offer an excellent balance between body length, payload capacity and a comfortable, practical workstation. The standardised width of 2300 mm provides an optimum overall view for the driver, while the low, stair-like entrance takes the strain out of getting in. Once you're aboard, the newly developed, comfortable driver's seat and the asymmetrically designed cockpit that is angled towards the driver instantly make you feel like the master of all you survey. Cleverly devised ergonomics, intuitive controls as well as practical stowage facilities together form a harmonious overall concept, which simply makes your job easier.

The highly responsive, dynamic drive in the new Antos also makes a winning impression from the word go. Working in unison with the standard Mercedes PowerShift 3 automated gearshift and the application-matched transmissions and rear-axle ratios, the high-torque Euro VI engines fitted as standard are able to deliver a tangible sense of dynamism and economical driving pleasure in virtually any driving situation. Besides this, the very direct steering with sensitive response, the wide frame with a design optimised for distribution, the new four-bellows air suspension and the optimised rear axle guide¹⁾ work together in perfect harmony to produce a supremely assured and solid driving feel – whether it's on country roads, in city centres or when manoeuvring. Furthermore, there is an array of safety and assistance systems, such as Active Brake Assist 3 and Attention Assist, which can come to the driver's aid in stressful situations. For noticeably better operation and handling. On each and every journey.

¹⁾ Only available for 4x2 model variants.



Making light work of climbing aboard: the ergonomic, stair-like arrangement of the non-slip steps allows for convenient access to the cab without any great exertion and is just one of many examples of how the Antos makes work in the world of heavy-duty distribution easier.

The first cab that has been systematically developed for heavy-duty distribution.

Fine-tuned to the requirements of drivers and their companies, with no compromises: the newly developed cabs for the Antos have been honed for their intended application to enable efficient operating and straightforward handling. From morning to night and on every trip.

To ensure optimum ease of handling and make sure it can be matched exactly to the end application, the new Antos is available with a total of six cab variants¹⁾: the ClassicSpace S, the ClassicSpace M and the CompactSpace M, each of which can be specified with an engine tunnel height of 170 mm or 320 mm²⁾. For maximum body length and a low unladen weight, there is the ClassicSpace S-cab, while the ClassicSpace M-cab boasts additional stowage space and can be fitted with a bunk, allowing it to offer extra comfort on longer runs. The CompactSpace M-cab, meanwhile, is ideal for over-cab bodies such as refrigerator bodies. All have the following in common: an extremely convenient, stair-like entrance and the standardised exterior width of 2300 mm, which offers drivers an excellent overall view in city traffic and when manoeuvring, for example, without having to forego a roomy workstation. The generous adjustment range of both the newly developed seats and the steering wheel makes sure that even taller drivers are able to sit, work and drive in complete comfort.



With an exterior width of 2300 mm, a length of 1700 mm and an engine tunnel with a height of 170 mm or 320 mm²⁾, the Antos with ClassicSpace S-cab¹⁾ combines maximum body length and an excellent overall view with a comfortable driver's workstation – ideal for trade and retail haulage.



The ClassicSpace M-cab¹⁾ is available with a 170 mm or 320 mm²⁾ high engine tunnel. With its length of 2000 mm, it presents an optimum solution for virtually any application. Also available is the CompactSpace M-cab¹⁾, whose flat roof makes it ideal for over-cab bodies.



The optional multifunction key³⁾ can simplify so many things for you: such as the daily vehicle inspection with bulb check and tyre pressure check (in conjunction with the tyre pressure monitoring system).



The new Antos really provides fingertip control over the engine – just press the engine start/stop button and off you go.

For added comfort on the job, the remote-control, credit card-sized key in conjunction with the engine start/stop button helps to get the day off to a particularly easy start. There is also the option of a multifunction key³⁾, which serves as a remote control for a total of 16 vehicle functions from a distance of up to 100 m. The optional co-driver mirror with manoeuvring function is designed to greatly facilitate tricky manoeuvres, further underlining how good the vehicle's handling is and how well it has been geared towards practical operation. As you can see, with the new Antos cabs and their application-matched, driver-focused equipment features, you are ideally prepared for the challenges of heavy-duty distribution.



Safer manoeuvring – when equipped with the optional manoeuvring function, the co-driver mirror can be pivoted outwards by approx. 10° at the push of a button. The mirror's driving position is automatically restored after about 2 minutes or when the speed exceeds 10 km/h.



Advantages at a glance.

- Standardised cab width of 2300 mm for an optimum balance between overall view, spaciousness, body length and payload
- All cabs available with two engine tunnel heights of 170 mm and 320 mm²⁾
- ClassicSpace S-cab: 1700 mm long
- ClassicSpace M-cab: 2000 mm long
- CompactSpace M-cab: 2000 mm long, flat roof
- Low entrance steps with stair-like arrangement
- Credit-card-style vehicle key and engine start/stop button
- Optional multifunction key³⁾ for simplified operation of many vehicle functions
- Co-driver mirror with option of manoeuvring function

¹⁾ Detailed dimensions of all cab variants can be found starting on page 50.

²⁾ For low frame trucks, 320 mm engine tunnel scheduled to be available from 06/2014.

³⁾ The multifunction key also acts as a remote control function for the radio and auxiliary heating, where these are installed.



Now you can find your way around your workstation more easily too.

Improved handling, extra comfort, more fun on the job: you can sense that the Antos workstation was specifically developed for heavy-duty distribution on your very first drive in it. And you can see it too – written all over the driver's face.

Here's something to put a smile on your face on those early mornings: the new Antos boasts a workstation that is more than just good – it's an absolute delight! That's because it caters exactly to the driver's needs, making it easy to work with great precision in any situation. The new interior design of the Antos alone is enough to produce a relaxing effect with its pleasant sense of spaciousness. The asymmetric cockpit is designed around the driver, and its ergonomic layout is ideal for staying relaxed and focussed at the wheel and at work. This includes the positioning of all controls within easy reach and the ability to control a host of vehicle functions from the multifunction steering wheel. The instrument cluster with a 10.4 cm graphics-capable TFT colour display provides a quick, complete and clearly laid-out overview of all the key information about the vehicle and its operating state. The new instrument cluster offers the additional benefits of straightforward, intuitive menu navigation, good legibility with no glare and a simplified departure check routine.



Practical, comfortable workstation, fountain of information and command centre all in one – the cockpit is centred around the driver and is designed for optimum usability in all situations: the main vehicle functions can be controlled conveniently and safely using the multifunction steering wheel. The automated gearshift is operated by means of the right steering-column lever, while all other control elements, the radio, as well as the handy stowage facilities are positioned ergonomically within the driver's reach. In short: it's the ideal environment for focused working, relaxed driving and precise operating.

The standard Mercedes PowerShift 3 automated gearshift is conveniently operated using the right-hand steering-column lever for optimum ease of handling too. In short, this means that all drive control elements are clustered together, eliminating the need for a gearshift console next to the driver's seat and making access through the cab to the co-driver's side easier, for example. The foot switch for adjusting the multifunction steering wheel and its generous adjustment range are a further boon to usability, as are the comfortable seats, which are presented to you on the following page. The Comfort Pack that is available factory fitted furthermore allows the Antos to be tailored even better to personal requirements with various

highly practical and convenience-enhancing features. The Comfort Pack comprises a total of eight equipment items, including for example the enhanced central locking system, a compressed air connection in the cab and sunblinds on the driver and co-driver sides.



The standard multifunction steering wheel makes it far easier to control a whole series of vehicle functions: the eight buttons on both the left and the right can be used for operating the telephone, driver assistance systems and cruise control, as well as for adjusting settings in the instrument cluster.



Thanks to its much larger adjustment range, the multifunction steering wheel can be tilted to an almost vertical position. This makes it easier to get in and out of the cab and increases room for relaxing during breaks. A foot switch allows easy and convenient operation.



The instrument cluster with its 10.4 cm TFT colour display visualises all vehicle information very clearly. There is also the option of an instrument cluster with a 12.7 cm TFT colour display, as well as a version including a video function, which shows the images from the optional reversing camera.

For optimum working comfort and a relaxed style of driving that keeps the driver fit and alert, the Antos comes with seats to match those in the new Actros for comfort, proportions and adjustment range. The seat cushions are especially wide and the adjustment range particularly generous, up to 250 mm lengthwise and 120 mm for height. To sum up: exceptional seating and roominess even for taller drivers.

In standard guise, the new Antos is equipped with the standard suspension seat on the driver's side and the regular seat on the co-driver's side. The driver's seat impresses with its good seating comfort and many adjustment options. To optimise usability, both the seat cushion and backrest of the regular co-driver's seat can be folded up, creating extra room in the twinkling of an eye and helping to put the available space to practical use. Both seats are upholstered in flat-woven fabric as standard, while velour and man-made leather covers are optionally available.

For a particularly high standard of seating comfort, the comfort suspension seat and climatised suspension seat are optionally available for both the driver and co-driver. Thanks to their wealth of comfort features and adjustment options, including integral belt height adjustment, shoulder adjustment in the upper backrest section and side contour adjustment, both seats are immensely comfortable. Besides velour covers, both the comfort and climatised suspension seat are available upholstered in Dinamica star, a material similar in feel to leather, or leather itself.

The air-controlled heating and air conditioning system also contribute to the high standard of working comfort aboard the new Antos by maintaining an optimum interior climate both while driving and during breaks. The diffuser vent in the instrument support, for instance, provides draught-free ventilation of the cab. Automatic climate control is available as an option for all cab



Optimum working conditions – the comfort suspension seat that is optionally available for both the driver and co-driver offers outstanding seating comfort. This can be attributed mainly to the shoulder adjustment facility, the optimised seat cushion angle adjustment, the pneumatic lumbar support and the pneumatic adjustment of the side contours. Armrests give a further boost to comfort. If the optional centre seat is fitted, the inner armrest is omitted. The comfort suspension seat comes upholstered in high-quality velour as standard and leather as an option.



It's not just their exceptionally high levels of comfort and wide range of adjustment options that make the seats in the Antos so impressive. It's also their intuitive operation and the way their controls are ergonomically arranged to make them easy to access and see.



The comfort and climatised suspension seats are optionally available with a massage function that can guard against back strain. It does this by inflating and deflating a total of seven air cushions one after the other, creating a wave effect that massages the back as it runs upwards.



From the digital operating instructions to the truck-specific dynamic route guidance with Mercedes-Benz truck navigation – the optional radio/navigation system with Bluetooth leaves nothing to be desired when it comes to support for the driver and entertainment.



The heating and air conditioning system in the new Antos also stands out for its ease of handling and high efficiency – the controls are designed and arranged for setting the desired temperature quickly and intuitively.



To provide an ideal working climate that keeps drivers feeling fit and alert, the new Antos comes equipped with a fast-acting air-controlled heating system. For even greater ease of use and comfort, there is the option of an air conditioning system, or an automatic climate control system which can regulate functions such as fan speed, temperature and air distribution by itself. And the new residual engine heat function or optional hot-water auxiliary heating are also available, to keep drivers feeling snug and comfortable in waiting periods or during breaks.

variants. And the new, standard-specification residual engine heat utilisation function can keep the inside of the cab at a pleasant temperature for up to two hours after the engine is switched off. There is also the option of a hot-water auxiliary heating system for heating the cab. A variant of the hot-water auxiliary heating system¹⁾, which can heat the cab or the engine, is also available as a further option.

For excellent entertainment and optimum ease of use, all of the radio models available are fitted with a USB interface, are integrated in the instrument panel and are easy to operate and fitted with theft protection. The list of options includes a CD radio with or without Bluetooth connection, the Comfort CD radio with Bluetooth and the Comfort radio/navigation system with Bluetooth. All the radios include a USB interface and Aux-in socket for connecting other end devices such as MP3 players.

¹⁾ Not in conjunction with 320 mm high engine tunnel.

Handy stowage facilities for anything and everything – the new stowage concept in the Antos plays an important role in helping to keep things tidier, more efficient and easier to manage in heavy-duty distribution.

It comprises the stowage compartments above the windscreen, the large shelf on the instrument support, along with the various stowage features in the cockpit, on the engine tunnel and in the door trim – all purpose designed for the things that need to be carried, whether it's sunglasses, drinks, delivery papers or oddments like pens.

Room can be found for the lockable ashtray wherever it's needed. The coat hooks mean you always have somewhere to hang up your jacket. Stowage space in the M-cab is further increased by the shelves in the left and right side walls behind the doors. The stowage compartments behind the seats offer a further 230 litres of space – the one on the driver's side can be accessed from the exterior, too.

Furthermore, the comprehensive stowage concept in the new Antos can be adapted even more to suit individual requirements. Take, for instance, the low stowage tray for the engine tunnel, which holds two cups securely and has enough space for a clipboard and papers, for example. Further options include a high, enclosed stowage box with integral litter bin, a stowage pocket for the rear wall, a CD holder for up to 6 CDs and a pull-around curtain together with a comfortable bunk, ideal for recharging the batteries during breaks. In short, everything is designed to further enhance working comfort and ease of handling.



The stowage bin in the interior door trim is able to hold all manner of things which should be kept within easy reach without even having to climb into the cab, such as work gloves. It also incorporates a bottle holder that is large enough for 1.5 l bottles and protects them from direct sunlight.



The folding table integrated into the instrument panel on the co-driver's side comes in very handy during breaks or as a writing surface. It is robust, easy to clean and folds out and in again in an instant.



The cockpit in the new Antos stands out for the ideal arrangement of all its controls and the array of practical stowage facilities. These include, for example, the standard drinks holders in the centre module for holding cups and bottles, as well as the optional stowage features on the engine tunnel.



Even on jobs which require a larger crew – and the optionally available centre seat – the cockpit of the new Antos offers an excellent working environment and plenty of space. For simple, precise operation and handling and a high level of driving comfort for up to three people.



Also accessible from the interior, the standard exterior stowage compartment on the left hand side in the M-cab is protected by a hinged cover and is able to hold tools and other utensils which are of indispensable use in heavy-duty distribution.



The optional coolbox with a capacity of approx. 25 litres keeps you supplied with chilled drinks and fresh food. The coolbox is mounted on the engine tunnel where it is easily accessible from the driver's seat.



The two open stowage compartments¹⁾ above the windscreen create extra stowage space and help to keep the cab tidier. The compartments are optionally available with hinged flaps too.



Advantages at a glance.

- Newly devised, ergonomically designed driver's workstation for optimum ease of handling
- Intuitively controllable multifunction steering wheel with large adjustment range
- New easily legible instrument cluster with a 10.4 cm TFT colour display
- Newly developed seats with particularly large cushion area and scope for adjustment
- Comfort suspension seat and climatized suspension seat with a massage function as an option
- Radio with USB interface as standard, extensive multimedia range including truck navigation
- Air-controlled heating and cooling system as well as innovative residual engine heat utilisation as standard
- Air conditioning or automatic climate control available as options
- Optional hot-water auxiliary heating for the engine and cab
- Brand new, extensive stowage concept with plenty of handy stowage features that are within easy reach of the driver's seat
- Additional features available as special equipment: e.g. coolbox with approx. 25 l capacity, folding table on co-driver's side, centre seat, comfortable bunk in M cab
- Optional Comfort Pack

¹⁾ Not available with CompactSpace M-cabs.

Spontaneous, precise, efficient. When it comes to drive power, we've really shifted up a gear.

Euro VI engines with up to **460 kW** (625 hp) output, Mercedes PowerShift 3 and a wide selection of precision-matched transmission and axle combinations – you can feel how the inner strength of the Antos is transferred spontaneously, precisely and efficiently to the road. Prepare to be thrilled.

The drive system in the Antos makes it a delight to drive. It all starts as soon as you're ready to pull away with the standard Mercedes PowerShift 3, automated gearshift's creep function. This works in just the same way as an automatic transmission in a passenger car: once a gear is engaged, the Antos starts to roll forward slowly, ready to deliver its full power and dynamism the instant the accelerator is pressed.

The new 6-cylinder in-line engines with the X-Pulse¹⁾ common-rail high-pressure injection system and injection pressures of up to 2100 bar unleash their power without hesitation and exactly as the foot on the accelerator pedal commands. Spontaneous response and smooth operation are further strengths of the standard-specification Euro VI engines²⁾ in the Antos.

All Antos models are equipped as standard with the Mercedes PowerShift 3 automated gearshift, whose high-performance shift sensors ensure precise selection of the optimum gear for the current driving situation and load conditions, as well as executing gearshifts extremely fast. Mercedes PowerShift 3 is available with three different driving programs, one of which can be chosen



With a total of 16 power ratings from **175 kW** (238 hp) up to **460 kW** (625 hp), the Antos boasts a seamless range of high-torque Euro VI engines²⁾. Peak torque is on tap from low revs with all the engine variants, producing a dynamic feel while keeping fuel consumption low.



The Antos offers just the right automatic transmission for every transport job. Besides a range of four 12-speed transmissions and the 16-speed unit, there is also a sophisticated 8-speed transmission³⁾, whose low weight and compact design make it particularly suitable for use in distribution.

for your Antos. Mercedes PowerShift 3 also fosters a driving style that is perfectly suited to the application. And to simplify manoeuvring, it includes reverse gears with different ratios as well as having the ability to shift directly from 1 to R.

To make sure that the engine's power is transferred to the road with minimal losses, there are six different transmissions to choose from for all heavy-duty distribution operations. Together with the range of perfectly harmonised drive axles and the wide choice of ratio variants, this means that the Antos is able to offer a dynamic drive configuration with spontaneous response for every heavy-duty distribution transport task imaginable. Plus, of course, loads of driving pleasure.

Driving programme	fleet			
		power		
		economy		
Driving mode	economy	standard	manual	power
	No kickdown possible	Kickdown possible	No kickdown possible	Kickdown possible
	EcoRoll cannot be deactivated	EcoRoll can be deactivated	EcoRoll can be deactivated	EcoRoll deactivated
	Top speed ⁴⁾ 85 km/h	Top speed 89.8 km/h	Top speed 89.8 km/h	Top speed 89.8 km/h

When you purchase the vehicle, you can choose one of the three driving programs that are available for the Mercedes PowerShift 3: "fleet", "power" or "economy". Each of the driving programs includes various driving modes, meaning the Antos has all the right ingredients for highly efficient motoring.



The current driving mode and selected gear are displayed in the instrument cluster at all times – the selectable driving modes and auxiliary functions further enhance usability and efficiency.



The Mercedes PowerShift 3 automated gearshift fitted as standard in the new Antos is operated simply by using the right-hand steering-column lever. This improves ease of use, at the same time as facilitating access through to the co-driver's side by dispensing with a conventional shift lever.



Advantages at a glance.

- Dynamic drive system with responsive engines and perfectly harmonised powertrain configurations
- Newly developed 6-cylinder inline engines with X-Pulse¹⁾ common-rail high-pressure injection
- Four displacement classes: 7.7 l, 10.7 l, 12.8 l, 15.6 l
- Seamless range of Euro VI engines with 16 power ratings from 175 kW (238 hp) up to 460 kW (625 hp)²⁾
- Mercedes PowerShift 3 automated gearshift with various driving programs to choose from as well as manually selectable driving modes and auxiliary functions
- Automated transmission conveniently operated via the steering-column lever
- Six different, application-matched transmission variants with 8, 12 and 16 speeds
- Two weight-optimised hypoid rear axles designed to suit the end application with a comprehensive choice of ratio variants

¹⁾ X-Pulse is not available with the OM 936 engine.

²⁾ Engine performance data can be found on page 53.

³⁾ 8-speed transmission only in conjunction with the OM 936 engine.

⁴⁾ Top speed of 89.8 km/h possible using the accelerator.



The same run, the same roads, the same customers. But a superior driving sensation.

In the new Antos, the frame, chassis, suspension and steering work together in perfect harmony. For easy, precise operation and handling when driving and manoeuvring, and an unrivalled experience at the wheel.

Whether you are travelling swiftly along country roads, accelerating or braking, or manoeuvring up to a loading ramp, the newly developed and perfectly orchestrated chassis components in the Antos produce a tremendously assured and superior feel in virtually any driving situation. First, there is the direct steering system, which is able to perform its work with great sensitivity and precision thanks to an enhanced steering gear with improved steering kinematics. To ensure impressive suspension comfort and keep its cargo intact, the Antos comes equipped with a four-bellows air suspension system as standard. The new wider and more rigidly built frame has been optimised for heavy-duty distribution applications. As on the new Actros, the frame track has been widened by 90 mm to 834 mm, giving the new Antos particularly good roadholding and supreme driving characteristics. The Antos is also available with short wheelbases for greater manoeuvrability. The optimised rear axle guide¹⁾ also plays a key role in the outstanding handling qualities: thanks to the attachment points being positioned further outwards, it provides optimum lateral stability and improved understeer/oversteer



The very direct and sensitive steering in the Antos varies the power assistance as a function of the road speed. This lends itself to easy, precise vehicle control when manoeuvring, as well as excellent straight-line running and directional stability at high speeds. Further benefits include high steering precision and excellent understeer/oversteer characteristics. As a result, less steering correction is necessary, which in turn means greater safety and better handling.

characteristics and necessitates fewer steering corrections. And what sounds quite complex on paper translates into two very simple things in day-to-day operation: easy, precise handling and a unique sensation of safety and superiority at the wheel.



The air suspension bellows on the standard-fit four-bellows air suspension have been attached on the far outside, and in conjunction with the optimised rear axle guide¹⁾ they minimise roll characteristics when driving over bumps in the road and produce noticeably less body roll in bends.



Besides its excellent roadholding and supreme driving qualities, the Antos frame also offers outstanding corrosion protection, thanks to cathodic dip priming, and straightforward body mounting²⁾. Further benefits include the wide selection of wheelbases, factory-fitted frame overhangs and end cross members³⁾.



Advantages at a glance.

- Perfectly harmonised chassis components for a tremendously assured and superior driving feel
- Optimised rear axle guide¹⁾ for high lateral stability and excellent understeer/oversteer characteristics
- Four-bellows air suspension system as standard for impressive suspension comfort, keeping cargo intact and reduced roll characteristics
- Direct steering with sensitive response for high steering precision
- Variable power assistance depending on the road speed
- Optimised steering gear for excellent transfer of the steering forces
- Short wheelbases for high manoeuvrability
- Wider, more rigid frame, meaning a wide track for superior roadholding
- Comprehensive selection of wheelbases, frame overhangs and end cross members³⁾

¹⁾ Only available for 4x2 model variants.

²⁾ Key information regarding ease of body mounting can be found on pages 28/29.

³⁾ Details of wheelbases, frame overhangs and end cross members can be found starting on page 53.

You can never have too many guardian angels.

To ensure optimum safety on every journey, the new Antos is available with assistance and safety systems that actively reduce the strain on the driver. They do this by helping the driver to overcome the demands of driving in ever heavier traffic while staying relaxed and poised.

The Antos offers assistance and safety systems to cover virtually any driving situation. While on the move, systems such as the optional Proximity Control Assist with stop-and-go function, Attention Assist and Lane Keeping Assist are able to provide stress-relieving comfort. Safety while driving is given a further boost by Roll Control Assist and the standard Stability Control Assist. Meanwhile, the optionally available tyre pressure monitoring system¹⁾ keeps the driver informed of the current tyre pressures.

To keeping braking distances short, there is an electronic brake system comprising ABS, ASR, Brake Assist, hill holder and a powerful engine brake. The new Antos is furthermore available with the option of the wear-free High Performance Engine Brake, which is able to generate up to 475 kW²⁾ of engine braking power. The special equipment list also includes a water retarder, which is fully integrated into the brake system and can produce up to 750 kW of braking power. Supreme safety out on the road is offered by Active Brake Assist 3. This enhanced, optional system is now able to react to stationary as well as moving obstacles and prevent collisions – or at least

reduce the severity of the accident – by triggering autonomous emergency braking. Finally, automatic activation of the hazard warning lights in response to emergency braking increases safety for vehicles following behind too.

For even better visibility at night time, the high-intensity clear-lens headlamps are optionally available in a bi-xenon version. Further safety features and options include the cornering light function, LED daytime running lamps, as well as LED tail lights. Meanwhile, the follow-me-home lighting fitted as standard lights up the way to or from the cab. A rain/light sensor and a sensed fifth-wheel coupling, whose locking status is indicated in the instrument cluster, are also available. As an alternative to the wealth of individual safety features, various Safety Packs are also available containing a selection of complementary features which are geared towards practical operation.

¹⁾ The tyre pressure monitoring system is available as an option and can be viewed in the instrument cluster.

²⁾ Depending on engine variant.



Safety boost: Active Brake Assist 3 is able to prevent an impending collision with a stationary obstacle or considerably reduce the impact speed by means of hard braking. This makes it possible to avoid accidents completely or greatly reduce their severity.



The tyre pressures can be monitored¹⁾ using the multifunction key³⁾. The system helps to increase tyre life and reduce the risk of punctures. If the appropriate sensors are fitted, the pressure of the tyres on the trailer can be checked too.



The optional Attention Assist system⁴⁾ is able to enhance safety by monitoring steering behaviour, directional consistency and driver activity to detect increasing signs of fatigue and inattentiveness. It then gives the driver visual and audible warnings and suggests taking a break.



The optionally available Proximity Control Assist is designed for relaxed, safe driving by automatically adapting the speed and proximity of the Antos to the changing driving situation using the integral cruise and braking speed control. The system also incorporates a stop-and-go function to further relieve the strain on the driver. With this, the Proximity Control Assist can automatically bring the Antos to a complete stop, for instance when traffic starts to tail back – and when things start moving, the truck slowly pulls away again⁵⁾.



Advantages at a glance.

Driving safety:

- Active Brake Assist 3
- Proximity Control Assist with stop-and-go function
- Attention Assist⁴⁾
- Lane Keeping Assist
- Roll Control Assist
- Stability Control Assist fitted as standard
- Tyre pressure monitoring system¹⁾ as an option

Braking safety:

- Electronic brake system with ABS, ASR, Brake Assist and hill holder
- High Performance Engine Brake with up to 475 kW²⁾ of engine braking power as an option
- Water retarder with up to 3500 Nm of braking torque as an option

Lighting and visibility:

- LED tail lights as standard. Bi-xenon headlamps, cornering light function, front fog lamps and LED daytime running lamps optionally available
- Follow-me-home lighting

Additional optional safety features:

- Rain/light sensor
- Sensed fifth-wheel coupling
- Basic or Classic Safety Pack as an option

³⁾ The multifunction key also acts as a remote control function for the radio and auxiliary heating, where these are installed.

⁴⁾ Only available in conjunction with Lane Keeping Assist.

⁵⁾ When the vehicle is stationary for less than 2 seconds.





For more efficiency. Now and in the future.

The new Antos was specifically developed for heavy-duty distribution. The result is a truck which takes to the road boasting efficient, forward-looking technology and outstanding ease of body mounting. In addition, there are services which have been especially adapted to suit the Antos. All of which gives you greater profitability from day one.

In an effort to further improve efficiency in heavy-duty distribution, during development of the Antos our engineers and designers explored all the potential for increasing the truck's viability for the future and reducing your costs substantially.

Quite apart from the sophisticated aerodynamics of the new cabs, the reduced rolling resistance and the consumption-optimised auxiliary consumers, it is perhaps above all the standard-specification Euro VI engines and the Mercedes-Benz exhaust gas technology which contribute to the low fuel consumption and excellent efficiency of the new Antos. And the Antos will be looked on favourably by your customers, too, as a transport solution delivering reduced CO₂ and particulates emissions. The excellent efficiency of the Antos is mirrored in its ease of body mounting too, as it is built to be particularly suitable for the high proportion of rigid trucks used in heavy-duty distribution. This facilitates not only the selection, mounting and connection of the

body itself, but also the integration of all the controls and displays. In short, everything is designed to make sure that the Antos can be put into service faster and at lower cost.

A profitable global solution – to enable you to exploit the technical potential of the Antos to an even better degree we are attaching a lot of importance to the increased networking of trucks and services: this comprises various services which have been specially tailored to the Antos, helping to achieve particularly low overall costs and therefore a very profitable global solution. Examples include the use of state-of-the-art telematics solutions, a comprehensive Service Contract, favourable terms and conditions for leasing and financing with guaranteed high residual values plus consumption-reducing training measures. In everyday terms this all adds up to low overall costs and more profitability for you – right from day one.



Every truck costs money. The Antos saves it. Thanks to the combination of innovative vehicle technology and tailored services, the Antos makes a particularly significant contribution to economic operations.

We've squeezed everything we can out of it – even the emissions.

The new Antos brings with it a harmonious all-round concept that takes full advantage of all the various possibilities for reducing fuel consumption. From the nose right through to the tail, with one detail after another.

The new Antos saves diesel and reduces emissions – more and more with every passing mile. Much of this can be attributed to the new Euro VI engines, whose common-rail technology and supremely efficient X-Pulse¹⁾ injection system with pressure boosting ensure that the Antos makes extremely efficient use of its fuel. AdBlue[®] injection without compressed air and the cooled exhaust gas recirculation help to make further fuel savings. In addition to this, auxiliary consumers with a fuel-efficient design, such as the electronically controlled water pump, the air compressor with on-demand control, the enhanced compressed air control and the optionally available controlled power steering pump, all help to consume less diesel too.

Another feature that optimises fuel economy in the new Antos is the standard-specification Mercedes PowerShift 3 automated gearshift, whose precise gear selections, quick shift times and fuel-saving driving programs like “fleet” and “economy”²⁾ serve to increase efficiency. The application-matched transmissions and wide selection of finely tuned rear-axle ratios also do their bit. What's more, there is the option of Predictive Powertrain Control³⁾,

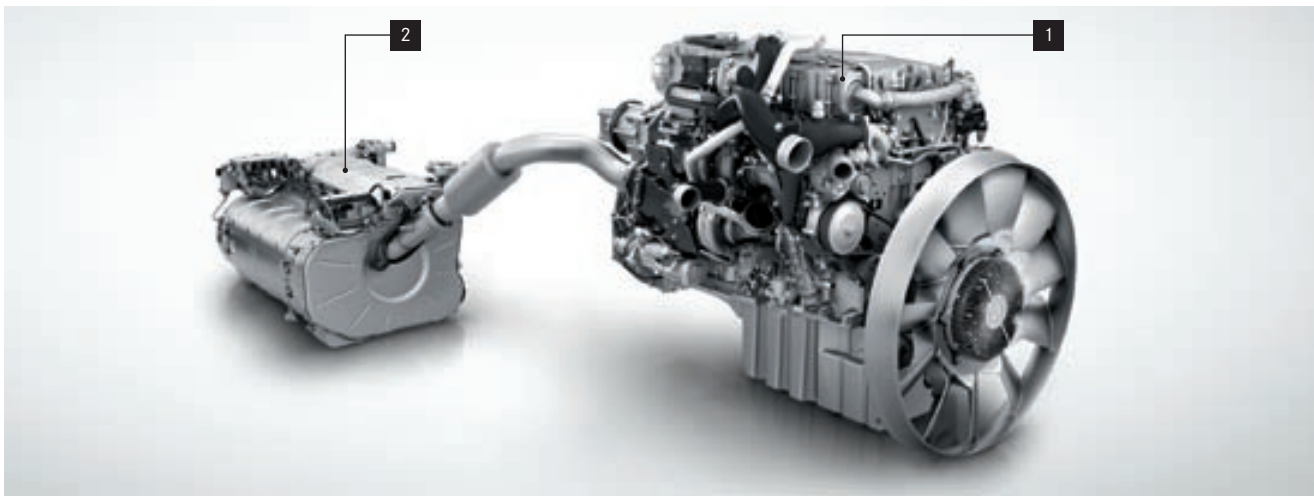


The new Antos does more than just look aerodynamic, as it underwent countless hours of streamlining in the wind tunnel to minimise air drag. As a result, the sweeping lines of its striking silhouette give it superb, fuel-saving aerodynamics. The standard spray guards on the wings are one of the contributory factors here, as are the optionally available door extensions. Finally, additional diesel fuel can be saved with the optional radiator shutter⁴⁾, which opens and closes automatically depending on the engine's cooling requirements.

an innovative system that integrates a driving mode into the automatic transmission which adapts to the topography. Using a satellite location system and a 3D map, the system recognises changes in the road ahead such as inclines and reacts accordingly, by predictively optimising gear-changing and cruise control speed. This can save up to 5% in fuel. It doesn't stop there though: to lower rolling resistance, the tyre pressure monitoring system can be specified as an option, for example, as can super-wide tyres⁵⁾ for the drive axle. So, as you can see, the new Antos is more than just a complete package that lowers fuel consumption and emissions – it also offers an efficiency package that sets new benchmarks.



The FleetBoard EcoSupport system supplied as standard helps drivers to save fuel by displaying tips during the journey for continuously improving their personal driving style. The result is superior efficiency and lower fuel consumption and emissions.



Antos Euro VI exhaust technology. The new Euro VI engines impress with low consumption and particularly low pollutant emissions. 1. As a result of the cooled exhaust gas recirculation, fewer nitrogen oxides are produced during fuel combustion. 2. The Euro VI engines' exhaust system is fitted with a highly effective diesel particulate filter as standard. The AdBlue[®] is now injected into the exhaust gas flow without air through the optimised metering unit. The nitrogen oxides are completely converted into water and nitrogen in the SCR catalytic converter.

i Advantages at a glance.

- Efficient Euro VI engines with X-Pulse¹⁾ common-rail high-pressure injection
- Early compliance with Euro VI as standard
- Energy-optimised auxiliary consumers
- Consumption-reduced AdBlue[®] injection
- FleetBoard EcoSupport as standard to bring about a more economical style of driving
- Mercedes PowerShift 3 automated gearshift with efficiency-focused “fleet” and “economy” driving programs²⁾
- Optional Predictive Powertrain Control³⁾ for topography-based, fuel-saving gearshifting
- Transmissions and rear-axle ratios designed to optimise consumption
- Optimised aerodynamics for reduced air drag and low consumption
- Optionally, super-wide tyres⁵⁾ and the tyre pressure monitoring system, giving reduced rolling resistance

¹⁾ X-Pulse is not available with the OM 936 engine.

²⁾ Further details on the driving programs can be found on pages 18/19.

³⁾ Only available in conjunction with the OM 470 and OM 471 engines and, from 2014, with the OM 473.

⁴⁾ In conjunction with the 170 mm high engine tunnel.

⁵⁾ In conjunction with the tyre pressure monitoring system.

The Antos: the perfect platform for building on.

From ordering to mounting and connecting to programming – with the Antos a seamless process is designed to make body mounting particularly straightforward and keep costs low. Meaning that you get your vehicle back ready to enter service quickly and cost effectively.

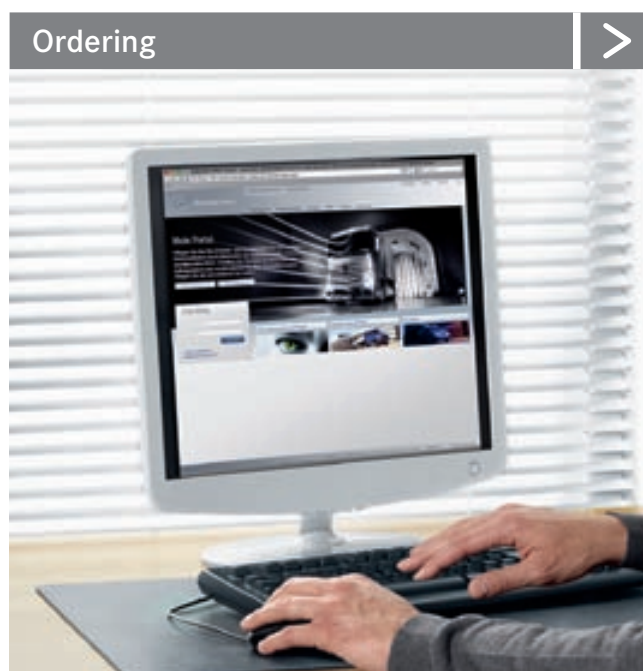
With a design that allows straightforward body mounting, the Antos provides an ideal basis for optimal, application-matched body solutions for heavy-duty distribution. All ex factory and with no compromises.

The Mercedes-Benz Bodybuilder Portal provides a quick and easy means of finding all the necessary data and information.

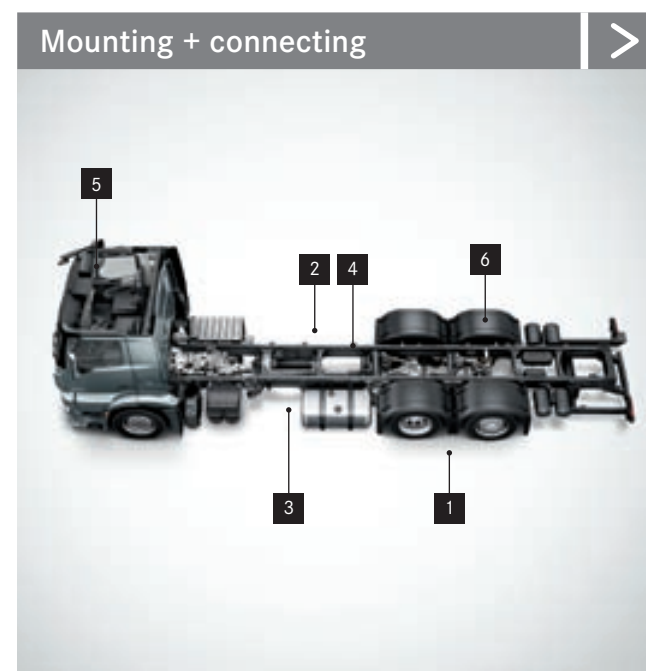
To allow efficient body mounting, the frame features a hole pattern with 50 mm spacing along with standardised shackles, brackets and other attachment parts.

Defining clear areas at the factory for example for crane support legs, stowage boxes and offering an optimised, comprehensive range of wheelbases as well as a choice of frame overhangs¹⁾ removes the need for subsequent conversion work – saving time and money.

The portfolio of optimum body solutions for the Antos also includes a wide range of power take-offs for operating all manner of pumps and assemblies, as well as factory-fitted wings and steered trailing axles²⁾ – for 6 x 2 rigid trucks for instance.



All the information which can help to ensure your Antos enters service in the shortest time possible with a made-to-measure body can be found quickly and easily using the Mercedes-Benz Bodybuilder Portal.

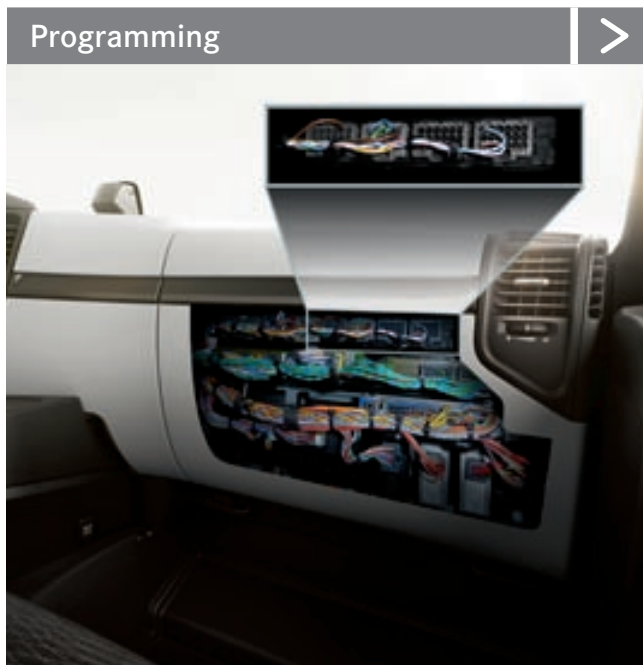


1. Various wheelbases. 2. Defined clear areas. 3. Uniform hole pattern. 4. Attachment parts at defined points of the frame, which reduce the amount of work required when mounting bodies. 5. Easily accessible electrical and pneumatic connections. 6. Take-off flanges optionally available ex factory.

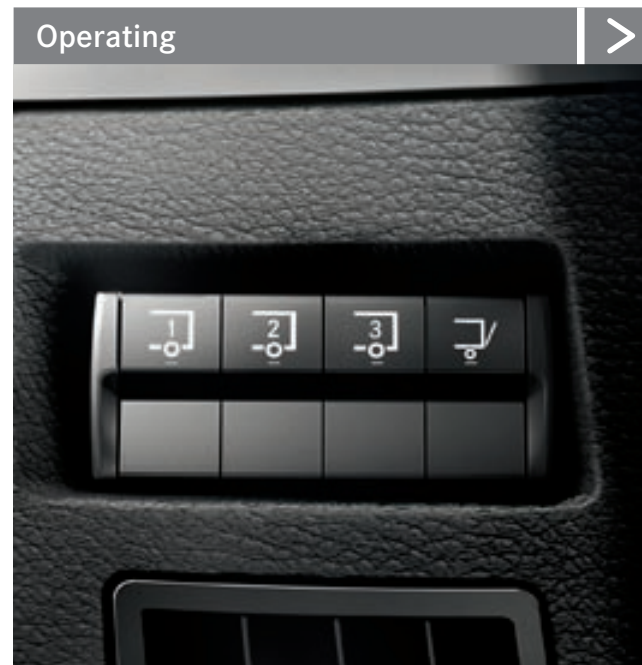
Features that help to create a perfect connection include the easily accessible pneumatic connections. And for connecting up the body's electrics and electronics, there are also easily accessible electronics connections, including the bodybuilder interface.

The Antos is also optionally available with the Parameterisable Special Module. On the one hand, this serves to allow individual programming of complex bodies and attachments. On the other, it enables a flawless exchange of information between vehicle and body – and makes sure that everything works exactly as it is meant to.

The free switch spaces included in the cockpit for operating a wide range of body functions allow for optimum ease of use in day-to-day operation, while the display of important body information in the instrument cluster saves time as well as further enhancing working comfort, usability and efficiency.



Double benefit: the parameterisable special module enables customised programming of complex bodies or power take-offs. It furthermore ensures the faultless processing of information and a smooth information exchange between vehicle and body.



The optimal integration of the body into the vehicle makes it possible to check and operate body functions from the comfort of the driver's seat. The information messages and indicator lamps in the instrument cluster as well as the available switch spaces in the cockpit allow drivers to work even more efficiently.



Advantages at a glance.

- Seamless, precisely defined body process from ordering to start of operation
- Uniform 50 mm hole pattern (50x50) even in the vicinity of the axles, plus standardised shackles, brackets and other attachment parts
- Frame layout geared towards practical operation with comprehensive choice of wheelbases¹⁾
- Clear areas on frame defined at the factory for e.g. support legs, stowage boxes or assemblies. No subsequent conversion or relocation of assemblies required
- Optimum space available for e.g. fuel tanks, compressors
- Wide range of ex factory PTOs, steered trailing axles²⁾
- Parameterisable Special Module (PSM) for programming bodies and attachments and for an optimum exchange of information between vehicle and body
- Easily accessible pneumatic and electronic connections
- Switch spaces in the cab for bodybuilder electrics, allowing ergonomic operation of various body functions
- Integration of bodybuilder information into the instrument cluster for clearly visualising all key vehicle information

¹⁾ Details of frame overhangs and end cross members as well as an overview of the available wheelbases can be found on pages 53 – 67.

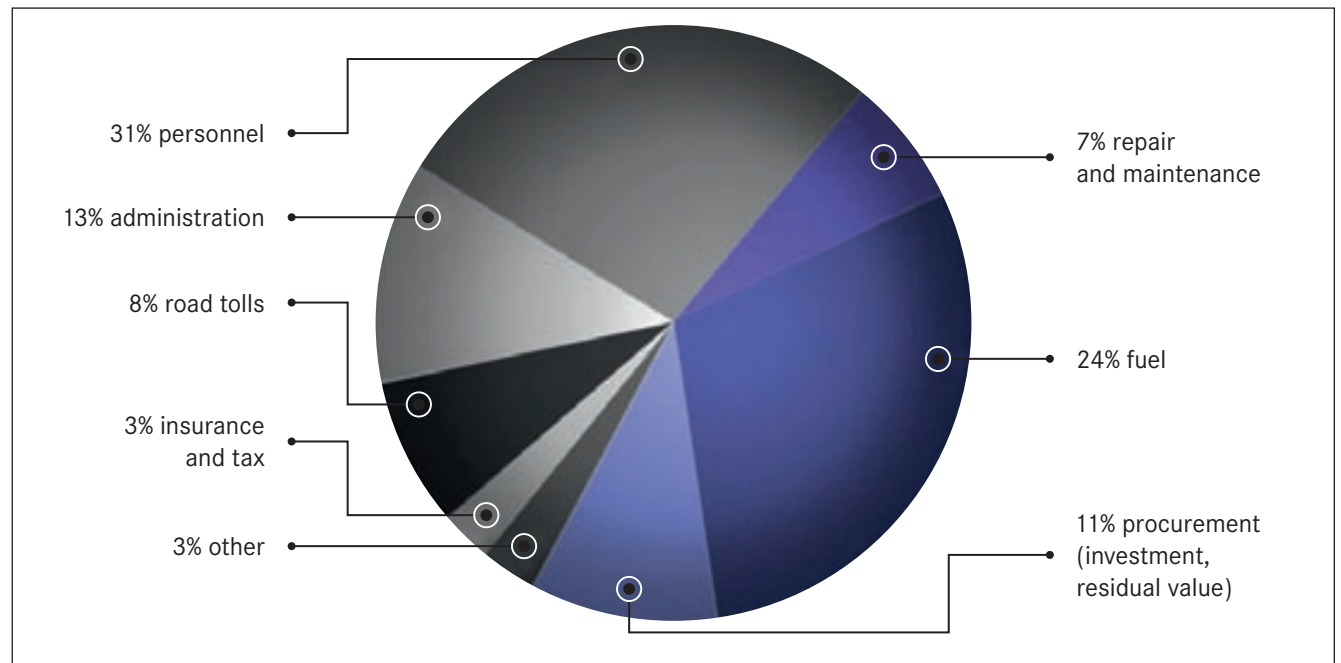
²⁾ Scheduled to be available from 12/2013.



Trucks cost money. Ours saves it.

A complete solution, delivering greater economy. With the new Antos, you have the opportunity to influence major cost factors positively and thus significantly increase earnings from your long-distance transport business. Through the deployment of innovative vehicle technology. And through perfectly matched services, which help to exploit even better the huge potential of the Antos in terms of economy. In short: trucks cost money, the Antos saves it.

The overall economy of a truck is determined by many factors. Some cannot be influenced. But others can: thus, for example, alongside the innovative, cost-reducing vehicle technology deployed, services which are perfectly aligned to the Antos also ensure that you can positively influence cost factors such as consumption and repairs and maintenance as well. Giving an even more profitable complete solution. From the first day onwards.



Source: Bundesverband Güterkraftverkehr Logistik und Entsorgung e.V., data as at 12/2013 (regional report).

The overall economy of a truck is determined by many factors. With the Antos, we have gone to work on those areas where you can actively and positively influence your costs. Fuel consumption, for example, or repairs and maintenance – but also right at the start, when it comes to procurement costs. And because the residual value of your truck is just as important as the original investment, we subdivide procurement costs into investment and residual value.



Investment.

The best truck is the truck that suits you to a T.

The investment in a truck must be carefully planned. So as to ensure it meets all your requirements, we fitted out the Antos with everything that makes a truck for heavy-duty distribution state-of-the-art. What's more, we optimised it further for specific end uses. The Antos Loader and Antos Volumer, for example, ensure greater economy from the start for end uses requiring a greater payload or a particularly large volume. You'll find out more about these models on pages 34 to 37. But in addition to outstanding vehicle technology, tailored services also help to save money. The starting point for most services is FleetBoard: this is a telematics-based internet service which, in conjunction with FleetBoard Vehicle Management or FleetBoard Time Management for example, represents leading-edge vehicle and transport management. The FleetBoard driving analysis very often gives pointers to fuel savings of up to 10%. There is an additional cost

advantage to you if you sign up for a full Service Contract and use of the FleetBoard "Service" module. Mercedes-Benz Finance can offer finance and leasing solutions to suit your needs¹⁾. Mercedes-Benz Contract Hire ensures you get the repair and maintenance package which is appropriate for you. There are numerous benefits to choosing Mercedes-Benz Contract Hire, not least extra maintenance cover for your commercial fleet. With a Contract Hire agreement, you can choose from a wide variety of options including collecting and delivery of vehicles for scheduled maintenance, tyre replacements and also replacement vehicles in the event of breakdown, plus many more.

¹⁾ More details on pages 44/45.



Consumption.

An accomplished driver can make a good truck great. In heavy-duty distribution, the outlay for fuel is the largest cost factor. Through an excellent combination of vehicle technology and services such as FleetBoard driving analysis and extra driver training, impressive cost savings can be achieved: the new Antos with Euro VI can use up to 5% less fuel than its predecessor. And with the optionally available Predictive Powertrain Control assistance system, further fuel savings of up to 5% are possible. The FleetBoard driving analysis provides an objective assessment of driving styles and prevents drivers sliding back into old driving habits which use more fuel. And with the help of the FleetBoard EcoSupport system, drivers can continue to optimise their driving styles. Additionally, with Mercedes-Benz Eco Training, a way of driving is taught that saves up to 10% fuel. In short: an accomplished driver can make a good truck great.



Repairs and maintenance.

A truck only earns money when it's being driven.

As a proud owner of a Mercedes-Benz, we're sure you want to look after it. To get the best out of your truck and to keep it running how the Mercedes-Benz engineers intended, we recommend that you have it maintained and serviced at regular intervals at any one of our Mercedes-Benz Authorised Dealers located across the United Kingdom. We have a number of servicing and repair options and Service Contracts designed to help manage your maintenance costs with flexible and affordable options. Not only will you feel reassured that trained technicians are working on your truck, you can rest assured that they will use Mercedes-Benz GenuineParts.



Residual value.

A first-class truck is an investment in the next one.

The residual value of your truck is almost as important as the initial investment. The higher the residual value at the end of a truck's period of use, the lower your overall procurement costs will be for that new truck. To provide certainty on the future value, and so that you know what resale value to incorporate into any whole-life-cost calculation, we can – if you wish – guarantee the buy-back price to you either directly through Mercedes-Benz UK or via a suitable Mercedes-Benz Financial Services product¹⁾; this can all be arranged prior to delivery of your new Antos. Providing certainty for future calculations. Because a first-class truck is an investment in the next one.




Advantages at a glance.

- Profitable global solution comprising innovative vehicle technology and leading Mercedes-Benz services
- Reduced costs over the entire period of use
- FleetBoard hardware optionally available ex factory
- FleetBoard Vehicle Management, Logistics Management and Time Management as options
- EcoSupport fitted as standard and Mercedes-Benz DriverTraining and FleetBoard driving analysis offered as options, to bring about a fuel-saving driving style

¹⁾ More details on pages 44/45.





Repairs and maintenance.
A truck only earns money when it's being driven.

Residual value.
A first-class truck is an investment in the next one.

Consumption.
An accomplished driver can make a good truck great.

Investment.
The best truck is the truck that suits you to a T.

ANTOS

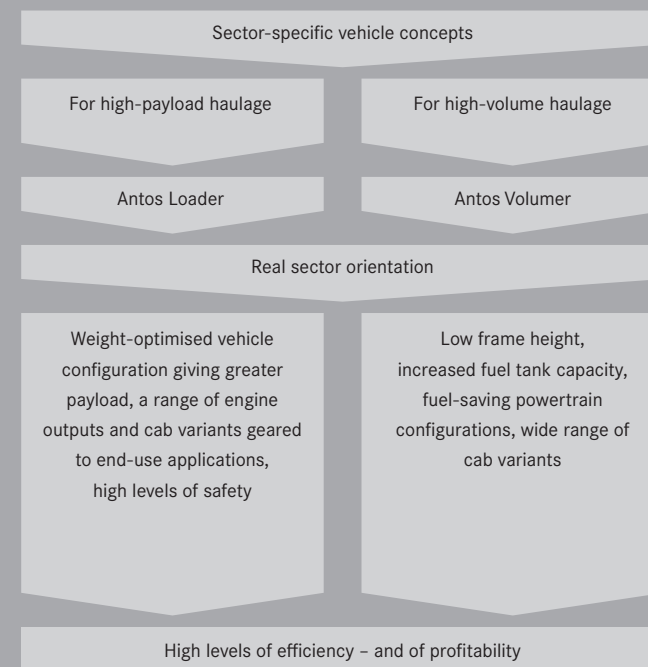


A new class of payload: Antos Loader and Antos Volumer.

If you are looking for that little bit of extra payload or load space before reaching capacity, allow us to introduce the Antos Loader and the Antos Volumer: two real specialists that are simply built to carry more as standard.

The new Antos allows you to operate more efficiently than ever before in heavy-duty distribution. And so that the same can be said for high-payload and high-volume haulage too, we have developed the Antos Loader and the Antos Volumer. For as we all know, special jobs call for special tools – or, in this case, special vehicles. For the new Antos Loader, every possibility to reduce weight was examined and – if it made technical sense – systematically implemented. The outcome: payload-optimised rigid vehicles and tractor units that are amongst the lightest in the heavy-duty distribution sector, all ex factory. With high-performance, economical Euro VI engines, cabs matched to the jobs they have to do and the same high standard of safety.

The Antos Volumer also makes it possible to operate even more efficiently. The rigid vehicles boast a low frame height and the tractor units stand out for their particularly low coupling point height, making them real high-volume haulage specialists. In practice, this means the load area can be put to optimum use. In addition to the high load capacity, powertrain configurations which are particularly economical with fuel and the large fuel tank capacity on the Antos Volumer, for instance, all contribute to greater efficiency too. On the next few pages, you can find some of the defining characteristics of the Antos Loader and the Antos Volumer. For more information, and for your own specific, ideal vehicle configuration, please contact your Mercedes-Benz Dealer.



The new Antos Loader: for those who want more payload.

Lower unladen weight, more payload – from the radiator grille to the end cross member. The Antos Loader was specifically designed to meet the requirements of payload-sensitive sectors. For that reason, it is one of the lightest vehicles in heavy-duty distribution, regardless of whether you go for a rigid truck or a tractor unit. Quite simply, you can pack more onto the new Antos Loader. And that pays dividends. Every trip.

The concept of a truck designed for maximum payload is nothing new – but never before has it been implemented in such a systematic manner. As a result, the Antos Loader is extremely light despite the significantly heavier Euro VI technology – depending on the equipment fitted, it weighs in at approx. 6000 kg¹⁾ unladen. This is achieved by a whole raft of standard-fit weight-reducing measures, some minor and some more major, which combine together to enable you to carry more payload.

Both as tractor unit or rigid, the new Antos Loader models are offered with a wide range of frugal engine options to suit the task at hand – a 7.7 l displacement and an output of 200 kW (272 hp) up to 260 kW (354 hp) or 10.7 l displacement and an output of 240 kW (326 hp) up to 315 kW (428 hp), all with 8 or 12 speed Mercedes PowerShift 3 transmissions and super-wide tyres on aluminium rims as standard. There is a choice of ClassicSpace S or ClassicSpace M cabs with a 320 mm engine tunnel – offering flexibility to suit the operation.

¹⁾ For 4x2 tractor units.

<ul style="list-style-type: none"> 1 Roof hatch omitted 2 Weight-optimised end cross member¹⁾ 3 Combination tank (300 l diesel and 25 l AdBlue[®])¹⁾ 4 140 Ah batteries 5 Front axle stabiliser bar omitted^{*)} 6 Dust undershield omitted 	<ul style="list-style-type: none"> 7 Weight-optimised windscreen 8 Rear axle guidance, weight-optimised (wishbone, enclosed)^{*)} 9 Aluminium step brackets 10 Weight-optimised floor covering 11 Radiator shutter omitted 	
<ul style="list-style-type: none"> <input type="checkbox"/> Feature that can be de-selected 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Feature that cannot be de-selected <p>^{*)} Only applies to tractor unit</p>	

The Antos Loader stands out for its ability to carry extremely high payloads. Quite simply, you have a lighter-specification vehicle at your disposal, because many components and features have been systematically designed for use in sectors where payload is a crucial factor. In order to give you the greatest possible flexibility when configuring your vehicle, you are also able to deselect certain features. In short: you decide for yourself whether you wish to fully exploit the payload potential of the Antos Loader and minimise its unladen weight.

The new Antos Volumer: for those who need more space.

Huge transportation capacity, fuel-saving powertrain configurations, a high operating range and perfectly tailored to the intended application – the Antos Volumer shows how rigid trucks and tractor units should be built today to make high-volume haulage especially profitable.



The Antos Volumer is a true high-volume haulage specialist which not only offers the ability to run with the very highest volume trailers but also provides extremely low frame heights for improved ergonomics for ease of loading and unloading in urban environments. Rigid vehicle frame heights from only 846 mm and tractor unit coupling heights as low as 898 mm are truly class-leading. A wide choice of chassis configurations is available including long-range fuel tanks from the factory. The powertrain configurations have been carefully matched to the end applications to ensure the truck's exemplary efficiency. The wide range of rear-axle ratios available means that the Antos Volumer can always be fitted with a direct-drive transmission, saving up to 1% fuel compared to an overdrive transmission. In short, the new Antos Volumer unites three decisive strengths in one vehicle: huge transportation capacity, flexible configuration and exceptional efficiency.

With its low frame/fifth wheel height, the Antos Volumer comes with the ideal credentials for economical high-volume haulage. The low frame, the comprehensive range of wheelbases, the choice of frame overhangs available ex factory and the application-matched powertrain configurations all help to give an additional boost to efficiency.

A N T O S

Mercedes-Benz
service

DriverTraining

FleetBoard



Mercedes-Benz
Financial Services

Service24h

CPC
DriverTraining

The new class of services.

We place our range of tailor-made services at your disposal to ensure that everything runs smoothly at your end. Alongside the extensive Europe-wide workshop network, these include telematics, mobility and financial services all customised to meet the needs of the new Antos, helping to ensure that you are particularly economical when out on the road. And our comprehensive range of accessories sees to it that your new Antos cuts a particularly individual figure as it goes about its work.

As far as we're concerned, service means one thing above all: providing you with strong support in meeting your daily targets in short-radius distribution: all over Europe, round the clock – and in a particularly profitable way. In concrete terms you have a huge variety to choose from: our dense network of workshops, for example, and the efficient parts logistics with 13 European parts centres, plus the tried-and-tested Mercedes-Benz Service24h. The telematics solution FleetBoard and Service Contracts, plus favourably-priced financing and leasing solutions from Mercedes-Benz Financial Services are further service modules which enhance your profitability when out on the road and which can be perfectly tailored to the requirements in your fleet.

Not forgetting the Mercedes-Benz DriverTraining, where participants are taught a particularly fuel-saving and therefore economical – as well as a safer – driving style. At the Application Information Centre (BIC) in Wörth, you can receive in-depth advice and drive, test and compare around 180 vehicles fully fitted with bodies, plus find out about our extensive services. As you can see, we do everything we possibly can to ensure that you really feel at home in the new Antos, that you stay mobile and that you are as economical as possible when out on the road.



Our genuine replacement parts are developed, manufactured and tested according to the same stringent criteria as the parts for series production – because only components which live up to this high standard will also meet the strict requirements regarding reliability, durability and economy in the new Antos.

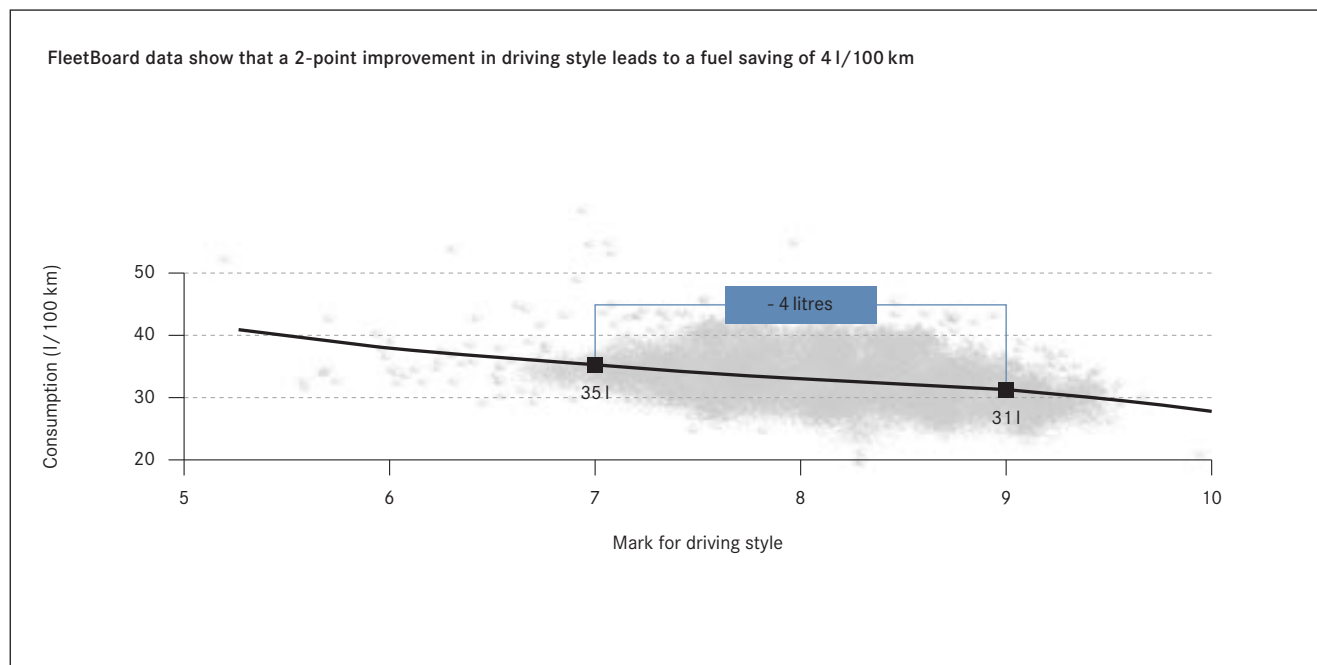
More efficiency through more transparency.

FleetBoard: Vehicle Management, Logistics Management and Time Management – all from a single source, making your job that much easier.

With FleetBoard on board, the new Antos boasts the ideal ingredients for making your operations even more profitable. FleetBoard Vehicle Management reduces fuel costs and wear and tear, thus increasing vehicle availability.

The FleetBoard Performance Analysis facilitates an objective evaluation of driving style, thereby providing the basis for achieving a lasting reduction in fuel consumption. Experience has shown that fuel consumption can quickly be reduced by up to 7% on average, and that if FleetBoard continues to be used, long-term savings of as much as 15% are possible.

A further point of fact: sustained service and training from FleetBoard prevents drivers sliding back into old driving habits which use more fuel. And with the help of the FleetBoard EcoSupport system, drivers are given tips throughout the trip to help them further optimise their driving styles. The use of additional FleetBoard services such as Logistics Management or Time Management make further cost reductions possible. FleetBoard Logistics Management helps achieve more efficiency in logistics processes. The basis for



By providing a continuous flow of data from the vehicle, the FleetBoard Performance Analysis facilitates an objective assessment of driving style which serves as the basis for driving in a more efficient manner. This results in a lasting reduction in fuel consumption.

this is the optional DispoPilot.guide. Its benefits include the ability to send order data to the vehicle in real time, transfer addresses directly to the navigation system and manage journeys efficiently. A further means of optimising your logistics processes comes in the form of the optional DispoPilot.mobile. It can also be used outside the vehicle, for example for scanning in goods and recording digital signatures. Over and above this, FleetBoard Logistics Management can be integrated into your company's own job scheduling, logistics and ERP system.

With FleetBoard Time Management, complying with all the legal regulations regarding the logging of driving

times and rest periods practically takes care of itself. This is because driver-card and mass-storage data is recorded at the press of a button or completely automatically from the distribution manager's workstation.

With the FleetBoard app for the iPhone, iPad and iPod touch, you are kept informed whether trips are going as planned or if measures need to be taken fast, no matter where you are – even at night if needs be. More information about the advantages of FleetBoard is also available at www.fleetboard.com or direct from your Authorised Mercedes-Benz Dealer.



FleetBoard Time Management: after the driver card has been inserted into the FleetBoard on-board computer, all the data are downloaded from the driver card to the haulage company at the touch of a button. This saves time and administration while meeting all legal requirements.



Reach your destination more easily and faster with the optional DispoPilot.guide: following transmission of the order data the delivery or collection address can be added straight to the integral navigation system. This ensures that you always find the best route to your destination and thus save fuel whilst you are out on the road.



Advantages at a glance.

- FleetBoard TiiRec on-board computer available ex factory
- FleetBoard Vehicle Management for increased profitability
- FleetBoard EcoSupport as standard
- FleetBoard Logistics Management for efficient logistics processes
- FleetBoard Time Management for easy compliance with legal regulations and reduction of documentation work involved
- FleetBoard app for mobile access to the fleet



Anyone who sets standards with a vehicle can't stop doing so when it comes to service.

For particularly low costs and even higher levels of vehicle uptime: our extensive network of workshops with longer opening hours and Mercedes-Benz Service24h ensure that you stay one step ahead – all over Europe.

More flexible, more efficient, more favourably priced. It's not just the fact that the operating life of many components has been extended – the cab, for example, through full galvanisation – that results in fewer costs for you: it's also down to the design of the new Antos, which attaches particular importance to ease of repair and maintenance. What's more: the additional expenditure on repairs and maintenance due to the more sophisticated technology with Euro VI is minimised right from the outset. For all workshop procedures you have around 1800 Mercedes-Benz service outlets at your disposal throughout Europe – and many of them are open until 10 p.m. or midnight, with some even offering 24hr servicing. Over and above this our trained employees and efficient parts logistics with a total of 13 European parts centres facilitate especially short repair times and ensure that your new Antos returns to the road as soon as possible. Fixed-price packages – with which you already know in advance what costs will be incurred and how long the maintenance or repair will take – bring benefits too. And the exclusive use of Mercedes-Benz GenuineParts is a further element which contributes to the long operating life and the high



Service24h is the roadside support service from Mercedes-Benz. Our qualified Mercedes-Benz technicians work to provide you with around-the-clock assistance from throughout the UK and Europe.

performance and value retention of the new addition to your fleet. A call to the free Europe-wide service hotline 00800 5 777 7777¹⁾ is all it takes to receive rapid assistance in case of emergency.



Workshop service: there are around 1800 Mercedes-Benz service outlets throughout Europe and of these some 400 are open until 10 p.m. – with an increasing number staying open until midnight. This facilitates more flexible maintenance planning, plus: even more major repairs can be carried out within one working day – so that your new Antos is not at the workshop for a minute longer than absolutely necessary.



Advantages at a glance.

- Repair-friendly design for lower repairs and maintenance costs
- High availability of replacement parts
- Extensive workshop network with around 1800 service outlets throughout Europe
- Long workshop opening hours, until 10 p.m. or midnight
- In an emergency Mercedes-Benz Service24h is at your disposal round the clock via the freephone number 00800 5 777 7777¹⁾ throughout Europe
- Service24h for short repair time and low costs in case of an emergency
- Fixed-price packages for the most important maintenance and repair work with Mercedes-Benz GenuineParts

¹⁾ There may be charges for calls from the mobile phone network.



The perfect financing arrangement for every business.

Mercedes-Benz Finance is the international financial services, Contract Hire and fleet management arm of Mercedes-Benz. We provide a range of finance options, vehicle service plans and specialised insurance cover to HGV and LGV operators of all sizes and in all business sectors through our extensive Mercedes-Benz Dealer network.

At Mercedes-Benz Finance, our aim is simple: to deliver an unparalleled level of service to each and every one of our customers. This applies equally whether you're a business owner operating a single commercial vehicle, or a main fleet buyer responsible for a large number of vehicles. So as well as offering a superb range of high quality commercial vehicles, we also bring you the perfect financing arrangement. We can also provide you with a service plan that'll keep your fleet running smoothly and cost effectively for years to come.

All of our dealerships have dedicated Finance Specialists. With their extensive knowledge they can talk you through all aspects of finance and Service Contracts, ensuring you get exactly the solution your business needs. The most widely-used finance arrangement for commercial vehicles is Contract Hire, and there are many other options available to suit your requirements. If you're considering ownership, you can select Hire Purchase or our Agility scheme.



For more profitability and more transparency in your fleet – Mercedes-Benz Financial Services offers you tailor-made solutions which can be individually combined and which ensure that you already know beforehand exactly how much a vehicle is going to cost you: per mile driven and over the entire period of use.

Or perhaps a lease would be more suitable. If you want the use of high quality vehicles for your business, but you don't want to spend too much of your capital in acquiring them, an Operating Lease or Finance Lease might be what you're looking for. We can also provide Service Contracts which are designed to help you keep your vehicles running with maximum cost-efficiency. We'll take care of all the repairs and maintenance you require for a fixed monthly sum, which means any variable and unforeseen running costs simply disappear. Contract Hire can be seen as a combination of an operating lease, plus repair and maintenance agreement, all arranged into one simple monthly payment. It requires no capital

investment and the vehicle is not shown on your balance sheet. Instead of owning the vehicle or vehicles, you hire them for a fixed period, usually three to five years, for a fixed monthly fee. This fee is based on the difference between the initial value of the vehicles and their projected value at the end of the agreement. So you only repay a portion of the vehicle's costs – good news for your cash flow. With a Contract Hire agreement, you avoid any concerns about the future value of your vehicle – at the end of your agreement you simply hand it back.



Everything from a single source – as a specialist financing and leasing, Mercedes-Benz Financial Services offers you individual products for vehicle procurement that are optimally tailored to your company's needs – with especially interesting terms and conditions.



Mercedes-Benz Contract Hire – the business benefits.

- Throughout the life of the arrangement, you'll know exactly what your outgoings are every month
- Benefits to choosing Mercedes-Benz Finance Contract Hire include fixed costs for running your vehicle or fleet, outsourced administration and management and additional credit lines
- With Contract Hire you can choose from a variety of options to complement the basic operating lease. Typically a Contract Hire agreement would cover all scheduled maintenance, all necessary repairs including brake pads and clutches and 24-hour roadside assistance 365 days a year
- Depending on what suits you and your business, you can also add items such as replacement vehicle in the event of breakdown, tyre replacements, maintenance for vehicle equipment, collection and delivery of vehicles for scheduled maintenance, out of hours servicing and much more



Our additional services – making it even easier for you to achieve your targets.

From Mercedes-Benz DriverTraining to the Application Information Centre in Wörth and Mercedes-Benz Custom Tailored Trucks – we do everything we can to ensure you always remain one step ahead with your new Antos.

If you come and see us in Wörth to collect the new member of your fleet you will also have the opportunity to make use of the Driver Information Service – so that you can exploit the full potential of your new truck right away. In addition to this, by taking part in Mercedes-Benz DriverTraining you will be contributing towards your Driver CPC. The Eco Training, for instance, teaches you a driving style which achieves a fuel saving of 10%, the driving safety training how to master critical driving situations optimally. On request we can also carry out the DriverTraining on your premises or those of the Authorised Mercedes-Benz Dealer near you. Also based in Wörth is the Mercedes-Benz Application Information Centre, which enables you to directly compare numerous complete vehicles, tractor units and bodies from various manufacturers. The presentation including a demonstration of the bodies and extensive test and comparison drives are just as much a part of the service as the individual, sector-specific advice and information on the wide range of services we offer.



Mercedes-Benz DriverTraining shows you how to utilise the potential of the new Antos to the full. Eco Training can result in a style of driving that can save up to 10% fuel. And driver safety training teaches you how to master critical driving situations with confidence. Find out more about this and our CPC DriverTraining courses by visiting www.mercedes-benzdrivertraining.co.uk



MercedesServiceCard not available in the UK.



Unique: at the Application Information Centre in Wörth there is a permanent display of some 180 complete vehicles fitted with sector-specific body solutions from more than 70 manufacturers at your disposal. All the vehicles and body solutions can be test-driven, tried out and directly compared with each other in real-life conditions. Not only does this save time and hassle; it also shows very quickly which represents the optimum solution for you. What's more, the vehicles on show can, if urgently required, be collected by you for deployment, within just a few days.



Advantages at a glance.

- Mercedes-Benz DriverTraining for a safe and economical driving style
- DriverTraining that will contribute towards your Driver CPC
- Application Information Centre in Wörth with approx. 180 practical, sector-specific solutions providing hands-on access, to test, compare and test-drive. Sector-specific events with driving experiences
- Mercedes-Benz Custom Tailored Trucks for tailored body building

If you wish, you can really make your new Antos one of a kind – with genuine accessories.

The new Antos already meets your every desire as far as usability and efficiency are concerned, as standard. And so that it can come even closer to your personal ideal of the perfect distribution truck, there are the Mercedes-Benz genuine accessories.

For inside and for out, and for yet greater individuality. The Mercedes-Benz genuine accessories allow you to further hone your truck's ease of use, efficiency and looks, and make sure that your Antos cuts a particularly striking figure out on the road. Take, for instance, the high-quality seat covers that are available in a range of materials and colour combinations for the comfortable seats in the new Antos to create a more personalised ambience and protect the seats from dirt and damage. Besides their straightforward fitting and non-slip design, they make the seat feel very pleasant to sit in too. And the universal charging cradle, which works with a huge range of different mobile phones, will charge your phone and hold it securely in place whilst driving. The charging cradle can be used in conjunction with the fitting available ex factory. The range of Mercedes-Benz genuine accessories also includes exactly what you need to pass the time while you wait, or take a break: from the coffee machine and kettle to the portable coolbox – it's up to you how you wish to make your stay aboard the Antos even more enjoyable.

You can find a comprehensive overview of the Mercedes-Benz genuine accessories for the Antos in the separate Antos accessories brochure. Or just ask your Mercedes-Benz Authorised Dealer, who will be happy to give you all the advice you need.



The reversing camera system increases safety and reduces the risk of an accident when manoeuvring. When reverse gear is engaged, the camera automatically shows the area directly behind the Antos in the instrument cluster's optional, video-capable display¹⁾ or the radio/navigation system display¹⁾. This gives you a clear view of what's going on. The reversing camera's housing is waterproof, suitable for high-pressure cleaners and is also fitted with a built-in heating module that prevents the camera from icing over or misting up.



Thanks to the vehicle tracking function, you and your Antos are even safer when out on the road: the GSM module is mounted in such a way that it is concealed and in case of theft, for example, it can transmit location and movement data that enables your new Antos to be found quickly.



The universal mobile phone charging cradle allows you to conveniently operate your mobile phone using the buttons on the multifunction steering wheel. The cradle also holds your phone firmly in place while you're driving, recharges the battery and allows it to link up to the vehicle's exterior aerial.



The rugged velour and ribbed foot mats are optimally fitted to the shape of the footwells for the driver and co-driver. They protect the interior from dirt and damage. At the same time the coating on the underside prevents the mats from slipping out of place.



Painted black and with an embossed, polished Mercedes star – these individually styled, top-quality wheel nut caps and stainless steel rear axle caps lend your new Antos a very personal touch.



The side window wind deflector protects you from unpleasant draughts while driving with the window open. The optimised fit furthermore prevents any annoying wind noise.

i Advantages at a glance.

- Reversing camera system for greater safety and lower accident risk
- Mercedes-Benz Tracking System for more safety
- Side window wind deflector for protection from draughts
- Universal mobile phone charging cradle for operating the mobile phone from the multifunction steering wheel
- High-quality, perfectly-fitting velour and ribbed mats make cleaning of the interior easier

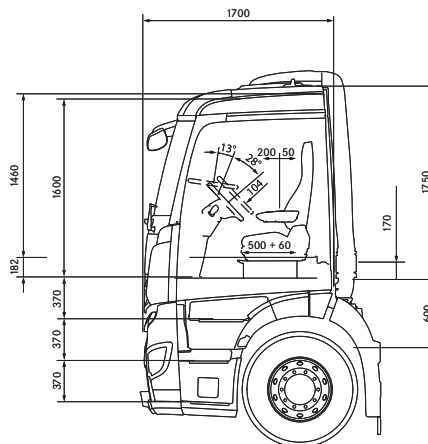
¹⁾ An instrument cluster with video function as well as Comfort radio/navigation system with Bluetooth are available as options.



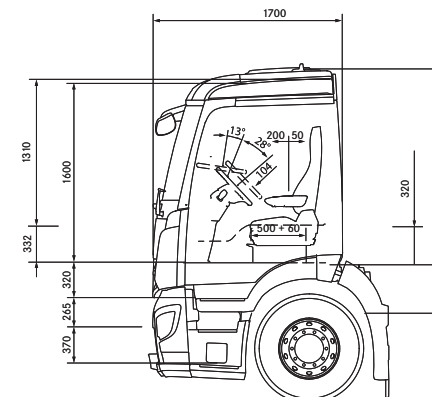
The new Antos – cab variants

With a total of six cab variants available, the new Antos is able to offer just the right cab for efficient working and complete ease of handling for all heavy-duty distribution applications. For applications requiring all the available body length, the ClassicSpace S-cab is the top choice. The ClassicSpace M-cab is suited to longer, full-day runs, for example, while the CompactSpace M-cab makes an ideal car transporter. A good overall view and high payload capacity are something that all cab variants have in common.

ClassicSpace S-cab



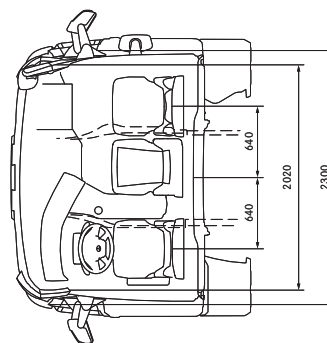
Engine tunnel: 170 mm
Headroom on engine tunnel: 1460 mm



Engine tunnel: 320 mm
Headroom on engine tunnel: 1310 mm

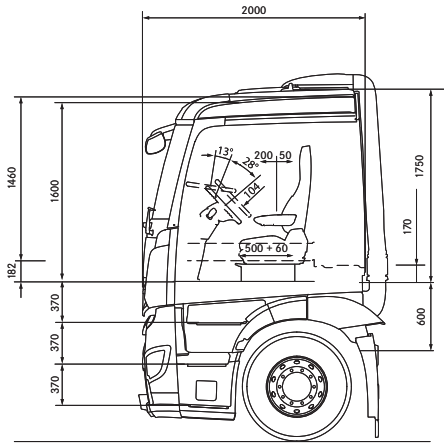
General technical data

Exterior width of all cabs:	2300 mm
Exterior length	
ClassicSpace S-cab:	1700 mm
ClassicSpace and	
CompactSpace M-cab:	2000 mm
Headroom in front of the seats	
ClassicSpace S-cab:	1590 mm
ClassicSpace M-cab:	1590 mm
CompactSpace M-cab:	1400 mm

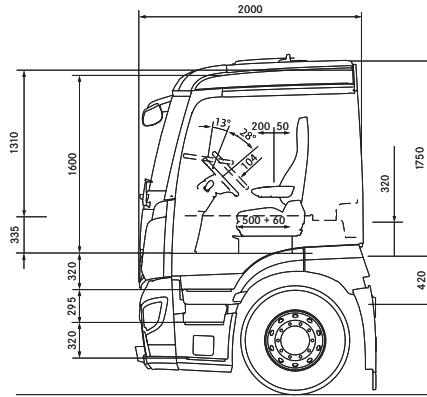


Variant with centre seat

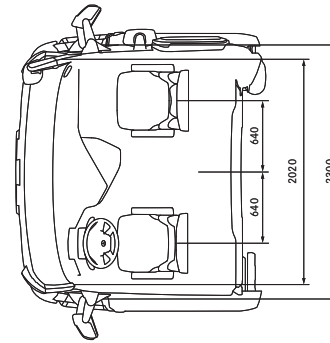
ClassicSpace M-cab



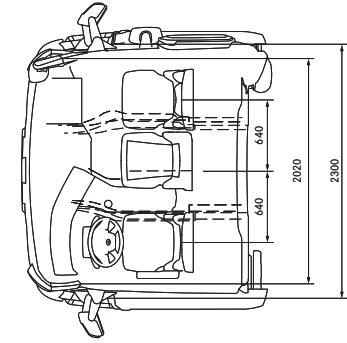
Engine tunnel: 170 mm
 Headroom on engine tunnel: 1460 mm



Engine tunnel: 320 mm
 Headroom on engine tunnel: 1310 mm

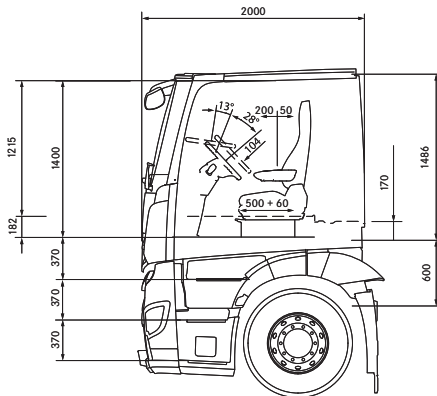


Variant with bunk

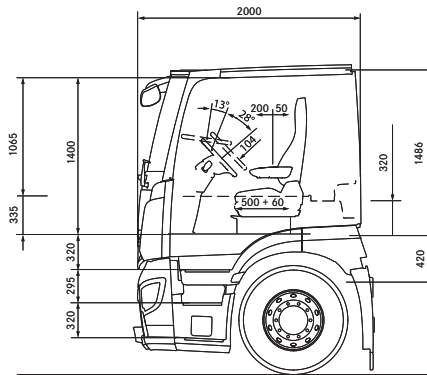


Variant with centre seat

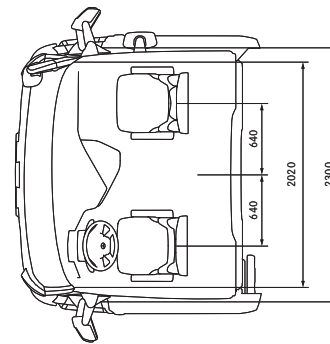
CompactSpace M-cab



Engine tunnel: 170 mm
 Headroom on engine tunnel: 1215 mm



Engine tunnel: 320 mm
 Headroom on engine tunnel: 1065 mm



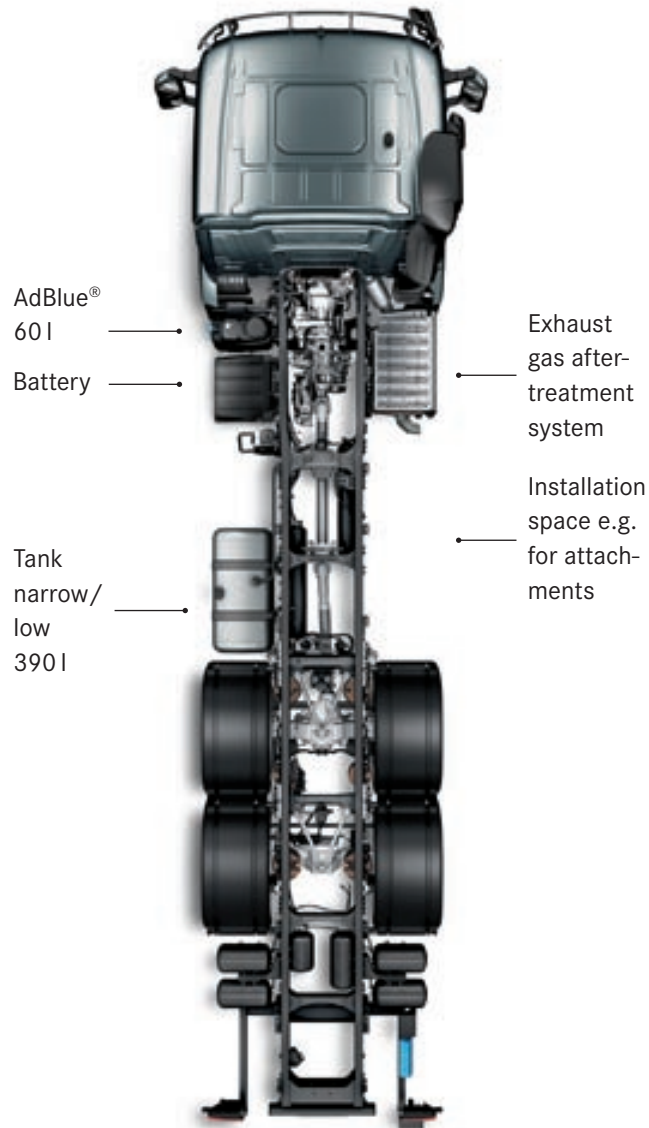
Variant with bunk

The new Antos – tank variants

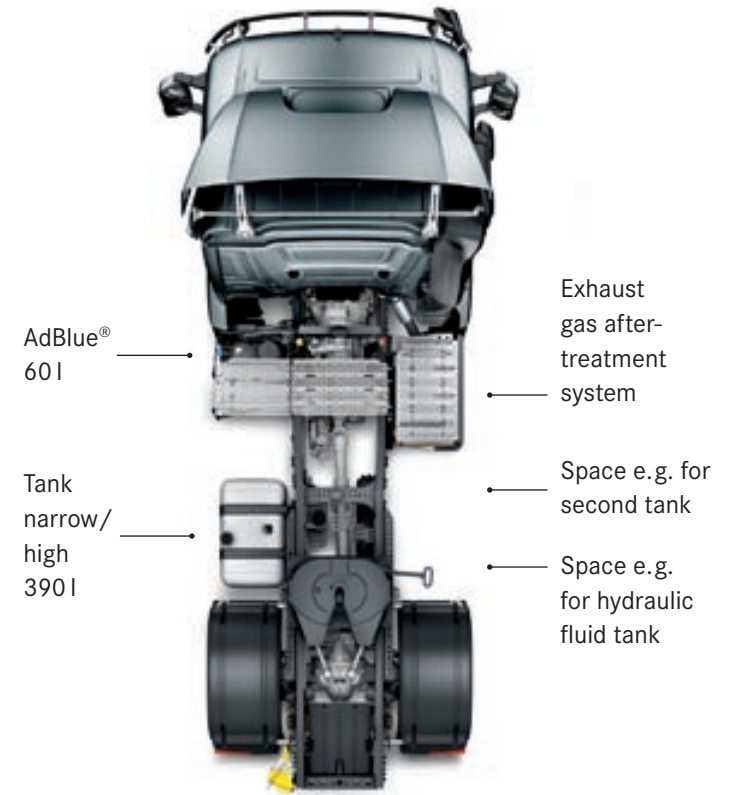
Flexible combination options: within the same tank cross-section, different tank volumes can be combined on the left and right-hand sides. This applies to diesel and AdBlue® tanks as well as to combination tanks. The illustrations show two possible variants for a rigid vehicle and tractor unit respectively.



Modular system for tanks – so that it can be geared exactly to the operating profile, the new Antos can be equipped with tanks of varying heights and widths

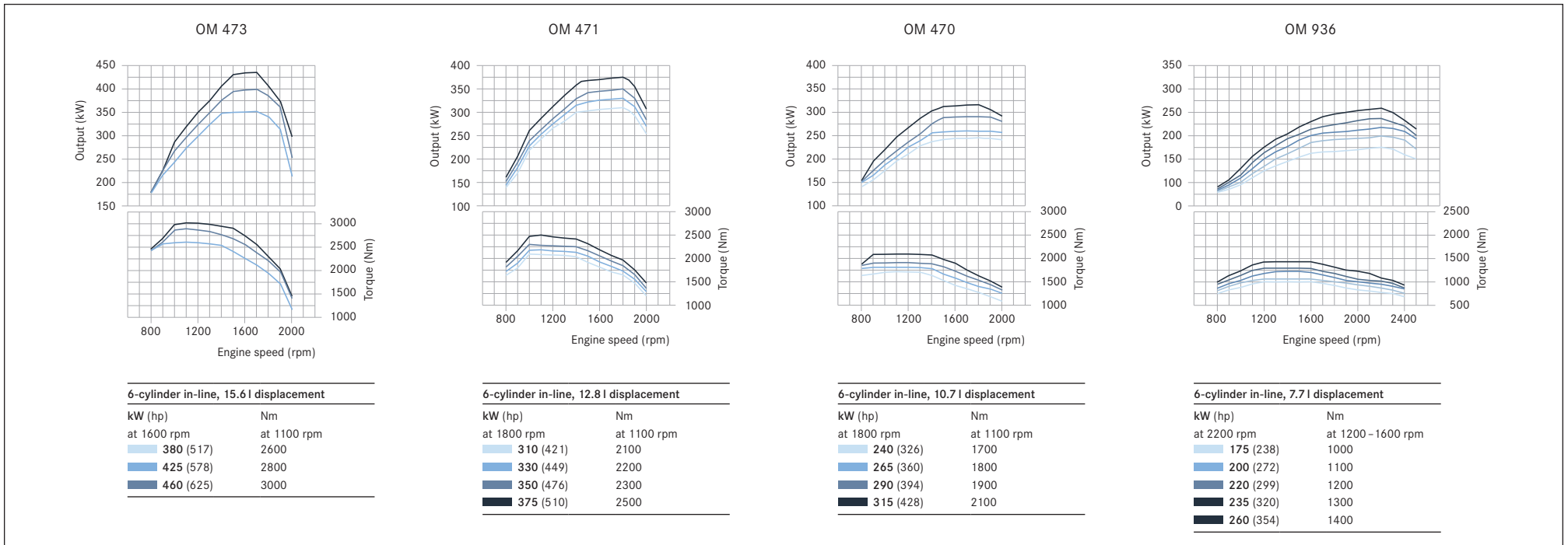


Example tank variant for Antos rigid vehicle



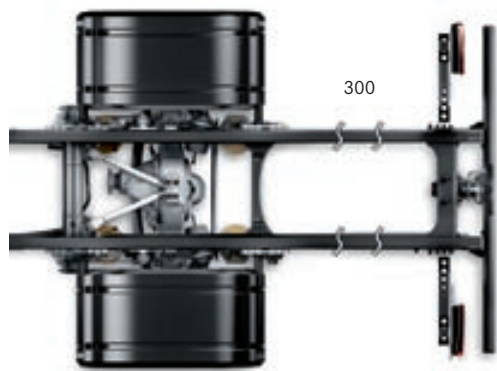
Example tank variant for Antos tractor unit

The new Antos – engine performance data



The Euro V and Euro VI engines for the new Antos: future-oriented technology, up to **460 kW (625 hp)** and a maximum torque of 3000 Nm

The new Antos – variability of frame overhangs and end cross members



Frame overhangs each movable by 300 mm

Factory-fitted frame overhangs which can be selected in 300 mm increments and the end cross member which can be moved in 50 mm increments (up to a maximum of 150 mm overall) increase ease of body mounting and reduce mounting costs.

50 mm each for end cross member positions

The new Antos – model overview		1824	1827	1830	1832	1835	1833	1836	1840
6-cylinder in-line engine	Engine designation	OM 936	OM 936	OM 936	OM 936	OM 936	OM 470	OM 470	OM 470
	Output in kW (hp)	175 (238)	200 (272)	220 (299)	235 (320)	260 (354)	240 (326)	265 (360)	290 (394)
	Rated engine speed (rpm)	2200	2200	2200	2200	2200	1800	1800	1800
	Max. torque (Nm)	1000	1100	1200	1300	1400	1700	1800	1900
	Engine speed at max. torque (rpm)	1200–1600	1200–1600	1200–1600	1200–1600	1200–1600	1100	1100	1100
	Euro VI	x	x	x	x	x	x	x	x
Cab	ClassicSpace S-cab, 2300 mm, tunnel 170 mm	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾
	ClassicSpace S-cab, 2300 mm, tunnel 320 mm	x	x	x	x	x	x	x	x
	ClassicSpace M-cab, 2300 mm, tunnel 170 mm	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾
	ClassicSpace M-cab, 2300 mm, tunnel 320 mm	x	x	x	x	x	x	x	x
	CompactSpace M-cab, 2300 mm, tunnel 170 mm	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾
	CompactSpace M-cab, 2300 mm, tunnel 320 mm	x	x	x	x	x	x	x	x
Wheelbase in mm	Tractor unit with rear air suspension	3550 ¹⁾	3550 ¹⁾	3550 ¹⁾	3550 ¹⁾	3550 ¹⁾	3550 ¹⁾	3550 ¹⁾	3550 ¹⁾
		3700 ²⁾	3700 ²⁾	3700 ²⁾	3700 ²⁾	3700 ²⁾	3700 ²⁾	3700 ²⁾	3700 ²⁾
		3850	3850	3850	3850	3850	3850	3850	3850
		4000	4000	4000	4000	4000	4000	4000	4000

The new Antos – model overview		1824	1827	1830	1832	1835	1833	1836	1840
Wheelbase in mm	Rigid vehicle with rear air suspension	3700	3700	3700	3700	3700	3700	3700	3700
		4000	4000	4000	4000	4000	4000	4000	4000
		4300	4300	4300	4300	4300	4300	4300	4300
		4600	4600	4600	4600	4600	4600	4600	4600
		4900 ²⁾	4900 ²⁾	4900 ²⁾	4900 ²⁾	4900 ²⁾	4900 ²⁾	4900 ²⁾	4900 ²⁾
		5200	5200	5200	5200	5200	5200	5200	5200
		5500 ²⁾	5500 ²⁾	5500 ²⁾	5500 ²⁾	5500 ²⁾	5500 ²⁾	5500 ²⁾	5500 ²⁾
		5800 ²⁾	5800 ²⁾	5800 ²⁾	5800 ²⁾	5800 ²⁾	5800 ²⁾	5800 ²⁾	5800 ²⁾
		6100	6100	6100	6100	6100	6100	6100	6100
		6400	6400	6400	6400	6400	6400	6400	6400
		6700 ²⁾	6700 ²⁾	6700 ²⁾	6700 ²⁾	6700 ²⁾	6700 ²⁾	6700 ²⁾	6700 ²⁾
Permissible axle loads (kg)	Front axle load (standard for standard vehicle and Loader)	7500	7500	7500	7500	7500	7500	7500	7500
	Front axle load (standard for low frame)	8000	8000	8000	8000	8000	8000	8000	8000
	Rear axle load (standard for standard vehicle, Loader and low frame)	11,500	11,500	11,500	11,500	11,500	11,500	11,500	11,500
Permissible weights (kg)³⁾	Permissible gross vehicle weight	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000
	Permissible gross combination weight	32,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000

x Available - Not available ¹⁾ Not for Antos Loader ²⁾ Available for low frame vehicle ³⁾ May vary due to driveline specification

The new Antos – model overview		1843	1842 ²⁾	1845 ²⁾	1848 ²⁾	1851 ²⁾	1852 ²⁾	1858 ²⁾	1863 ²⁾
6-cylinder in-line engine	Engine designation	OM 470	OM 471	OM 471	OM 471	OM 471	OM 473	OM 473	OM 473
	Output in kW (hp)	315 (428)	310 (421)	330 (449)	350 (476)	375 (510)	380 (517)	425 (578)	460 (625)
	Rated engine speed (rpm)	1800	1800	1800	1800	1800	1600	1600	1600
	Max. torque (Nm)	2100	2100 ¹⁾	2200 ¹⁾	2300 ¹⁾	2500	2600	2800	3000
	Engine speed at max. torque (rpm)	1100	1100	1100	1100	1100	1100	1100	1100
	Euro VI	x	x	x	x	x	x	x	x
Cab	ClassicSpace S-cab, 2300 mm, tunnel 170 mm	x ²⁾	x	x	x	x	x	x	x
	ClassicSpace S-cab, 2300 mm, tunnel 320 mm	x	-	-	-	-	-	-	-
	ClassicSpace M-cab, 2300 mm, tunnel 170 mm	x ²⁾	x	x	x	x	x	x	x
	ClassicSpace M-cab, 2300 mm, tunnel 320 mm	x	-	-	-	-	-	-	-
	CompactSpace M-cab, 2300 mm, tunnel 170 mm	x ²⁾	x	x	x	x	x	x	x
	CompactSpace M-cab, 2300 mm, tunnel 320 mm	x	-	-	-	-	-	-	-
Wheelbase in mm	Tractor unit with rear air suspension	3550	3550	3550	3550	3550	3550	3550	3550
		3700 ³⁾	3700 ³⁾	3700 ³⁾	3700 ³⁾	3700 ³⁾	3700 ³⁾	3700 ³⁾	3700 ³⁾
		3850	3850	3850	3850	3850	3850	3850	3850
		4000	4000	4000	4000	4000	4000	4000	4000

The new Antos – model overview		1843	1842 ²⁾	1845 ²⁾	1848 ²⁾	1851 ²⁾	1852 ²⁾	1858 ²⁾	1863 ²⁾
Wheelbase in mm	Rigid vehicle with rear air suspension	3700	3700	3700	3700	3700	3700	3700	3700
		4000	4000	4000	4000	4000	4000	4000	4000
		4300	4300	4300	4300	4300	4300	4300	4300
		4600	4600	4600	4600	4600	4600	4600	4600
		4900 ³⁾	4900 ³⁾	4900 ³⁾	4900 ³⁾	4900	4900	4900	4900
		5200	5200	5200	5200	5200	5200	5200	5200
		5500 ³⁾	5500 ³⁾	5500 ³⁾	5500 ³⁾	5500	5500	5500	5500
		5800 ³⁾	5800 ³⁾	5800 ³⁾	5800 ³⁾	5800	5800	5800	5800
		6100	6100	6100	6100	6100	6100	6100	6100
		6400	6400	6400	6400	6400	6400	6400	6400
		6700 ³⁾	6700 ³⁾	6700 ³⁾	6700 ³⁾	6700	6700	6700	6700
	Permissible axle loads (kg)	Front axle load (standard for standard vehicle and Loader)	7500	7500	7500	7500	7500	7500	7500
Front axle load (standard for low frame)		8000	8000	8000	8000	8000	8000	8000	8000
Rear axle load (standard for standard vehicle, Loader and low frame)		11,500	11,500	11,500	11,500	11,500	11,500	11,500	11,500
Permissible weights (kg)⁴⁾	Permissible gross vehicle weight	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000
	Permissible gross combination weight	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000

x Available – Not available

¹⁾ A torque increase of 200 Nm in top gear is optionally available

²⁾ Not for Antos Loader

³⁾ Available for low frame vehicle

⁴⁾ May vary due to driveline specification

The new Antos – model overview		2427	2430	2432	2435	2433	2436	2440	2443
6-cylinder in-line engine	Engine designation	OM 936	OM 936	OM 936	OM 936	OM 470	OM 470	OM 470	OM 470
	Output in kW (hp)	200 (272)	220 (299)	235 (320)	260 (354)	240 (326)	265 (360)	290 (394)	315 (428)
	Rated engine speed (rpm)	2200	2200	2200	2200	1800	1800	1800	1800
	Max. torque (Nm)	1100	1200	1300	1400	1700	1800	1900	2100
	Engine speed at max. torque (rpm)	1200–1600	1200–1600	1200–1600	1200–1600	1100	1100	1100	1100
	Euro VI	x	x	x	x	x	x	x	x
Cab	ClassicSpace S-cab, 2300 mm, tunnel 170 mm	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾
	ClassicSpace S-cab, 2300 mm, tunnel 320 mm	x	x	x	x	x	x	x	x
	ClassicSpace M-cab, 2300 mm, tunnel 170 mm	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾
	ClassicSpace M-cab, 2300 mm, tunnel 320 mm	x	x	x	x	x	x	x	x
	CompactSpace M-cab, 2300 mm, tunnel 170 mm	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾	x ¹⁾
	CompactSpace M-cab, 2300 mm, tunnel 320 mm	x	x	x	x	x	x	x	x
Wheelbase in mm	Tractor unit with rear air suspension	2990	2990	2990	2990	2990	2990	2990	2990
Permissible axle loads (kg)	Front axle load (standard)	7500	7500	7500	7500	7500	7500	7500	7500
	Rear axle load (standard)	11,500	11,500	11,500	11,500	11,500	11,500	11,500	11,500
	Leading axle	4300	4300	4300	4300	4300	4300	4300	4300
Permissible weights (kg)²⁾	Permissible gross vehicle weight	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
	Permissible gross combination weight	44,000	44,000	44,000	44,000	44,000	44,000	44,000	44,000

x Available – Not available ¹⁾ Not for Antos Loader ²⁾ May vary due to driveline specification

The new Antos – model overview		2442 ²⁾	2445 ²⁾	2448 ²⁾	2451 ²⁾	2452 ²⁾	2458 ²⁾	2463 ²⁾
6-cylinder in-line engine	Engine designation	OM 471	OM 471	OM 471	OM 471	OM 473	OM 473	OM 473
	Output in kW (hp)	310 (421)	330 (449)	350 (476)	375 (510)	380 (517)	425 (578)	460 (625)
	Rated engine speed (rpm)	1800	1800	1800	1800	1600	1600	1600
	Max. torque (Nm)	2100 ¹⁾	2200 ¹⁾	2300 ¹⁾	2500	2600	2800	3000
	Engine speed at max. torque (rpm)	1100	1100	1100	1100	1100	1100	1100
	Euro VI	x	x	x	x	x	x	x
Cab	ClassicSpace S-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x
	ClassicSpace S-cab, 2300 mm, tunnel 320 mm	-	-	-	-	-	-	-
	ClassicSpace M-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x
	ClassicSpace M-cab, 2300 mm, tunnel 320 mm	-	-	-	-	-	-	-
	CompactSpace M-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x
	CompactSpace M-cab, 2300 mm, tunnel 320 mm	-	-	-	-	-	-	-
Wheelbase in mm	Tractor unit with rear air suspension	2990	2990	2990	2990	2990	2990	2990
Permissible axle loads (kg)	Front axle load (standard)	7500	7500	7500	7500	7500	7500	7500
	Rear axle load (standard)	11,500	11,500	11,500	11,500	11,500	11,500	11,500
	Leading axle	4300	4300	4300	4300	4300	4300	4300
Permissible weights (kg)³⁾	Permissible gross vehicle weight	24,000	24,000	24,000	24,000	24,000	24,000	24,000
	Permissible gross combination weight	44,000	44,000	44,000	44,000	44,000	44,000	44,000

x Available - Not available

¹⁾ A torque increase of 200 Nm in top gear is optionally available

²⁾ Not for Antos Loader

³⁾ May vary due to driveline specification

The new Antos – model overview		2527	2530	2532	2535	2533	2536	2540	2543
6-cylinder in-line engine	Engine designation	OM 936	OM 936	OM 936	OM 936	OM 470	OM 470	OM 470	OM 470
	Output in kW (hp)	200 (272)	220 (299)	235 (320)	260 (354)	240 (326)	265 (360)	290 (394)	315 (428)
	Rated engine speed (rpm)	2200	2200	2200	2200	1800	1800	1800	1800
	Max. torque (Nm)	1100	1200	1300	1400	1700	1800	1900	2100
	Engine speed at max. torque (rpm)	1200–1600	1200–1600	1200–1600	1200–1600	1100	1100	1100	1100
	Euro VI	x	x	x	x	x	x	x	x
Cab	ClassicSpace S-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x	x
	ClassicSpace S-cab, 2300 mm, tunnel 320 mm	x	x	x	x	x	x	x	x
	ClassicSpace M-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x	x
	ClassicSpace M-cab, 2300 mm, tunnel 320 mm	x	x	x	x	x	x	x	x
	CompactSpace M-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x	x
	CompactSpace M-cab, 2300 mm, tunnel 320 mm	x	x	x	x	x	x	x	x
Wheelbase in mm	Tractor unit with rear air suspension	2650 ¹⁾	2650 ¹⁾	2650 ¹⁾	2650 ¹⁾	2650 ¹⁾	2650 ¹⁾	2650 ¹⁾	2650 ¹⁾
		3250	3250	3250	3250	3250	3250	3250	3250
		3400	3400	3400	3400	3400	3400	3400	3400
		3550	3550	3550	3550	3550	3550	3550	3550

The new Antos – model overview		2527	2530	2532	2535	2533	2536	2540	2543
Wheelbase in mm	Rigid vehicle with rear air suspension	4000 ²⁾	4000 ²⁾	4000 ²⁾	4000 ²⁾	4000 ²⁾	4000 ²⁾	4000 ²⁾	4000 ²⁾
		4300	4300	4300	4300	4300	4300	4300	4300
		4600	4600	4600	4600	4600	4600	4600	4600
		4900	4900	4900	4900	4900	4900	4900	4900
		5200	5200	5200	5200	5200	5200	5200	5200
		5500	5500	5500	5500	5500	5500	5500	5500
		5800	5800	5800	5800	5800	5800	5800	5800
		6100 ²⁾	6100 ²⁾	6100 ²⁾	6100 ²⁾	6100 ²⁾	6100 ²⁾	6100 ²⁾	6100 ²⁾
Permissible axle loads (kg)	Front axle load (standard for tractor units)	7500	7500	7500	7500	7500	7500	7500	7500
	Front axle load (standard for rigid vehicles)	8000	8000	8000	8000	8000	8000	8000	8000
	with leading axle	7500	7500	7500	7500	7500	7500	7500	7500
	Rear axle load (standard)	11,500	11,500	11,500	11,500	11,500	11,500	11,500	11,500
	with single-tyred trailing axle	7500	7500	7500	7500	7500	7500	7500	7500
Permissible weights (kg)⁴⁾	Permissible gross vehicle weight	25,000 / 26,000 ³⁾	25,000 / 26,000 ³⁾	25,000 / 26,000 ³⁾	25,000 / 26,000 ³⁾	25,000 / 26,000 ³⁾	25,000 / 26,000 ³⁾	25,000 / 26,000 ³⁾	25,000 / 26,000 ³⁾
	Permissible gross combination weight	44,000	44,000	44,000	44,000	44,000	44,000	44,000	44,000

x Available – Not available ¹⁾ With leading axle ²⁾ Not with low frame ³⁾ Standard for 6 x 2 rigid chassis with single-tyred trailing axle ⁴⁾ May vary due to driveline specification

The new Antos – model overview		2542	2545	2548	2551	2552	2558	2563
6-cylinder in-line engine	Engine designation	OM 471	OM 471	OM 471	OM 471	OM 473	OM 473	OM 473
	Output in kW (hp)	310 (421)	330 (449)	350 (476)	375 (510)	380 (517)	425 (578)	460 (625)
	Rated engine speed (rpm)	1800	1800	1800	1800	1600	1600	1600
	Max. torque (Nm)	2100 ¹⁾	2200 ¹⁾	2300 ¹⁾	2500	2600	2800	3000
	Engine speed at max. torque (rpm)	1100	1100	1100	1100	1100	1100	1100
	Euro VI	x	x	x	x	x	x	x
Cab	ClassicSpace S-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x
	ClassicSpace S-cab, 2300 mm, tunnel 320 mm	-	-	-	-	-	-	-
	ClassicSpace M-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x
	ClassicSpace M-cab, 2300 mm, tunnel 320 mm	-	-	-	-	-	-	-
	CompactSpace M-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x
	CompactSpace M-cab, 2300 mm, tunnel 320 mm	-	-	-	-	-	-	-
Wheelbase in mm	Tractor unit with rear air suspension	2650 ²⁾	2650 ²⁾	2650 ²⁾	2650 ²⁾	2650 ²⁾	2650 ²⁾	2650 ²⁾
		3250	3250	3250	3250	3250	3250	3250
		3400	3400	3400	3400	3400	3400	3400
		3550	3550	3550	3550	3550	3550	3550

The new Antos – model overview		2542	2545	2548	2551	2552 ³⁾	2558 ³⁾	2563 ³⁾
Wheelbase in mm	Rigid vehicle with rear air suspension	4000 ³⁾	4000 ³⁾	4000 ³⁾	4000 ³⁾	4000	4000	4000
		4300	4300	4300	4300	4300	4300	4300
		4600	4600	4600	4600	4600	4600	4600
		4900	4900	4900	4900	4900	4900	4900
		5200	5200	5200	5200	5200	5200	5200
		5500	5500	5500	5500	5500	5500	5500
		5800	5800	5800	5800	5800	5800	5800
		6100 ³⁾	6100 ³⁾	6100 ³⁾	6100 ³⁾	6100	6100	6100
Permissible axle loads (kg)	Front axle load (standard for tractor units)	7500	7500	7500	7500	7500	7500	7500
	Front axle load (standard for rigid vehicles)	8000	8000	8000	8000	8000	8000	8000
	with leading axle	7500	7500	7500	7500	7500	7500	7500
	Rear axle load (standard)	11,500	11,500	11,500	11,500	11,500	11,500	11,500
	with single-tyred trailing axle	7500	7500	7500	7500	7500	7500	7500
Permissible weights (kg)⁴⁾	Permissible gross vehicle weight	25,000 / 26,000 ⁵⁾	25,000 / 26,000 ⁵⁾	25,000 / 26,000 ⁵⁾	25,000 / 26,000 ⁵⁾	25,000 / 26,000 ⁵⁾	25,000 / 26,000 ⁵⁾	25,000 / 26,000 ⁵⁾
	Permissible gross combination weight	44,000	44,000	44,000	44,000	44,000	44,000	44,000

x Available – Not available ¹⁾ A torque increase of 200 Nm in top gear is optionally available ²⁾ With leading axle ³⁾ Not with low frame ⁴⁾ May vary due to driveline specification

⁵⁾ Standard for 6 x 2 rigid chassis with single-tyred trailing axle

The new Antos – model overview		2627	2630	2632	2635	2633	2636	2640	2643
6-cylinder in-line engine	Engine designation	OM 936	OM 936	OM 936	OM 936	OM 470	OM 470	OM 470	OM 470
	Output in kW (hp)	200 (272)	220 (299)	235 (320)	260 (354)	240 (326)	265 (360)	290 (394)	315 (428)
	Rated engine speed (rpm)	2200	2200	2200	2200	1800	1800	1800	1800
	Max. torque (Nm)	1100	1200	1300	1400	1700	1800	1900	2100
	Engine speed at max. torque (rpm)	1200–1600	1200–1600	1200–1600	1200–1600	1100	1100	1100	1100
	Euro VI	x	x	x	x	x	x	x	x
Cab	ClassicSpace S-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x	x
	ClassicSpace S-cab, 2300 mm, tunnel 320 mm	x	x	x	x	x	x	x	x
	ClassicSpace M-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x	x
	ClassicSpace M-cab, 2300 mm, tunnel 320 mm	x	x	x	x	x	x	x	x
	CompactSpace M-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x	x
	CompactSpace M-cab, 2300 mm, tunnel 320 mm	x	x	x	x	x	x	x	x
Wheelbase in mm	Tractor unit with rear air suspension	3250	3250	3250	3250	3250	3250	3250	3250
		3400	3400	3400	3400	3400	3400	3400	3400
		3550	3550	3550	3550	3550	3550	3550	3550
		4000 ¹⁾	4000 ¹⁾	4000 ¹⁾	4000 ¹⁾	4000 ¹⁾	4000 ¹⁾	4000 ¹⁾	4000 ¹⁾

The new Antos – model overview		2627	2630	2632	2635	2633	2636	2640	2643
Wheelbase in mm	Rigid vehicle with rear air suspension	3700	3700	3700	3700	3700	3700	3700	3700
		4000	4000	4000	4000	4000	4000	4000	4000
		4300	4300	4300	4300	4300	4300	4300	4300
		4600	4600	4600	4600	4600	4600	4600	4600
		4900	4900	4900	4900	4900	4900	4900	4900
		5200	5200	5200	5200	5200	5200	5200	5200
		5500	5500	5500	5500	5500	5500	5500	5500
		5800	5800	5800	5800	5800	5800	5800	5800
		6100 ²⁾	6100 ²⁾	6100 ²⁾	6100 ²⁾	6100 ²⁾	6100 ²⁾	6100 ²⁾	6100 ²⁾
Permissible axle loads (kg)	Front axle load (standard for tractor units)	7500	7500	7500	7500	7500	7500	7500	7500
	Front axle load (standard for rigid vehicles)	8000	8000	8000	8000	8000	8000	8000	8000
	1 st rear axle (standard)	9500 ³⁾ / 11,500 ⁴⁾	9500 ³⁾ / 11,500 ⁴⁾	9500 ³⁾ / 11,500 ⁴⁾	9500 ³⁾ / 11,500 ⁴⁾	9500 ³⁾ / 11,500 ⁴⁾	9500 ³⁾ / 11,500 ⁴⁾	9500 ³⁾ / 11,500 ⁴⁾	9500 ³⁾ / 11,500 ⁴⁾
	2 nd rear axle (standard)	9500 ³⁾ / 10,000 ⁴⁾	9500 ³⁾ / 10,000 ⁴⁾	9500 ³⁾ / 10,000 ⁴⁾	9500 ³⁾ / 10,000 ⁴⁾	9500 ³⁾ / 10,000 ⁴⁾	9500 ³⁾ / 10,000 ⁴⁾	9500 ³⁾ / 10,000 ⁴⁾	9500 ³⁾ / 10,000 ⁴⁾
Permissible weights (kg)⁵⁾	Permissible gross vehicle weight	26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000
	Permissible gross combination weight	44,000	44,000	44,000	44,000	44,000	44,000	44,000	44,000

x Available – Not available ¹⁾ Only for 6 x 4 ²⁾ Only for 6 x 2 with twin-tyred trailing axle ³⁾ Standard for 6 x 4 ⁴⁾ Standard for 6 x 2 with twin-tyred trailing axle ⁵⁾ May vary due to driveline specification

The new Antos – model overview		2642	2645	2648	2651	2652	2658	2663
6-cylinder in-line engine	Engine designation	OM 471	OM 471	OM 471	OM 471	OM 473	OM 473	OM 473
	Output in kW (hp)	310 (421)	330 (449)	350 (476)	375 (510)	380 (517)	425 (578)	460 (625)
	Rated engine speed (rpm)	1800	1800	1800	1800	1600	1600	1600
	Max. torque (Nm)	2100 ¹⁾	2200 ¹⁾	2300 ¹⁾	2500	2600	2800	3000
	Engine speed at max. torque (rpm)	1100	1100	1100	1100	1100	1100	1100
	Euro VI	x	x	x	x	x	x	x
Cab	ClassicSpace S-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x
	ClassicSpace S-cab, 2300 mm, tunnel 320 mm	-	-	-	-	-	-	-
	ClassicSpace M-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x
	ClassicSpace M-cab, 2300 mm, tunnel 320 mm	-	-	-	-	-	-	-
	CompactSpace M-cab, 2300 mm, tunnel 170 mm	x	x	x	x	x	x	x
	CompactSpace M-cab, 2300 mm, tunnel 320 mm	-	-	-	-	-	-	-
Wheelbase in mm	Tractor unit with rear air suspension	3250	3250	3250	3250	3250	3250	3250
		3400	3400	3400	3400	3400	3400	3400
		3550	3550	3550	3550	3550	3550	3550
		4000 ²⁾	4000 ²⁾	4000 ²⁾	4000 ²⁾	4000 ²⁾	4000 ²⁾	4000 ²⁾

The new Antos – model overview		2642	2645	2648	2651	2652	2658	2663
Wheelbase in mm	Rigid vehicle with rear air suspension	3700	3700	3700	3700	3700	3700	3700
		4000	4000	4000	4000	4000	4000	4000
		4300	4300	4300	4300	4300	4300	4300
		4600	4600	4600	4600	4600	4600	4600
		4900	4900	4900	4900	4900	4900	4900
		5200	5200	5200	5200	5200	5200	5200
		5500	5500	5500	5500	5500	5500	5500
		5800	5800	5800	5800	5800	5800	5800
		6100 ³⁾	6100 ³⁾	6100 ³⁾	6100 ³⁾	6100 ³⁾	6100 ³⁾	6100 ³⁾
Permissible axle loads (kg)	Front axle load (standard for tractor units)	7500	7500	7500	7500	7500	7500	7500
	Front axle load (standard for rigid vehicles)	8000	8000	8000	8000	8000	8000	8000
	1 st rear axle (standard)	9500 ⁴⁾ / 11,500 ⁵⁾	9500 ⁴⁾ / 11,500 ⁵⁾	9500 ⁴⁾ / 11,500 ⁵⁾	9500 ⁴⁾ / 11,500 ⁵⁾	9500 ⁴⁾ / 11,500 ⁵⁾	9500 ⁴⁾ / 11,500 ⁵⁾	9500 ⁴⁾ / 11,500 ⁵⁾
	2 nd rear axle (standard)	9500 ⁴⁾ / 10,000 ⁵⁾	9500 ⁴⁾ / 10,000 ⁵⁾	9500 ⁴⁾ / 10,000 ⁵⁾	9500 ⁴⁾ / 10,000 ⁵⁾	9500 ⁴⁾ / 10,000 ⁵⁾	9500 ⁴⁾ / 10,000 ⁵⁾	9500 ⁴⁾ / 10,000 ⁵⁾
Permissible weights (kg)⁶⁾	Permissible gross vehicle weight	26,000	26,000	26,000	26,000	26,000	26,000	26,000
	Permissible gross combination weight	44,000	44,000	44,000	44,000	44,000	44,000	44,000

x Available – Not available ¹⁾ A torque increase of 200 Nm in top gear is optionally available ²⁾ Only for 6 x 4 ³⁾ Only for 6 x 2 with twin-tyred trailing axle

⁴⁾ Standard for 6 x 4 ⁵⁾ Standard for 6 x 2 with twin-tyred trailing axle ⁶⁾ May vary due to driveline specification

Heavy-duty distribution made easy. A summary of the most important facts about the new Antos.



The new class of truck in heavy-duty distribution – with a new name, independent design and technology matched to its application, the Antos overcomes the challenges of day-to-day operation with great prowess.

- The new Antos is the first truck from Mercedes-Benz to have been systematically developed for heavy-duty distribution
- 2300 mm wide cabs geared towards their operating requirements: ideal balance between body length, payload, overall view and space
- Ergonomic workstation with appealing interior design
- Dynamic drive system and extremely safe, solid driving characteristics
- High efficiency and a secure future, thanks to for example more economical and environmentally sound Euro VI engines with a long operating life
- Impressive ease of body mounting with extended product portfolio for optimised body solutions



Optimum ease of handling – the new Antos makes heavy-duty distribution work noticeably easier.

- Six cab variants for every application in the distribution sector from 18 t upwards
- All-new workstation design with newly developed seats, ergonomically arranged controls and handy stowage facilities
- Dynamic drive system based on responsive engines, standard-specification Mercedes PowerShift 3 automated gearshift as well as wide selection of transmissions and rear-axle ratios
- Solid, assured driving characteristics resulting from the completely redeveloped chassis with wide frame, direct steering, new suspension and optimised rear axle guide¹⁾
- Wide range of driver assistance and safety systems for relieving the strain on the driver and reducing accident risks



Developed for outstanding efficiency – the new Antos boasts innovative, fuel-saving technology, low overall costs, straightforward body mounting and a forward-looking concept.

- High viability for the future thanks to standard truck's advance compliance with the Euro VI emissions standard
- Efficient, fuel-saving Euro VI engines as well as auxiliary consumers with a fuel-efficient design
- Fuel-efficient powertrain configurations matched to end application, streamlined aerodynamics and reduced rolling resistance
- Straightforward body mounting for cost-effective body solutions and faster delivery of finished vehicle
- Low maintenance and repair costs, thanks e.g. to the very long operating life of many components and long service intervals of up to 120,000 km²⁾
- Extensive portfolio of Mercedes-Benz services designed to lower overall costs



Sector-specific vehicle concepts – Antos Loader and Antos Volumer increase efficiency in sectors where payload and load space is crucial.

Antos Loader:

- Increased payload capacity as standard for highly efficient haulage in sectors where payload is vital
- Unladen weight reduced with an array of individual measures, some of which can be deselected as required
- Unladen weight below 6000 kg possible for 4 x 2 tractor units
- Range of engine outputs and cab variants geared to practical operation

Antos Volumer:

- Special model variant with frame heights as low as 846 mm for rigid models, and coupling heights as low as 898 mm for tractor units for maximum volume capacity
- High loading height allowing optimal use of the loading volume
- Very high operating range due to optimised/enlarged fuel tank capacities
- Comprehensive range of wheelbases with choice of frame overhangs



Efficiency-boosting services – extensive range of services on offer to help increase vehicle availability and mobility, optimise logistics processes and lower overall costs in heavy-duty distribution.

- FleetBoard Vehicle Management, Logistics Management and Time Management
- Mercedes-Benz Financial Services for individual financing and leasing products
- Extensive workshop network with approx. 1800 service outlets and extended workshop opening hours throughout Europe
- Mercedes-Benz Service24h
- Mercedes-Benz Custom Tailored Trucks
- Mercedes-Benz DriverTraining
- Application Information Centre in Würth

¹⁾ Only available for 4 x 2 model variants.

²⁾ Depending on engine variant.

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