The Atego. The Arocs.

Construction-industry vehicles from 7.5 to 44 tonnes.
Heavy haulage. Up to 250 tonnes.

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Trucks you can trust

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RoadStars
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Contents.

Mercedes-Benz in construction transport.

For all types of construction use and every type of construction site. From concrete mixers and heavy-duty tippers to tractor units – both the on- and off-road variants of the Atego and Arocs are true specialists of the construction industry. Thanks to their versatility, they have the right answer for virtually every task within the construction industry.

With its quality, its outstanding reliability and robustness, the Atego from 7.5 up to 16 t cuts a fine figure in many trades – arboricultural, municipal, the utility sector and many more. The Arocs, nominally rated from 18 to 44 t is the specialist for heavy-duty operations, although of course much heavier versions are available. It applies its high power both reliably and effectively in difficult terrain and on the road. With its high-torque drive configurations and its robust chassis, suspension and frame design, it takes all driving conditions in its stride.

The Atego and the Arocs provide for particularly economical operation with their fuel-efficient Euro VI engines, the extended service lives of many components, low repair and maintenance costs and high body-mounting ability.

In short: Mercedes-Benz delivers what the reality of construction transport requires. On site. And on the road. See for yourself.


S MB 1223

The Atego from 7.5 to 16 t.

Value. Whichever sector of the building materials industry you earn your money in and with whatever vehicle configuration, the Atego fits the bill on every front.

The Atego's lasting value is manifested in attributes such as its high quality, its outstanding reliability and its durability and robustness. Beyond this, a broad range of equipment and technical measures additionally ensures that the Atego adds up both in the accounting department and at the construction site in terms of efficiency and dedication to the task in hand. The ergonomically designed driver's workplace and particularly effortless handling are other hallmarks of the Atego. The appealing exterior and interior design also underscores the vehicle's added value.

As you can see, the Atego is a fully-fledged professional in the building materials industry that has practically all the answers in daily operations. And a truck that can be instrumental in making your transport operations in the building materials industry even more profitable. Welcome on board.

Dedication. With the Atego you have a truck offering a broad scope of equipment. This makes easier work of the difficult tasks encountered in the building materials industry.

The promise of its striking, distinctive exterior is borne out by its inner values: for optimum tailoring to the job in hand, it is available with three different cockpit variants. With the instrument cluster, the multifunction steering wheel and the comfortable seats, they offer a high standard of comfort and simple handling.

The Atego's strengths on the job include its steering, the rear axle guide, the Mercedes PowerShift 3 automated gearshift and the uprated yet fuel-saving 4- and 6-cylinder in-line engines, for example.

And mindful that diverse requirements apply in the building materials industry, the Atego covers just about every contingency in terms of its body-mounting ability, too.

Mission orientation. The strong mission orientation of the Atego is evident in the movable entrance of the all-wheel-drive Atego variants, for example. And options such as the headlamp guards prevent damage while at the same time making cleaning the headlamps fast and easy.

For more fun on the job. The Atego cabs.

At first glance and upon closest inspection – the cabs of the Atego show what is important in the construction industry. With sophisticated ergonomics, a high level of driving and working convenience, and with many practical details.

Cab variants. The S-cab and the S-cab with a rear wall extended by 180 mm boast compact exterior dimensions and plenty of room inside. In addition the appealing interior design, the high-quality workmanship and many practical details and equipment provide a particularly high level of working convenience and ride comfort.

Workplace Atego. Three different, job-matched cockpit variants provide for relaxed and concentrated working on board the Atego. All three impress with an ergonomic design and an exemplary arrangement of stowage facilities and control elements. The multifunction steering wheel[1)] provides for added ergonomic comfort.

Multifunction steering wheel. With eight control buttons on both the right and left, it is possible to control many functions. For example, telephone calls can be answered, assistance systems can be operated and radio settings can be adjusted.

Classic cockpit. The Classic cockpit of the Atego is tailored ideally to the needs of the building materials industry. Everything is arranged ergonomically and within the driver's reach. Consequently the Atego offers more space during breaks, for example, and always allows convenient through-cab access to the co-driver's side.

10.4 cm instrument cluster. With its numerous new functions and displays, the on-board computer presents all the key information quickly, comprehensively and clearly.

Radios. For great entertainment the Atego can be equipped with a CD radio, a CD radio with Bluetooth® connection or the Bluetooth® Comfort CD radio. All radios feature a USB and Aux/In port.

Pre-installation for multimedia use[2]. The universal preinstallation enables the simple integration of mobile phones, MP3 players or commercially available navigation systems. Voice output is via the vehicle's loudspeakers.

Seats. All the seats impress with a high level of comfort. The controls are arranged intuitively, the seat cushions are particularly wide and the adjustment range particularly large: lengthwise up to 250 mm, for height up to 120 mm.

Driver's suspension seat, standard[3]. The air-sprung seat boasts a high standard of seated comfort, diverse adjustment options and a flat-weave fabric cover.

Air-conditioned suspension seat. The optional, air-suspended climatised driver's suspension seat provides pleasant seating conditions and a high level of comfort. The integral armrests and the seat heating also contribute to this.

[1] Optionally available in leather.
[2] Optional extra.
[3] No armrests available.
[4] A reversing camera is available from Mercedes-Benz Accessories.
[5] Standard for BigSpace cabs, otherwise optional extra.

12.7 cm instrument cluster with video function[2]. For even greater convenience and safety, this instrument cluster is available prepared for use with a reversing camera[4]. This allows the driver to see the area behind the vehicle.

Comfort suspension seat[5]. The air-sprung seat is individually adjustable and offers excellent ergonomic conditions and ample comfort. The integrated seat heating contributes to this comfort.

Cab, equipment – advantages at a glance.

- **S-cab or S-cab with extended rear wall for excellent job matching in the building materials industry**
- **Ergonomically designed workplace**
- **Three different application-based cockpit variants**
- **Mercedes PowerShift 3 automated gearshift for better handling, manual gearshift available**
- **Clearly legible instrument cluster with 10.4 cm TFT colour display or instrument cluster with 12.7 cm TFT colour display[2], video function and pre-installation for a reversing camera[4]**
- **Multifunction steering wheel which can be operated intuitively**
- **Various radios and multimedia interface**
- **Comprehensive spectrum of wide, comfortable seats with large adjustment range**

Teamwork that’s an inspiration. On every trip.

Efficient 4- and 6-cylinder engines that are high on delivery and low on consumption – and the Mercedes PowerShift 3 automated gearshift makes driving easier in difficult conditions, too.

Engine technology and emission control technology. Powerful, reliable, economical – the Atego’s Euro VI engines boast low fuel consumption, spontaneous response, tractive power and very smooth running. The high environmental compatibility of the Euro VI in-line engines is founded on highly-efficient combustion with minimal soot particles and cooled exhaust-gas recirculation, for example.

Engine brake. The three-stage brake system offering up to **235 kW** of brake power[1)] reduces wear on the service brake while enhancing safety and control of the vehicle.

High Performance Engine Brake[2)]. A higher-power three-stage, wear-free auxiliary brake offering up to **300 kW** of brake power[1)] is available for even greater safety.

Fuel preheating. Available for 6-cylinder engines, this system serves to heat the fuel for sustained operations at temperatures below –25 °C. It prevents blockage of the fuel system by paraffin.

Transmission variants. To enable specific tailoring to the intended application, the Atego is available with a 6-, 8- or 9-speed transmission. In conjunction with the perfectly matched rear axle ratios, it offers an economical drivetrain.

Mercedes PowerShift 3. Superior dynamic response, simple handling and low fuel consumption: The automated transmission ensures precise gear selection, short shift times, high driving comfort and optimal economy.

High-torque Euro VI engines. Powerful, reliable, economical – the high-torque 4- and 6-cylinder in-line engines provide the Atego with an excellent foundation for operations in the building materials industry.

Atego driving programs. With the Atego, customers can choose the “power” or “offroad” driving program at the time of order irrespective of the model variant. Both incorporate driving modes enabling a style of driving adapted to the given driving situation[3)].

Driving program “offroad”. This driving mode is specifically designed for off-road use and assists a very power-oriented driving style at the push of a button.

Driving program “power”. In “power” driving mode the engine speeds are increased by 100 rpm for all shift operations in comparison to “standard” mode. This means that the full engine power output is available longer.

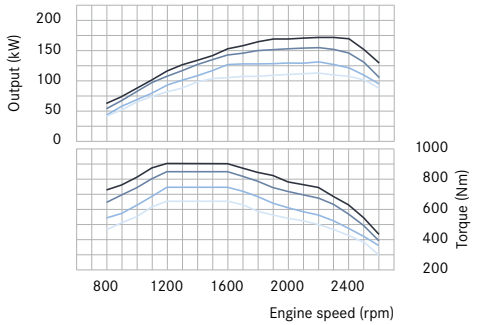
Additional functions. With Mercedes PowerShift 3, additional functions such as direct shifting from 1 to R and reverse gears with high ratios provide for simple manoeuvring. The crawl function makes particularly easy work of moving off.

[1)] Depending on engine variant.

[2)] Optional extra.

[3)] The standard driving programme is dependent on the selected model variant. For vehicles with the “power” driving programme as standard, the “offroad” driving programme is optionally available.

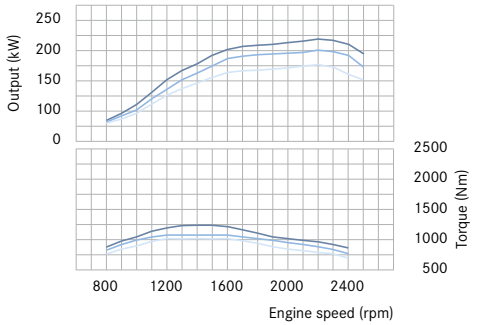
OM 934 – 5.1 l



4-cylinder in-line, 5.1 l displacement	
kW (hp)	Nm
at 2200 rpm	at 1200–1600 rpm
115 (156)	650
130 (177)	750
155 (211)	850
170 (231)	900

Smaller displacement, more power. With an output of up to **170 kW** (231 hp) and maximum torque of up to 900 Nm, the Atego’s 4-cylinder in-line engines boast performance figures which used to be the reserve of 6-cylinder engines.

OM 936 – 7.7 l



6-cylinder in-line, 7.7 l displacement	
kW (hp)	Nm
at 2200 rpm	at 1200–1600 rpm
175 (238)	1000
200 (272)	1100
220 (299)	1200

More power, more torque. With an output of up to **220 kW** (299 hp) and maximum torque of up to 1200 Nm, the 6-cylinder in-line engines provide precisely the power you need for your operations.

Engines, transmissions – advantages at a glance.

- More fuel-efficient, reliable 4- and 6-cylinder in-line engines with high torque at low engine speeds
- Two displacement classes, seven output ratings from **115 kW** (156 hp) to **220 kW** (299 hp)
- Powerful engine brake or High Performance Engine Brake[2)]
- Mercedes PowerShift 3 automated gearshift with “power” or “offroad” driving programs as well as manually selectable driving modes and auxiliary functions for closer orientation to type of application[3)]
- Various 6-, 8- and 9-speed transmissions for job-matched drive configurations

Efficient work, superior driving performance. The Atego has what it takes.

You can expect a great deal from the Atego: efficient working with the vehicle, for example, excellent handling and high body-mounting ability. Which all adds up to just about everything you need. And right from your first trip, you won't want to do without any of these assets.

Ride comfort. The Atego imparts a very good, self-assured feeling behind the wheel. This stems from Stability Control Assist, the cab mountings, the steering, the rear axle guide and the suspension, all of which work together perfectly.

Cab mountings, rear, reinforced. The cab mountings with reinforced rear coil springs enhance suspension comfort with steel-sprung cabs when the cab is fitted with a seat/bunk combination, for example.

Atego rear axle guide. For effortlessly superior handling, all steel-sprung Ategos are equipped with a rear axle guide which reduces roll understeer.

Steel suspension. For a high standard of ride and suspension comfort on- and off-road, the Atego is equipped with weight-optimised multi-leaf parabolic springs.

Atego body-mounting ability. Features contributing to the high body-mounting ability include the parameterizable special module, which simplifies connection options, integration and operation of the body substantially. A host of measures additionally help to ensure that the Atego is delivered to you sooner and up and running more quickly – from the optimised layout of all components on the frame to numerous factory-fitted pre-installations.

All-wheel drive. When increased traction is required, the Atego is available with manually selectable all-wheel drive or with permanent all-wheel drive. The transfer case cuts the weight and fuel consumption of the all-wheel drive.

Protective headlamp grille. The optional steel grille is specially designed to protect headlamps and fog lamps in off-road use. The folding steel grille is made of round steel. The spacing between the braces is around 30 mm.

Parameterizable special module. The parameterizable special module[1] (PSM) provides for perfect information processing and a smooth exchange of information between vehicle and body.

Precision steering. The Atego's sensitive steering provides for simple, exact handling during manoeuvring, while at high speeds it ensures reliable straight-line stability, high directional stability and a correspondingly reduced need for corrective steering.

Ride comfort, body-mounting ability – advantages at a glance.

- **Superior ride comfort, high body-mounting ability**
- **Electronic Stability Program (ESP)[2]**
- **4-point cab suspension**
- **Minimal roll understeer thanks to optimised rear axle guide**
- **Weight-optimised steel suspension with multi-leaf parabolic springs**
- **Job-matched suspension variants: steel, steel/air or full air suspension for high ride comfort and gentle transportation of loads**
- **Excellent body connection options and integration of body**
- **Improved handling thanks to job-matched equipment and options such as protective headlamp grilles[1]**

[1] Optional extra.

[2] Not available in conjunction with all-wheel drive.

The Atego – cab variants

S-cab (4x2)

ClassicSpace S-cab

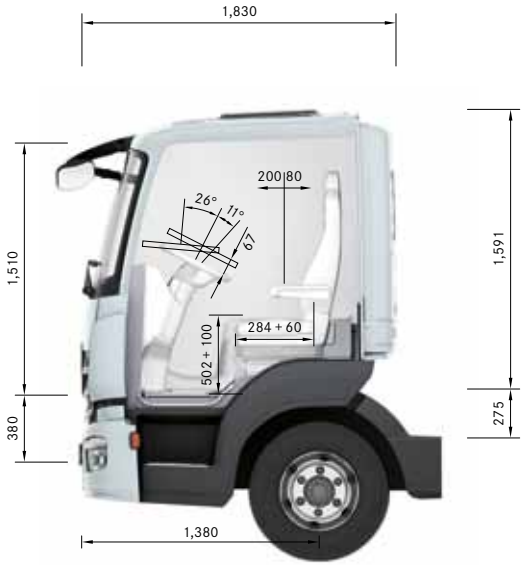
Exterior width: 2,295 mm
Exterior length: 1,650 mm
Interior width: 2,000 mm
Interior height: 1,510 mm

ClassicSpace S-cab

ClassicSpace S-cab

ClassicSpace extended S-cab

Exterior width: 2,295 mm
Exterior length: 1,830 mm
Interior width: 2,000 mm
Interior height: 1,510 mm



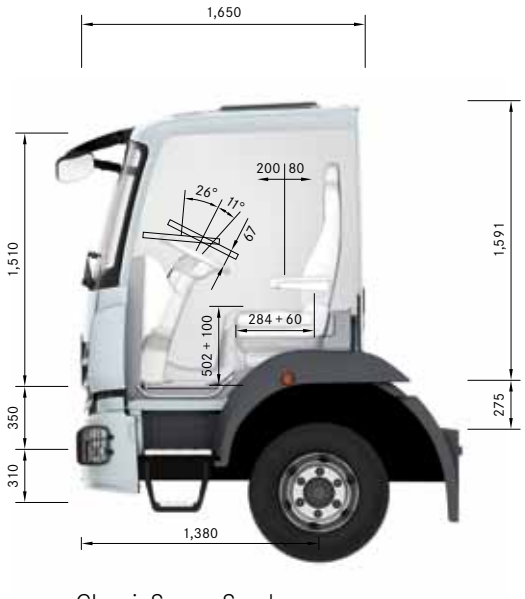
ClassicSpace S-cab extended

ClassicSpace S-cab extended

S-cab (4x4)

ClassicSpace S-cab

Exterior width: 2,500 mm
Exterior length: 1,650 mm
Interior width: 2,000 mm
Interior height: 1,510 mm

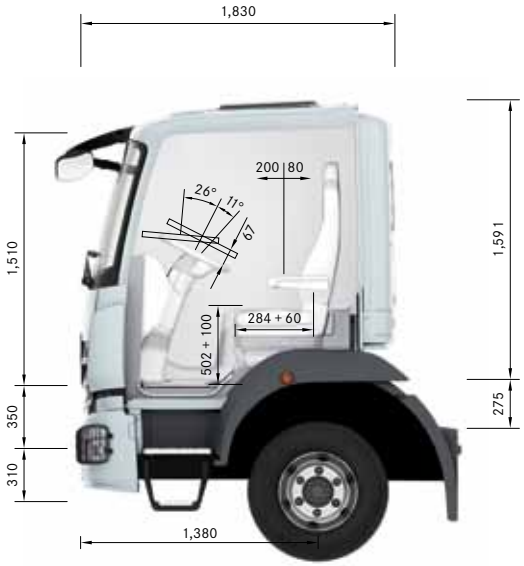


ClassicSpace S-cab

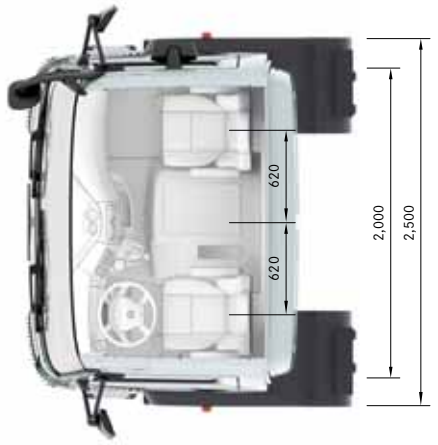
ClassicSpace S-cab

ClassicSpace extended S-cab

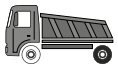
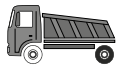
Exterior width: 2,500 mm
Exterior length: 1,830 mm
Interior width: 2,000 mm
Interior height: 1,510 mm

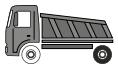


ClassicSpace S-cab extended



ClassicSpace S-cab extended

Atego tipper – Model overview						
						
Nominal GVW	7.49	7.99	9.5	10.5	11.99	13.5
Wheel configuration	4x2	4x2	4x2	4x2	4x2	4x2
Suspension	Steel	Steel	Steel	Steel	Steel	Steel
Engines						
OM 934						
115 kW (156 hp)	x	x	x	x	–	–
130 kW (177 hp)	x	x	x	x	x	x
155 kW (211 hp)	x	x	x	x	x	x
170 kW (231 hp)	x	x	x	x	x	x
OM 936						
175 kW (238 hp)	–	x	x	x	x	x
200 kW (272 hp)	–	–	–	–	x	x
220 kW (299 hp)	–	–	–	–	x	x
Wheelbase						
3020 mm	x	x	x	x	–	–
3260 mm	–	–	–	–	x	x
3320 mm	x	x	x	x	–	–
3560 mm	–	–	–	–	x	–
Cab variants						
S-cab ClassicSpace	x	x	x	x	x	x
S-cab ClassicSpace extended	x	x	x	x	x	x
L-cab ClassicSpace	–	–	–	–	–	–
L-cab BigSpace	–	–	–	–	–	–

Atego tipper – Model overview			Atego rigid – Model overview			
						
15	10.5	13.5	15	10.5	13.5	15
4x2	4x4	4x4	4x4	4x4	4x4	4x4
Steel	Steel	Steel	Steel	Steel	Steel	Steel
–	–	–	–	–	–	–
x	x	x	–	x	x	x
x	x	x	x	x	x	x
x	x	x	x	x	x	x
x	x	x	x	x	x	x
x	–	x	x	–	–	–
x	–	x	x	–	–	–
–	–	–	–	–	–	–
x	x	x	x	x	x	x
–	–	–	–	–	–	–
–	–	–	–	–	x	x
x	x	x	x	x	x	x
x	x	x	x	x	x	x
–	–	–	–	x	x	x
–	–	–	–	x	x	x

x Available – Not available Many other configurations of Atego are available to suit your application. Ask your local Dealer for more details.


S MB 2643

A powerhouse for the construction sector. The Arocs from 18 tonnes.

Power. The Arocs for construction transport with a gross weight rating of 18 tonnes and over has ample power to cope with any driving situation. Because we have equipped it with robust, high-torque Euro VI engines, the Mercedes PowerShift 3 automated gearshift and a unique suspension and frame construction.

Engine, transmission and axles are manufactured exclusively by Mercedes-Benz and designed specifically for the special requirements of construction transport.

For the best possible traction and good steerability, drivetrain, chassis, suspension and frame form a precisely coordinated team which is ideally configured on all Arocs for the specific mode of use on the road, at the construction site or in extreme off-road terrain.

In short, the finely matched combination of drivetrain and load-bearing structure ensures that the Arocs's vast engine power is applied to the ground with maximum efficiency and can always be deployed in an effective and well-aimed manner.

Robustness. From tractor unit and rigid trucks to concrete mixer and tipper, the on- and off-road variants of the Arocs offer a particularly tough and robust vehicle to meet any challenge in construction site haulage.

The robustness and load-bearing capacity of the Arocs are fully reflected in the cabs – in the durable cab shell consisting of 100% fully galvanised sheet metal and in the athletic, powerful design. The vehicle's essentially solid, heavy-duty construction also comes up trumps in areas where its robustness is not immediately apparent. The optional wear-free Turbo Retarder Clutch offers maximum stability when moving off and manoeuvring with very high gross combination weights and torque levels. It also serves as a retarder, reducing wear on the service brake and thus ensuring added safety. And to take the dread out of large approach/departure angles and ramp breakover angles, we have additionally provided the Arocs with optimised ground clearance. As you can see, the Arocs is up to any challenge.

Easier uphill start-off. When the hill holder is engaged, rolling back of the vehicle when starting off is prevented. And the crawl function of the Mercedes PowerShift 3 automated gearshift makes moving off easier.

Robust down to the last detail. Even above the foundation.

The cabs of the Arocs are convincing with their practical orientation, robustness and resilience. At first sight. And in every detail. And whenever it counts.

Robust in every detail. One look is all it takes to know where the Arocs belongs. From the flexibly suspended pivoting entry, both longitudinally and laterally, to the rugged interior – every detail is designed precisely for the requirements of a construction site. This means: maximum functionality in tandem with impressive robustness. Clearly evident in the rippled exterior mirror housings and the radiator grille with bucket-tooth design. Clearly tangible in the comfort cab suspension, which eases the load on the driver even under great strain in terrain. Plus the three-piece bumper with steel corners. The steel corners protect the headlamps against damage.

Special cab design. The Arocs always puts a cab that is optimally designed for the requirements of construction transport at your disposal. The cabs with a width of 2300 mm offer great all-round visibility, for example – this provides protection against collisions if space for manoeuvring is especially tight. The construction from 100% fully galvanised sheet metal is another persuasive trait of the Arocs cabs.

Protective plate for engine and radiator. Many off-road models come with a steel plate to protect the radiator and the engine. A strong protective plate for the main tank is also available as an optional extra.

Protective headlamp grille. Robust protective steel grilles are available for the headlamps and tail lamps of the Arocs. They can prevent damage such as stone chips, for example. This contributes to low repair costs and enhanced safety.

Component protection. For strong resilience the Arocs is equipped with particular protective features for special tasks. These include the protective plate for the radiator and engine that comes as standard on steel-sprung tipper vehicles[1] as well as the optionally available protective plate for the main tank. Also available are steel grilles for the front headlamps[2] and a cover that protects the major components from bulk materials[2]. In short: everything to prevent needless damage and consequently unnecessary repair costs.

Road paver package. A further example of how the Arocs can be tailored precisely to specific applications is provided by the road paver package. With relocated tail lights and rear reflectors, shortened fenders and folding splash guard and rear underride guard, it offers the appropriate set-up for road-paving operations, provides protection from damage and avoids any need for retrofit solutions.

[1] Optionally also available for other Arocs model variants.
[2] Optional extra.
[3] Not available for RHD vehicles.

Exterior mirror housing. The rippled exterior mirror housing doesn't just look great. Thanks to its robust scratch-resistant surface it also prevents damage to the mirror and thereby enhances safety. On the construction site. And on the way there.

Roof handrail[3]. It makes inspecting the bay more convenient and safer. The step integrated into the side wall or rear wall of the various cab variants provides sure footing for doing so.

Advantages at a glance.

- **Cabs in robust design for construction operations**
- **Comfort cab suspension for high robustness of vehicle and reduced strain on the driver in off-road operations**
- **Option of pivoting entry, flexible in lengthways and crossways direction**
- **Three-piece bumper with steel corners for protection from damage, particularly minor knocks**
- **Roof handrail[3] for firm grip when climbing up to check the load**
- **Protective plate for radiator and engine**
- **Protective headlamp grille**
- **Road paver package**

Finally, a reason to look forward to Monday morning.

When trying out the seat for the first time and after countless trips – the cabs of the new Arocs demonstrate what distinguishes a coveted workplace. With exemplary ergonomics, a high level of functionality and many practical details that simply make the tough job easier.

Ergonomic workplace. The Arocs offers a workplace which is ideally designed for construction transport operations. The cockpit with its appealing interior is tailored precisely to the driver's needs. The cockpit imparts a pleasant feeling of space and features ergonomically arranged controls and stowage facilities. The Mercedes PowerShift automated gearshift is conveniently operated using the steering-column lever.

Engine start/stop button. One finger is all it takes to start and stop the engine: just press the engine start/stop button – that's all there is to it.

Multifunction steering wheel. With eight control buttons on both the right and left, it is possible to control many functions. For example, telephone calls can be answered, assistance systems can be operated and radio settings can be adjusted.

Adjustment range. Thanks to the large adjustment range, the multifunction steering wheel can be set to an almost vertical position. This means convenient entering and exiting and more space during breaks.

10.4 cm instrument cluster. With its numerous new functions and displays, the on-board computer presents all the key information quickly, comprehensively and clearly.

12.7 cm instrument cluster with video function[1]. For even greater convenience and safety, this instrument cluster is available prepared for use with a reversing camera[2]. This allows the driver to see the area behind the vehicle. With its numerous functions and displays, the unit with its graphics-capable display provides a fast and comprehensive overview and simplifies the departure check.

[1] Optional extra.

[2] A reversing camera is available from Mercedes-Benz Accessories.

Multifunction key. It offers all the functions of an extended central locking system and allows the tyre pressure and lighting checks to be carried out. It also serves as a remote control for features such as the radio and the auxiliary heating.

Intuitive menu navigation. The straightforward menu navigation concept of the instrument cluster makes all the key information available quickly, clearly and in a non-reflective display. Settings can be made by means of the multifunction steering wheel.

The right answer to every question. The Arocs cabs.

With a total of 14 variants, the cabs of the new Arocs meet all prevailing requirements in construction transport. By virtue of their robust design, their high functionality and their striking, powerful design which reflects the Arocs's dedication to the job in hand in every detail.

Cabs for every need. With its 2300 mm wide cab, the Arocs offers excellent overall visibility and simple, precise handling in all typical construction-related applications. The staircase-type entrance makes work easier, as does the ergonomic layout of the controls. In addition, L-cabs of 2500 mm in width are available for road- and comfort-oriented applications.

ClassicSpace S- and M-cabs, width 2300 mm.
The ClassicSpace S-cab offers the most compact exterior dimensions among the Arocs cabs and provides a comfortable and practical workplace. Thanks to its greater length than the S-cab, the ClassicSpace M-cab offers more space and can be equipped with a folding bunk.

CompactSpace M-cab, width 2300 mm.
The CompactSpace M-cab measuring 2300 mm in width and with an engine tunnel height of 170 mm or 320 mm and a lowered roof is available for special bodies or transport tasks.

ClassicSpace S-cab. The 2300 mm wide and 1700 long cab with an engine tunnel height of 170 mm or 320 mm is tailored to the requirements of one-man operations in construction transport and offers excellent visibility.

BigSpace L-cab. With standing headroom of 1.99 m between the seats, the cab with a level floor and measuring 2500 mm in width offers unusually generous freedom of movement and comfortable through-access to the co-driver's side.

ClassicSpace and StreamSpace L-cabs, width 2300 mm.
They offer ample space and stowage facilities and are fitted with the comfort bed measuring 2000 mm in length and 750 mm in width. The two cabs are also suitable for tasks lasting over a day. They are available with a 170 mm or 320 mm high engine tunnel or with a level floor.

StreamSpace and BigSpace L-cabs, width 2500 mm.
The 2500 mm-side StreamSpace and BigSpace L-cabs are ideal for road- and comfort-oriented applications involving frequent overnight stays on board. Both cabs boast a particularly spacious interior and a high standard of living comfort, including a 2200 mm long and 750 mm wide bottom comfort bed and plenty of stowage space under the comfort bed and above the windscreen.

Cab variants

Width: 2300 mm						Width: 2500 mm
S-cab	M-cab		L-cab			
ClassicSpace	ClassicSpace	CompactSpace	ClassicSpace	StreamSpace	StreamSpace	BigSpace
						
Engine tunnel – 320 mm – 170 mm	Engine tunnel – 320 mm – 170 mm	Engine tunnel – 320 mm – 170 mm	Engine tunnel – 320 mm – 170 mm Level floor	Engine tunnel – 320 mm – 170 mm Level floor	Level floor	Level floor

Seven cabs. From the ClassicSpace S-cab to the BigSpace L-cab – the Arocs cabs have the right answer for every task in construction transport. Three different lengths and two widths plus space and stowage facilities tailored to the given type of deployment ensure an overall configuration tailored to the given practical needs and optimum comfort.

Advantages at a glance.

- **14 cabs for optimum job matching in construction transport[1)]**
- **Two cab widths: 2300 mm and 2500 mm**
- **Three cab lengths: S-cabs: 1700 mm, M-cabs: 2000 mm, L-cabs: 2300 mm**
- **Engine tunnel in two different heights with 2300 mm-wide cabs: 170 mm and 320 mm**
- **Level floor for 2500 mm-side cabs**
- **Maximum headroom up to 1.99 m**

[1)] Compatibility in consultation with your authorised Mercedes-Benz Dealer.

Seats. All the seats impress with a high level of comfort. The controls are arranged intuitively, the seat cushions are particularly wide and the adjustment range particularly large: lengthwise up to 250 mm, for height up to 120 mm.

Driver's suspension seat, standard[1]. The air-sprung seat boasts a high standard of seated comfort, diverse adjustment options and a flat-weave fabric cover.

Air-conditioned suspension seat. The optional, air-suspended, climatised driver's suspension seat provides pleasant seating conditions and a high level of comfort. The integral armrests and the seat heating also contribute to this.

Radios. With USB and and Bluetooth® interfaces as standard, the default radio also includes CD functionality. Several options are available, including phone cradles and navigation systems.

Bluetooth® Radio Navigation System[2]. Equipped with a 17.4 cm colour display as well as Bluetooth® and convenience features, the system leaves nothing to be desired when it comes to support for the driver and entertainment.

Comfort suspension seat. The optionally available upgraded air-sprung seat is individually adjustable and offers excellent ergonomic conditions and ample comfort. The integrated seat heating contributes to this comfort. The comfort suspension seat is equipped with pneumatic height adjustment, seat cushion angle and depth adjustment and an integrated headrest with integrated, height-adjustable 3-point automatic seat belt.

Massage function for driver's seat. This optional feature prevents the driver from suffering from muscular tension problems. So their comfort is maintained for longer.

Automatic climate control. The optional system automatically adjusts the air volume, distribution and temperature in line with the surrounding conditions and offers additional comfort and convenience functions.

Hot-water auxiliary heating[3]**.** This system, which complements the heating system, heats the cab at ambient temperatures as low as –15 °C, thereby making for comfortable overnight stops.

Residual engine heat utilisation[3]**.** The residual engine heat utilisation function is available, and can keep the inside of the cab at a pleasant temperature for up to two hours after the engine is switched off, thereby helping to save fuel.

[1] No armrests available.
[2] Optional extra.
[3] Standard for L-cabs, otherwise optional extra.

Seat control elements. The comfortable seats of the Arocs also leave nothing to be desired when it comes to adjustment options and operation: All control elements are ergonomically arranged as well as very easy to see and use.

Heating and air-conditioning system. The system is characterised by its immediate response and facilitates draught-free ventilation.

Stowage facilities. The individually extendable stowage system provides for a more orderly interior, greater efficiency and simple handling in construction transport. This ensures that the driver has a clear and uncluttered workplace at all times. From the large stowage compartment on the dash support to the stowage facilities in the cockpit, on the engine tunnel and in the door panelling – everything is tailored ideally to the items that require to be stowed away. The stowage compartments accommodate items such as sunglasses, drinks, shipping documents and small objects such as ballpoint pens. All stowage compartments are ergonomically positioned and ideally reachable from the driver's workplace. The same applies to the cup and bottle holders. A drawer additionally provides for more stowage space in cabs with a level floor[1)].

Stowage compartments – ClassicSpace L-cab. In addition to the stowage facilities in the cockpit, in the doors and on the engine tunnel, in the ClassicSpace L-cab the stowage compartments above the windscreen and under the bed offer additional stowage space, for example.

Other equipment. For added comfort customers can choose from a host of additional practical equipment features, such as a refrigerator with a volume of 25 or 36 l[2)] or the centre seat for a second co-driver[2)]. A folding table[2)] integrated into the instrument support on the co-driver's side, a luggage net for the rear cab wall[2)] and a CD box for up to 6 CDs[2)] are also available.

Stowage facility, high[2)]. With a capacity of 15 l, it provides space for items required in the course of everyday work and so helps keep the cab tidy. Furthermore, it enables safe access to the upper bed.

ClassicSpace M-cab equipment features. Two lidded stowage compartments located behind the seats offer lots of space for everything you should have on a construction site. Particularly beneficial: the stowage compartment on the driver's side can be accessed from the outside. In addition, the stowage compartments in the left and right side wall offer even more stowage space. A centre seat for a second co-driver or practical stowage facilities can be installed on the engine tunnel[2)].

Stowage in the doors. A holder for 1.5-litre bottles is integrated in the open stowage compartment in the doors.This protects drinks from direct sunlight at all times and keeps them fresh for longer.

Folding table. The optional folding table integrated into the instrument support on the co-driver's side is a boon for paperwork and at meal times. It has an easy-care surface and can be folded out and folded away again in next to no time.

Compressed air gun. The compressed-air gun with spiral hose is a useful aid to cleaning the cab[3].

[1] One drawer as standard, two drawers optionally available.
[2] Optional extra.
[3] Standard for concrete mixers, tippers and all-wheel-drive vehicles.
[4] Standard in L-cabs.

Home comforts in the BigSpace L-cab. The BigSpace L-cab with a width of 2500 mm for road operations with frequent overnight stays comes with a luxury bed measuring 2200 mm in length and 750 mm in width. The stowage compartments below it offer lots of space for bulky items, and can be accessed from the outside as well. For better organisation two movable and removable stowage trays are available as optional extras.

Workplace interior – advantages at a glance.

- Ergonomically designed driver's workplace for extremely comfortable driving and working
- Comfortable seats with particularly large seat area and adjustment range
- Intuitively controllable multifunction steering wheel with large adjustment range
- Easily legible instrument cluster with 10.4 cm TFT colour display and additional displays
- Spontaneously responding air-controlled heating and air conditioning system
- Automatic climate control[2], innovative residual engine heat utilisation function[4], additional water heater for engine and cab[2]
- Radio CD with USB, Bluetooth® and comprehensive multimedia functions
- Comprehensive and individually extendable stowage concept featuring a host of practical stowage compartments

Engines bristling with power – and skimping on fuel.

The powerful, robust Arocs engines incorporate more than 110 years of experience in the construction industry and advanced, especially efficient Euro VI technology. But above all, they deliver precisely the power you need for the tough jobs in construction transport.

16 engine power output levels. The particularly long-lived 6-cylinder in-line engines of the Arocs fully cover all performance requirements in construction transport. For optimum job matching they are available in four displacement classes of 7.7 l, 10.7 l, 12.8 l and 15.6 l. The range of power outputs starts at **175 kW** (238 hp) with peak torque of 1000 Nm, and culminates 16 levels higher up in the top-of-the-line engine, which produces **460 kW** (625 hp) of power and impressive peak torque of 3000 Nm, providing the most powerful and potent answer to all requirements in construction transport.

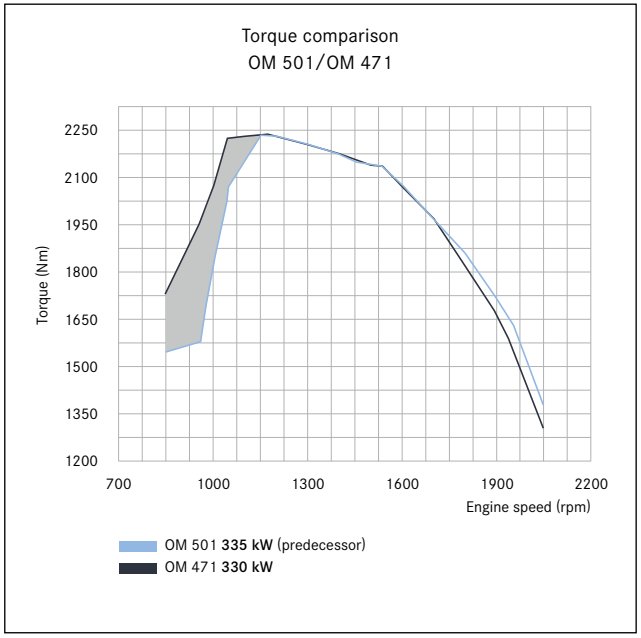
Euro VI engines. All Arocs engines are low on fuel consumption and emissions. This does not preclude high power and spontaneous power delivery, however. On the contrary – the engine characteristics develop a high level of power and deliver this power as early as possible. Higher levels of torque are already on tap in the low rev range, making it easier to move off under heavy loads.

X-Pulse[1] injection system. The engines of the Arocs wrestle more power from the fuel. This is thanks, in part, to the further advanced engine management system and to the innovative common-rail injection system with the X-Pulse pressure booster, which injects the fuel into the combustion chamber at up to 2100 bar injection pressure. The result: a particularly homogeneous fuel-air mix and efficient, low-emission combustion. And consequently more power with particularly low fuel consumption at the same time.

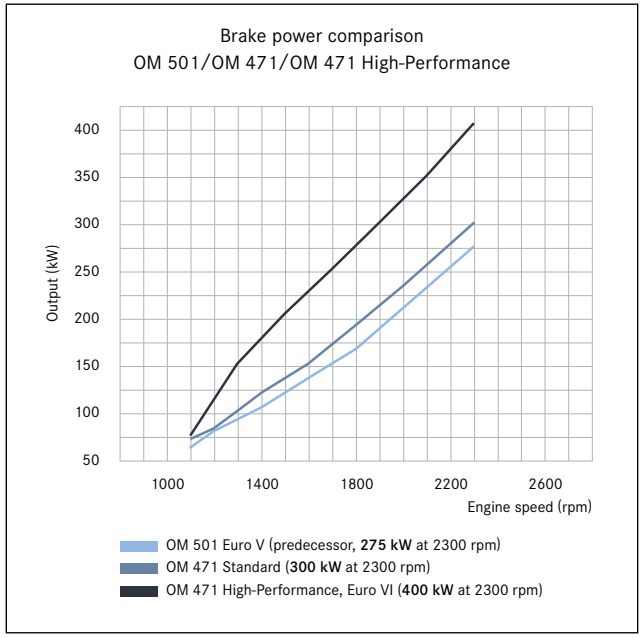
Other features. The inclination sensor is an asset in tailoring the truck to its given tasks. This sensor identifies gradients and prevents upshifting. The broad torque range enables gears to be held for longer in off-road terrain. That reduces the numbers of gear changes, thereby taking some of the load off the clutch and transmission.

Engine brake. The three-stage brake system offering up to **350 kW** of brake power reduces wear on the service brake while enhancing safety and control of the vehicle.

High Performance Engine Brake. A higher-power three-stage, wear-free auxiliary brake offering up to **475 kW** of brake power[2)] is available for even greater safety. The three-stage brake system reduces wear on the service brake while enhancing safety and control of the vehicle. The three-stage, wear-free engine brake can be activated in overrun mode using the steering column lever when the engine speed is above 1000 rpm and the ABS is not in control mode. In stage 1 the engine brake decompresses cylinders 1 to 3, in stage 2 cylinders 1 to 6, in stage 3 cylinders 1 to 6 plus wastegate valve and exhaust gas recirculation positioner.



Broad torque range. More power when it counts: the engines deliver tremendous torque already at low engine speeds.



Strong engine brake performance. For a high level of safety and low wear of the service brake the engine brake provides tremendous braking power. The optional High Performance Engine Brake lives up to its name with an output of up to **475 kW**, depending on the engine variant.

Power, engines – advantages at a glance.

- **Robust, high-torque, fuel-efficient 6-cylinder in-line engines**
- **Four displacement classes covering a total of 16 output levels, from 175 kW (238 hp) to 460 kW (625 hp)**
- **Spontaneous power delivery resulting from high torque even in the low rev range**
- **Broad torque range reduces number of shift operations and saves wear on clutch and transmission**
- **Uprated engine brake for high level of safety**
- **High-performance engine brake offering up to 475 kW of brake power**

[1)] X Pulse is not available for engines with a displacement of 7.7 l.

[2)] Depending on engine variant.

Uses the power better automatically. Mercedes PowerShift 3.

The Arocs comes to the construction site equipped with the advanced Mercedes PowerShift 3 automated gearshift. In short, this means a high level of driving comfort, precise gear selection, efficient power transfer and better handling.

Mercedes PowerShift 3. Superior dynamic response, simple handling and low fuel consumption: The 8-, 12- and 16-speed automated transmissions ensure precise gear selection, short shift times, high driving comfort and optimal economy. Mercedes PowerShift is very simple to operate via the right-hand steering-column lever. Shift times are up to 20% shorter than with Mercedes PowerShift 2 and up to as much as 50% shorter than with Telligent® automated gearshift. The Mercedes PowerShift 3 applies sensitive sensor technology for gear-shifting to ensure gear selection in accordance with the given driving and load situation. Overrun mode on a downhill gradient is identified and the gear is held. And the crawl function with integral manoeuvring mode makes moving off easy and manoeuvring precise and responsive. Furthermore, there are various transmission modes and additional functions to make driving in construction transport easier.

Additional functions. With Mercedes PowerShift 3, additional functions such as direct shifting from 1 to R and reverse gears with high ratios provide for simple manoeuvring. The crawl function makes particularly easy work of moving off.

Transmissions for every application. The transmission performs fast gear changing. The generous installation space means that it is also possible to use wide gearwheels. This enables high levels of torque to be transferred.

Rock-free mode. Rock-free mode is activated at the push of a button. Pressing and releasing the accelerator pedal in quick succession induces a rocking motion in the vehicle. A vehicle stuck in boggy ground can free itself in this way.

Arocs driving programs. Depending on the intended application, the “offroad” or “power” driving programs are available at the time of ordering. Both possess three driving modes, to master individual driving situations in an appropriate and confident manner.

Driving program “offroad”. The driving mode is specifically designed for off-road use and assists a very power-oriented driving style at the push of a button.

Driving program “power”. This comprises the driving modes “power”, “standard” and “manual”. “Power” is designed for on-road use in long-distance transport and supports the need for an extremely agile driving style.

Turbo Retarder Clutch[1)]. The wear-free Turbo Retarder Clutch combines the functions of a hydrodynamic start-up clutch and a primary retarder in a single component. The engine-speed retarder supplies up to **720 kW** of brake power directly from low speeds, is finely controllable via 5 levels on the steering-column lever and reduces brake wear. Designed for extreme loads, it is precisely matched to Mercedes PowerShift 3 and the electronic engine management system. This contributes to a high level of driving comfort and reduces fuel consumption in comparison to conventional torque converter solutions.

[1)] Optional extra.

Gear indicator. The instrument cluster always shows what driving mode is currently engaged and which gear of the Mercedes PowerShift 3 automated gearshift has been selected. This is particularly useful when you manually intervene in the gear selection process.

Turbo Retarder Clutch[1)]. It guarantees precise and wear-free moving-off and manoeuvring with maximum traction and high braking torque, even at low vehicle speeds.

Advantages at a glance.

- **Mercedes PowerShift 3 automated gearshift**
- **Job-matched transmission variants with 8, 12 and 16 speeds**
- **Convenient operation via the right-hand steering-column stalk**
- **Shorter shift times, better performance both off- and on-road.**
- **Detection of overrun mode on downhill gradients**
- **Activatable driving modes and additional functions**
- **Crawl function with integrated manoeuvring mode for simple moving off and precise manoeuvring**
- **Rock-free mode**
- **Fast reversing**
- **Two individually selectable driving programmes – “offroad” or “power” – for all applications**
- **Turbo Retarder Clutch[1)] for extreme operations**

More traction. In tricky situations, too.

Power only makes a difference when it is applied effectively to the ground. With this in mind, on the Arocs not only all the drive components are designed for optimum power transmission – the same goes for the load-bearing structure and the chassis, too.

Power transmission. The Arocs converts high power output into high torque, which it duly transfers to the ground virtually undiminished, thanks to the optimum coordination of all drive and chassis components. It is assisted in its work by the differential locks which can be engaged in stages and the deactivatable anti-lock braking system which provides for added safety when driving downhill in off-road terrain, for example.

Electronic brake system. For increased safety, the complex braking and traction functions of the entire integrated structure are controlled via the electronic brake system with anti-lock system and acceleration skid control. The system is based on a pneumatically operated, dual-circuit air-brake system with a constant pressure of 10 bar and is controlled by the higher-level brake control system. ABS, ASR and the auxiliary brake function are integrated.

All-wheel-drive range. Two all-wheel-drive variants are available for outstanding traction: permanent all-wheel drive with low-range gear and disengageable all-wheel drive. For the majority of its work which entails demanding manoeuvres in difficult terrain, such as moving off on gradients on unsurfaced terrain, the Arocs is equipped with permanent all-wheel drive. When high payloads and low fuel consumption are required, the engageable all-wheel drive is available.

Hydraulic Auxiliary Drive[1)]. Hydraulic Auxiliary Drive caters for road-oriented use with a spontaneous need for increased traction. The Hydraulic Auxiliary Drive is activated as an additional traction aid whenever the drive axles threatens to lose its grip. When moving off with up to 450 bar of hydraulic pressure, the system delivers additional power to the front axle via wheel hub motors. The pressure is subsequently adjusted continuously according to the given situation.

Hydraulic Auxiliary Drive[1)]. The starting-off aid is suitable for all operations which require maximum torque at short notice but also demand a high payload and an optimum drivetrain.

Optimised design for optimised power transmission.
The suspension and frame are designed to ensure that the supplied power is always channelled in the right direction. Uneven surfaces are largely compensated. The precise, direct steering enables simple manoeuvring. Two frames are available to meet the different traction requirements for the Arocs, according to the intended type of operation. One frame has a narrow frame track. Its torsional flexibility at the construction site in conjunction with steel suspension results in the best possible traction. The second frame has a wide frame track. With air suspension for road vehicles it offers optimum power transmission and excellent handling.

ABS, disengageable. Available for off-road vehicles, the disengagable anti-lock braking system boosts safety when operating in difficult off-road terrain – because when the wheels lock a wedge of soft subsoil forms, shortening the stopping distance.

Inter-axle and inter-wheel differential locks. Various differential locks are available, according to the type of vehicle concerned. They are activated via a switch, always in the sequence longitudinal locking, locking of the driven rear axle and – where installed – locking of the driven front axles.

Torsionally flexible frame. For construction site operations, the Arocs comes with the narrow frame offering particularly good torsional flexibility. This ensures that the high power is transferred to the ground virtually undiminished, even on uneven terrain.

Advantages at a glance.

- **Virtually loss-free power transmission in the drivetrain, thanks to perfect coordination of all components**
- **Differential locks engageable in stages and deactivatable ABS on all-wheel-drive vehicles**
- **Electronic brake system with integrated auxiliary brake function, drum and/or disc brakes, hill holder**
- **Two different, job-matched all-wheel-drive variants**
- **Hydraulic Auxiliary Drive[1] for operations requiring maximum traction when high payloads are involved**
- **Robust planetary axles for off-road operation**
- **Fuel-efficient hypoid axles for on-road operation**
- **Precise power transfer thanks to new suspension and frame design with two different frame configurations: torsionally flexible configuration with steel suspension for off-road use; medium-rigid configuration for excellent on-road handling**
- **Precise, direct, light steering**
- **Robust planetary axles for off-road operation**

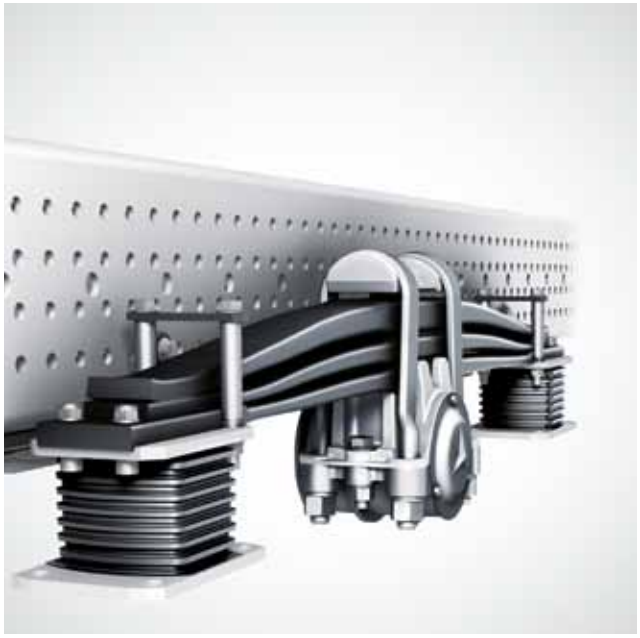
[1] Not available for RHD vehicles. Please contact your local Dealer for more information.

The Arocs has many strengths. And it won’t back down.

Resilience and robustness are defining features of the Arocs. In terms of structural design. Materials. And the frame, chassis and suspension.

Suspension variants. Robust steel suspension or a combination of steel suspension and air suspension – the Arocs has the right solution according to the intended application. A robust, durable steel suspension provides for particular good load capacity and high suspension comfort in construction site use. With the weight-optimised parabolic spring assemblies and corresponding precisely matched shock absorbers and stabilisers, you are all set for whatever your operations hold in store. Depending on the gross vehicle weight, the front and rear springs can be fitted with 2-, 3- or 4-leaf spring packages. Harder spring variants plus reinforced stabilisers and spring brackets are available as options for extreme operating conditions. The Arocs for road use is equipped with steel suspension on the front axle and air suspension on the rear axle. In conjunction with the wide frame the new 4-bellows air suspension helps to deliver excellent road holding and high ride comfort. Reduced noise, gentler transport of loads and simpler loading operations for tractor unit and platform vehicles are further advantages. The air suspension can also be configured for higher loads.

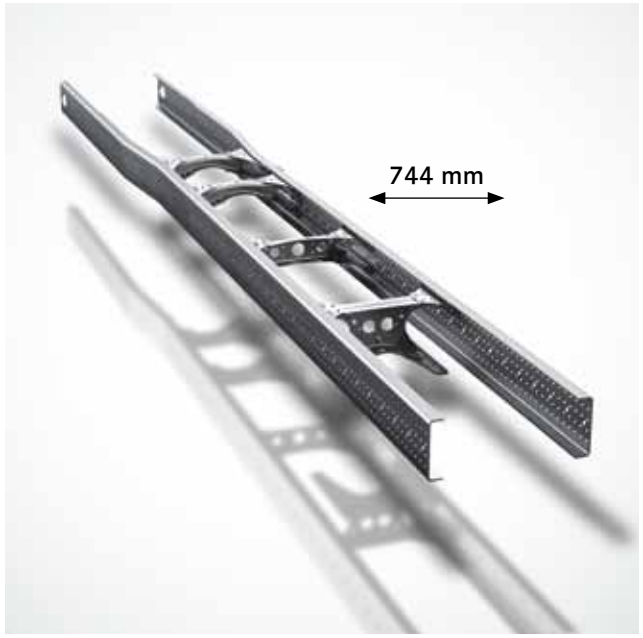
Air suspension. For applications focusing mainly on road use, the Arocs comes with an air-sprung hypoid rear axle. This enables the Arocs to combine advantages such as good driving dynamics and high ride comfort.



Steel suspension. The steel suspension on the Arocs performs well in every situation by virtue of its robust, solid structure, high resilience and high load capacity.

Two job-matched frames. For applications focusing primarily on construction-site and off-road use, the narrow frame consisting of cold-worked, high-strength fine-grained steel, measuring 744 mm in width and with longitudinal members measuring 8 or 9 mm in thickness, is employed. This ensures high load capacity and torsional flexibility even in difficult conditions.When the Arocs is used primarily on the road, the 90 mm wider (total width of 834 mm) and more rigidly configured frame of 7 mm or 8 mm in thickness provides for a particularly good combination of attributes such as driving dynamics, torsional flexibility and load-bearing capacity.

Axle load compensation. The axle load compensation between the front axles prevents overloading damage on 8x6 and 8x8 vehicles.



The right frame for every application. Construction-site and on-road use impose different requirements on the frame. That's why we have developed two for the Arocs. One with a narrow frame track of 744 mm, which boasts high torsional flexibility and stability even under extreme off-road conditions. And one with a wide 834 mm frame track, which comes into its own in on-road use while also performing convincingly in light off-road use.

Advantages at a glance.

- Robust and durable steel suspension for high load capacity and resilience in heavy-duty construction site operations
- 4-bellows air suspension for optimised driving dynamics and ride comfort for primarily road-based operations
- Two different, job-matched frames for construction site/off-road use and for road use, with different frame tracks of 744 mm and 834 mm and longitudinal members in three thickness of 7 mm, 8 mm and 9 mm
- 8x6 and 8x8 vehicles with axle load compensation for reduced wear and better handling in off-road use

Strong links, strong chain.

From the engine to the axles – all drive components on the Arocs have been developed for the very highest performance. Also in terms of robustness.

Extended service life. In order to meet the high requirements which apply in construction transport, a particularly stringent benchmark was applied from the outset in the development and design of the Arocs: practical reality. All drive components of the Arocs offer a particularly robust, durable design, a high degree of reliability and an increased service life.

Engines. A particular hallmark of the 6-cylinder in-line engines is their robustness. This is ensured by one-piece steel pistons, reinforced conrods and bearings and the more rigidly designed crankcase, for example. The wider torque curve reduces the number of gearshift operations and thus lowers the load on the clutch and transmission.

Clutch. The clutches are equipped with overload protection and a warning system, and enable the transfer of torque levels of up to 3000 Nm. The wear-free Turbo Retarder Clutch offers maximum stability when moving off and manoeuvring with very high gross combination weights and torque levels. It also serves as a retarder, thus providing for additionally enhanced safety as well as reducing running costs.

Transmissions. One contributory factor to the robustness of the transmission and gearshift is the ceramic printed-circuit board of the transmission control system, for example, boasting high resistance to thermal and vibration-induced stress. The transmission oil cooler reduces thermal stress, rendering the transmission more robust in daily operations.

Axles. On-road, off-road or at the construction site – the axles on the Arocs are impressive performers in every type of operation. The planetary axle with a load capacity of up to 16 t comes into its own at the construction site and for heavy haulage. For road use, the Arocs is fitted with hypoid drive axles with a load capacity of up to 13 t.

Durable engines. The engines of the Arocs boast not only high power, but a robust and durable design, too.

Rear axle, crown wheel 440, hypoid, 13.0 t. The rear axle is a weight-optimised sheet-steel formed axle with a 440 mm ring gear. It is fitted to air-suspended 3-axle vehicles up to a gross train weight of 80 t.

Full brake power at all times. Highly robust for maximum safety: depending on the intended application, drum brakes, a combination of disc and drum brakes or disc brakes ensure short stopping distances for the Arocs.

Rear axle, crown wheel 390, hypoid, 10.0 t. The rear axle is a weight-optimised sheet-steel formed axle with a 390 mm ring gear. It is fitted to air-suspended 3 and 4-axle vehicles up to a gross train weight of 44 t. It has a single ratio. The hypoid toothing ensures high running smoothness with low frictional losses. The drive shafts have maintenance-free compact bearings; the wheel bearings are also maintenance-free.

Advantages at a glance.

- 6-cylinder in-line engine in particularly robust design with extended service life
- Broad torque curve reduces number of shift operations and saves wear on clutch and transmission
- Clutches for maximum torque of up to 3000 Nm
- Turbo Retarder Clutch[1)] for wear-free moving off and manoeuvring and wear-free braking at high gross permissible combination weights and high levels of torque
- Transmission and gearshift with extended component service lives
- Robust planetary axles with load-bearing capacity of up to 16 t
- Weight-optimised, fuel-saving hypoid drive axles with maximum axle load of 13 t
- Highly robust drum and/or disc brakes, optimised for on- and off-road use

[1)] Optional extra.

Better by far.

Ground clearance is a major asset at the construction site – as demonstrated by the Arocs in impressive style.

Ground clearance. Different types of deployment call for different degrees of ground clearance. Tractor unit, concrete mixer or tipper – the Arocs meets practically all requirements. All Arocs trucks go into operation with a higher frame, resulting in greater ground clearance. All-wheel-drive tippers perform impressively even in difficult terrain, with their large ground clearance. Arocs tractor units offer sufficient ground clearance to enter construction sites without incurring any damage. And for an optimised approach/departure angle, the Arocs features shorter frame overhangs. Another substantial contributory factor to the large ground clearance of the Arocs is front and rear axles with varying offsets which are available in variants tailored to specific applications.

Ground clearance, tractor units. Thanks to a higher frame than comparable tractors in long-haul transport, the Arocs is specially prepared for construction operations as an air-sprung road vehicle as well. Specifically for use in the construction sector, Arocs tractor units also have short frame overhangs and components with an improved cross-section. As such, the Arocs offers a particularly good balance between vehicle centre of gravity and ground clearance.

Axle drop. Depending on the type of application and chassis, front axles with varying offsets and with a permissible front axle load of up to 9 t are available. The particularly robust planetary axles also offer high ground clearance. This is possible because the main transmission operations take place in the outer planetary gearing, as a result of which the crown wheel and pinion require less space.

Optimised components, optimised ramp breakover angle. Different variants of exhaust gas outlet, compressed air system, batteries and tanks with various cross-sections contribute to the large ground clearance between the axles. This results in a substantially improved ramp breakover angle. And when things get critical, this provides the Arocs with just the extra ground clearance it needs to ensure smooth-running and problem-free operations at the construction site.

Ground clearance, all-wheel-drive tipper. Ample ground clearance, optimum ramp breakover and approach/departure angle – the Arocs all-wheel-drive tippers come into their own above all on unpaved roads, in off-road terrain and wherever uncompromising off-road performance is called for.

Advantages at a glance.

- Increased frame height for high ground clearance
- Short frame overhangs for best possible approach/departure angle
- Front and rear axles with varying offsets through to straight axle enable excellent ground clearance for every type of deployment
- Optimised ramp breakover angle (ground clearance between the axles) due to different variants, e.g. of exhaust gas outlet, compressed air system and tank cross-section


S MB 3236

Top performers in the toughest conditions. The Arocs Loader and the Arocs Grounder.

For particularly high load capacity and extreme conditions. The Arocs Loader and the Arocs Grounder are construction specialists that excel where it matters: at the construction site. And in the accounts.

Industry-specific vehicle concepts. The Arocs provides for particularly efficient construction transport. The Arocs Loader and the Arocs Grounder were developed to ensure this hallmark efficiency in payload-sensitive operations, too – involving tipping trailers or concrete mixers in difficult conditions, for example.

Arocs Loader. In developing the Arocs Loader we have exploited the available weight-saving potential to the full. The result: payload-optimised 4x2 tractor units which are among the lightest in construction transport. And 8x4/4 concrete mixers with a permissible gross vehicle weight of 32 t, whose low kerb weight from only 9250 kg enables you to deliver up to 8 m^3 of ready-mixed concrete on every trip. The economical option. From day one.

Arocs Grounder. Designed for extreme operations in tough conditions. Thanks to a host of technical measures it is even more robust and possesses a particularly high degree of stability and load-bearing capacity. the economical option. From day one.

The lightweight for heavy tasks. The Arocs Loader.

Higher load capacity, higher efficiency. These are the hallmarks of the Arocs Loader 8x4/4 concrete mixer, with which you can transport up to 8 m^3 of concrete. And the payload-optimised Arocs Loader 4x2 tractor units provide for added economic efficiency in use with tipping trailers, for example.

Loader concept. The Arocs Loader comes as 4x2 tractor units and 8x4/4 concrete mixers which cut a fine figure at the construction site not only by virtue of their robustness, but also on account of their low fuel consumption and particularly high load capacity. In the case of the concrete mixer, this means that despite the substantially heavier Euro VI technology the Arocs Loader is so light that you can transport up to 8 m^3 of ready-mixed concrete with the combination of 8x4/4 chassis and 9 m^3 drum. And that pays – with every trip. The high load capacity of the Arocs Loader tractor units and concrete mixers results from a whole range of technical measures – such as the lighter windscreen and the wider rear axle with single tyres, for example. To provide you with maximum flexibility in configuring the vehicle, certain measures can also be "deselected".

Payload optimisation ex factory. The Arocs Loader 8x4/4 concrete mixer with ClassicSpace S-cab comes with a 170 mm high engine tunnel, a displacement of 7.7 l and an output of **235 kW** (320 hp). Measures to ensure the best possible payload include two specially developed, widened hypoid rear axles for single tyres and 385/65 R 22.5 wide tyres[3)]. In addition to saving weight, this combination is also conducive to particularly low fuel consumption.

Cabs. For added comfort, the Arocs Loader concrete mixer can be provided with an M-cab. L-cabs of 2300 mm in width are additionally available for the Arocs Loader tractor unit.

Engines. The Arocs Loader with an engine displacement of 7.7 l and an output of **235 kW** (320 hp) to **260 kW** (354 hp) is intended specifically for payload-sensitive operations at the construction site. The Arocs Loader tractor unit and concrete mixers can additionally be equipped with the Euro VI engines of the 10.7 l displacement class in four output ratings from **240 kW** (326 hp) to **315 kW** (428 hp).

Payload-optimised tyre concepts. Apart from boosting the payload capacity, the two widened hypoid rear axles on the Arocs 8x4/4 concrete mixer for single tyres[3)] and 385/65 R 22.5 wide tyres also contribute to the vehicle's low fuel consumption.

Non-deselectable items

Deselectable items

Selectable weight savings. The Arocs Loader boasts excellent load capacity – because many components and equipment items have been designed specifically for a particularly low kerb weight. But mindful that payload is not "everything", you can also "deselect" certain payload optimisation measures – for greater comfort or lower fuel consumption, for example.

Advantages at a glance.

- **Maximum payload capacity through job-matched vehicle configurations and weight-reducing measures for 8x4/4 concrete mixers and 4x2 tractor units**
- **Transportation of up to 8 m³ of ready-mixed concrete per trip**
- **Widened rear axles with 385/65 R 22.5 single tyres for maximum payload and low fuel consumption**
- **Weight-saving equipment features deselection of certain items possible**
- **Choice of six cab variants of 2300 mm in width according to engine variant**

[1] For tractor units with L-cab.

[2] Single drive axle tyres not legal for 32 t operation in the UK.

[3] Optional extra.

Built for extreme operations. The Arocs Grounder.

The Arocs Grounder fits the bill wherever particularly high stability and robustness are called for. With reinforced frame, reinforced suspension and bolstered self-confidence.

Grounder concept. The tractor units and rigid chassis, including tippers and concrete mixers configured for especially tough operations, are front runners in terms of stability and robustness, too. The basis for the robustness of the Arocs Grounder is provided by the extremely strong frame consisting of cold-worked, high-strength fine-grained steel, with longitudinal members measuring 9 mm in thickness.

Axles. Robust multi-leaf parabolic springs with a hard compliance characteristic are fitted on the front and rear axle of the Arocs Grounder for particularly high stability and good ride comfort – even in extreme off-road terrain. Specially configured shock absorbers and stabilisers are additionally installed on the rear axles – for even greater robustness and for stable handling even with one-sided loads. A high level of load-bearing capacity and robustness also characterises the axles. A proven axle with high ground clearance is installed at the front. Front axles with a load capacity from 7.5 t up to 9 t[1)] are available for heavy-duty operations. Planetary axles with a load capacity of up to 16 t[1)] are available for the rear. In addition to their particularly robust, durable design, these axles also offer the benefit of high ground clearance.

Wheels and tyres. Depending on the model variant and intended application, the Arocs is fitted with robust and durable 15-degree tapered rims or with wide-base rims[1)]. The wide-base rims come in conjunction with the robust tyres with high load capacity which are obligatory for these types of operations. To keep you on track even when you're off the beaten track. The Arocs Grounder.

Reinforced rear-axle stabilisers. For extreme operations, Arocs Grounders such as the 8x8/4 all-wheel-drive tipper can optionally be fitted with reinforced stabilisers on the 2nd rear axle.

Advantages at a glance.

- Particularly robust vehicles for extreme operations, also in demanding terrain
- Reinforced components for enhanced robustness
- Highly stable frame offering extreme torsional flexibility with longitudinal members of 9 mm in thickness
- Rear axle suspension: multi-leaf parabolic springs with hard compliance characteristic, load-bearing capacity up to 18t[1)]
- All-wheel-drive vehicles optionally available with stabilisers on the 1st and 2nd rear axle for enhanced load-bearing capacity and stable handling
- Proven robust planetary axles offering high ground clearance and load-bearing capacity of 13 t, alternatively 16 t[1)]
- Robust, hard-wearing 15-degree tapered rims or wide-base rims[1)]
- Tyres with particularly high load-bearing capacities

High load-carrying capacity. Arocs Grounder for extreme operations. As a rigid vehicle, tipper, concrete mixer or tractor unit, the Arocs Grounder is always all set for tough tasks. At the construction site – and wherever the tough job in hand stretches the vehicle to the limits.

[1)] Optional extra.


S LT 4158

Making light work of heavy-duty transport. The Arocs SLT – up to 250 tonnes.

Rated at up to 250 tonnes as a tractor unit or ballast tractor which has been systematically designed and built for heavy haulage the length and breadth of our road networks. What's more, the Arocs SLT sets benchmarks in comfort, performance and flexibility. At first sight, on every trip and on the breaks in-between, its cabs offer precisely the living and working convenience needed in heavy haulage. Further information on cabs, equipment and interior is to be found on pages 22–29.

With its powerful, reliable Euro VI engines, Mercedes PowerShift 3 automated gearshift and the Turbo Retarder Clutch, for example, it possesses a powerful, extremely robust drivetrain which always delivers just the power that is required in practice in heavy-duty transport.

And to enable you to deploy the vast power in a reliable manner, we have equipped the Arocs SLT with a particularly robust chassis, suspension and frame construction which applies the supplied power to the road with precision, even when the vehicle is operating to maximum capacity.

Detailed information on frame, suspension and drivetrain is to be found on pages 36–39.

The diverse spectrum of equipment and model variants provides for maximum flexibility and optimum tailoring to the application at hand, offering a perfectly configured vehicle for practically every type of deployment.

Centre of power. The 6-cylinder in-line engines of the Arocs SLT cover all power requirements in the heavy-duty transport segment in ideal fashion. They boast high power output and a durable and reliable design.

The Arocs SLT. Cutting-edge technology at a glance.

1 **Compressed air tanks**[1)]
High air capacity to meet operation requirements with heavy multi-axle trailer combinations

2 **Fuel tank**[1)]
900 l aluminium tank for maximum range

3 **Rear-mounted cooling system**[1)]
Integrated cooling system for optimal cooling when under power and during retarder operation at the highest weights or in hilly terrain

4 **Euro VI exhaust system**

5 **Leading axle**[1)]
8 t air-suspended, hydraulically steered

6 **Heavy-duty trailer coupling at rear**[1)]
Mounted on heavy-duty crossmember. Side-mounted trailer connections

7 **Pressure plate for tractor unit**
Prevents damage to frame and trailer when used with detachable necks

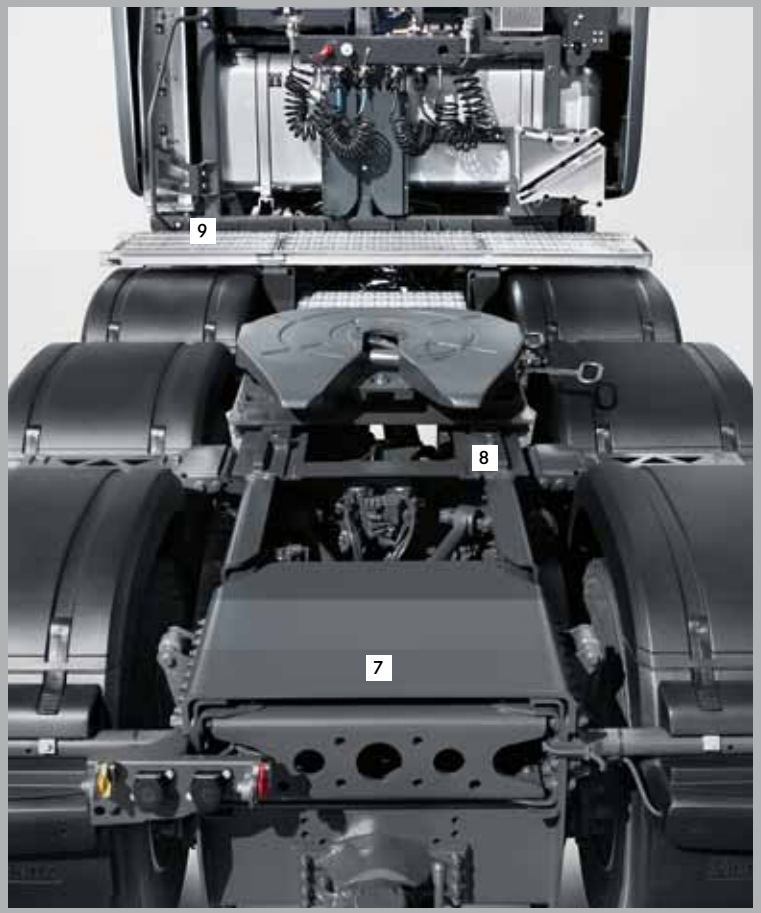
8 **Range of 3.5" fifth wheel couplings, fixed or sliding**[1)]
For individual adjustment of total combination length and optimal axle load distribution

9 **Steps and catwalk**
For convenient and safe access to the vehicle frame

10 **Side panels with cooling air intakes**
For an optimal flow of cooling air

11 **Heavy-duty coupling at the front**[1)]
Reinforced towing crossmember with height-adjustable coupling

[1)] Optional extra.



Sustained high power transmission.
The way it should be in the heavy haulage sector.

High output on its own is not sufficient – it has to be applied exactly where and, above all, when it is needed. With the Mercedes PowerShift 3 automated gearshift, application-matched drive programs, 16 gears and the Turbo Retarder Clutch, the Arocs SLT shows how it's done.

SLT auxiliary cooling system. The optional additional cooling system ensures that the maximum performance of the integral retarder as well as the full output available from the engine can always be used for an unlimited period. When alternating between traction and braking, in high exterior temperatures and at high altitudes, especially during heavily laden descents, the rear-mounted cooling system ensures that performance is maintained. The system is accommodated in the cooling tower behind the cab.

Turbo Retarder Clutch[1)]**.** The new standard in heavy haulage – it delivers particularly high power for moving off while also enabling responsive manoeuvring at low revs and full torque for as long as is necessary. The wear-free Turbo Retarder Clutch combines the functions of a hydrodynamic start-up clutch and a primary retarder in a single component.

Mercedes PowerShift 3. In the new Arocs SLT, the Mercedes PowerShift 3 automated gearshift is fitted in conjunction with the Turbo Retarder Clutch and an optimally configured 16-speed constant-mesh transmission. The “heavy” shift mode is available for precise gear selection according to the given driving situation. The crawl function with integral manoeuvring mode makes moving off really easy and manoeuvring precise and responsive. Furthermore, there are various driving modes and additional functions to make driving a heavy haulage truck and load easier.

Transmission G 280-16/11,7-0,69. For particularly heavy-duty tasks, the Arocs SLT is available with Mercedes PowerShift and a 16-speed transmission.

Heavy driving program[2]. The driving program is specially designed for heavy haulage work. It impresses with particularly short shift times and precise gear selection matched to the current situation.

Power driving program[2]. It comprises the driving modes “power”, “standard” and “manual”. “Power” is designed for on-road use in long-distance transport and supports the need for an extremely agile driving style.

Driving program		heavy		
	power			
Transmiss. mode	**power**	**standard**	**manual**	**heavy**
	• For heavy loads while maintaining good fuel consumption figures • Very short shift times • Kickdown possible • Time or torque-based automatic return to “standard” • No EcoRoll	• For heavy loads with high-comfort shifting • EcoRoll possible (activated/deactivated via menu) • Kickdown possible • EcoRoll only up to gross combination weight of approx. 80 t	• No kickdown • No EcoRoll • No automatic return to “standard” • For highly specialised applications, the driver’s input can be implemented without any intervention by the automated transmission	• For very heavy loads and demanding terrain • Upshifts occur only once the appropriate engine speed has been attained reliably • Very short shift times • Kickdown possible • No automatic return to standard mode • No EcoRoll

Transmission, engine – advantages at a glance.

- **Rear-mounted cooling system[1] for full engine and retarder performance**
- **Wear-free Turbo Retarder Clutch[1] to handle extreme loads when moving off and manoeuvring**
- **Mercedes PowerShift 3 16-speed automated transmission**
- **Operated conveniently via the right-hand steering-column lever**
- **Short shift times, high performance**
- **Driving programs matched to the task as well as driving modes and additional functions**
- **Space-saving arrangement of the Euro VI emissions technology**

[1] Optional extra.

[2] Standard with Turbo Retarder Clutch.

Perfect framework conditions for flexible deployment.

Special transport call for special vehicles. That's why the Arocs SLT not only has a particularly robust and heavy load bearing standard specification, but can also, thanks to its many special features, be optimally set up to carry out your heavy haulage jobs.

Cross-member for heavy-duty coupling at the front. For particularly demanding heavy-duty work, the cross-member can be equipped to take the front heavy-duty coupling.

Height-adjustable coupling, front, 50 mm or 70 mm. The SLT tractor unit can be equipped with additional heavy-duty couplings for towing/pushing applications. This involves the front trailer coupling bracket being fitted with either a height-adjustable coupling or various heavy-duty couplings for towing and pushing applications.

SLT drawbar cross-member. The end cross-member allows a heavy-duty trailer coupling to be fitted. This extends the possible areas of use of the vehicle. The position of the reinforced end cross-member allows the G 150 trailer coupling to be fitted in the upper position and the 250 t heavy-duty trailer coupling to be fitted in the lower position.

Heavy-duty trailer coupling. The Rockinger 56 E heavy-duty trailer coupling is designed for loads up to 250 t. It is available for dump trucks with several driven axles and for heavy-duty tractor units.

Slider, Jost EV-HD 800, height 57 mm, 36 t. This allows the distance between the rear axle and the fifth wheel kingpin to be changed. This enables adjustment to trailers with different swing radii while observing the permissible axle loads.

Chassis preparation for heavy-haulage vehicle (SLT). This ensures that your truck is ideally prepared for operation as an SLT heavy haulage vehicle as the number of retrofit modifications is reduced. Longitudinal frame members with an appropriate overhang, frame reinforcements, the necessary steering and other components required for SLT operation are selected.

Planetary hub reduction axles, crownwheel 300 mm. The cast steel rear axle has a 300 mm ring gear, a differential as well as a planetary gear seat in each wheel hub and is therefore designed for very high loads. The two-stage transmission ensures that the maximum drive torque is applied directly to the wheel hubs. The cast iron axles have high ground clearance and a gross axle weight rating of up to 16 t.

Leading axle, 8 t, hydraulically steered. The hydraulically steered and optionally relievable leading axle with an 8 t load rating increases the fifth-wheel load of the vehicle. The adjustment is fully automatic in order to ensure optimum use of the vehicle's capacity.

Heavy-duty fifth-wheel coupling. This fifth-wheel coupling allows the maximum fifth-wheel load of a four-axle tractor unit to be used.

Stowage compartment, stainless steel. The stowage compartment offers stowage space outside of the vehicle for tools and load-securing materials. Dimensions vary by model, but all offer plenty of volume. It also has a load-bearing capacity of up to 200 kg.

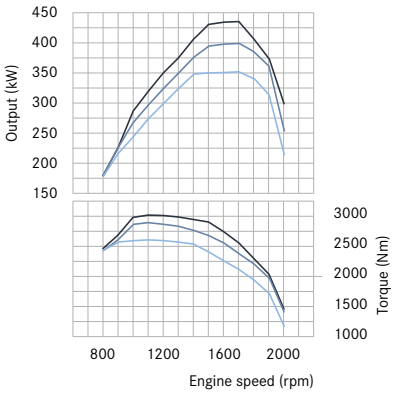
Frame, axles, detachable body components – advantages at a glance.

- **Heavy-duty couplings[1] front and rear for towing/pushing applications**
- **Highly task-oriented through different fifth-wheel couplings and mounting plates**
- **Frame reinforcement for best possible strength and stability**
- **Robust rear axles with an ultimate load of up to 16 t**
- **Hydraulically steered, air-suspended and optionally relievable leading axle[1] for high traction and driving stability**
- **Additional stowage boxes[1] on frame**
- **Ballast platform[1] for high traction when working with drawbar trailer**

[1] Optional extra.

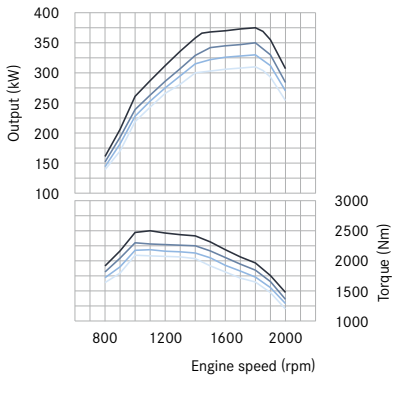
The Arocs – engine performance data

OM 473



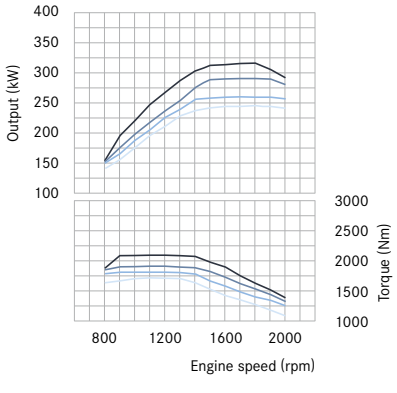
6-cylinder in-line, 15.6 l displacement	
kW (hp)	Nm
at 1600 rpm	at 1100 rpm
380 (517)	2600
425 (578)	2800
460 (625)	3000

OM 471



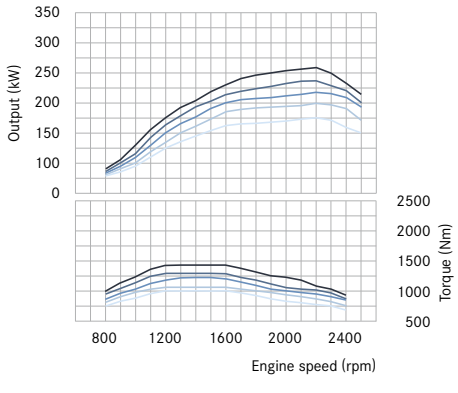
6-cylinder in-line, 12.8 l displacement	
kW (hp)	Nm
at 1800 rpm	at 1100 rpm
310 (421)	2100
330 (449)	2200
350 (476)	2300
375 (510)	2500

OM 470



6-cylinder in-line, 10.7 l displacement	
kW (hp)	Nm
at 1800 rpm	at 1100 rpm
240 (326)	1700
265 (360)	1800
290 (394)	1900
315 (428)	2100

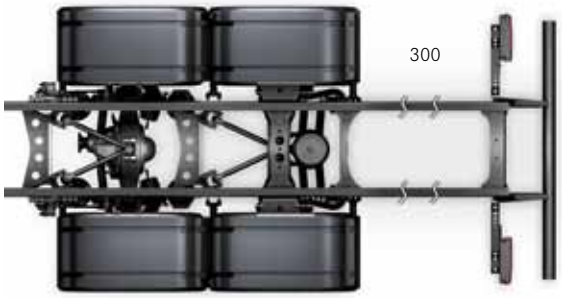
OM 936



6-cylinder in-line, 7.7 l displacement	
kW (hp)	Nm
at 2200 rpm	at 1200–1600 rpm
175 (238)	1000
200 (272)	1100
220 (299)	1200
235 (320)	1300
260 (354)	1400

The Euro VI engines of the Arocs: future-oriented technology, up to **460 kW** (625 hp) and a maximum torque of 3000 Nm. The Arocs SLT is available exclusively with the engines of the 15.6-l displacement class (OM 473).

The Arocs up to 44 tonnes – variability of frame overhangs and end cross members



Frame overhangs selectable in 300 mm increments

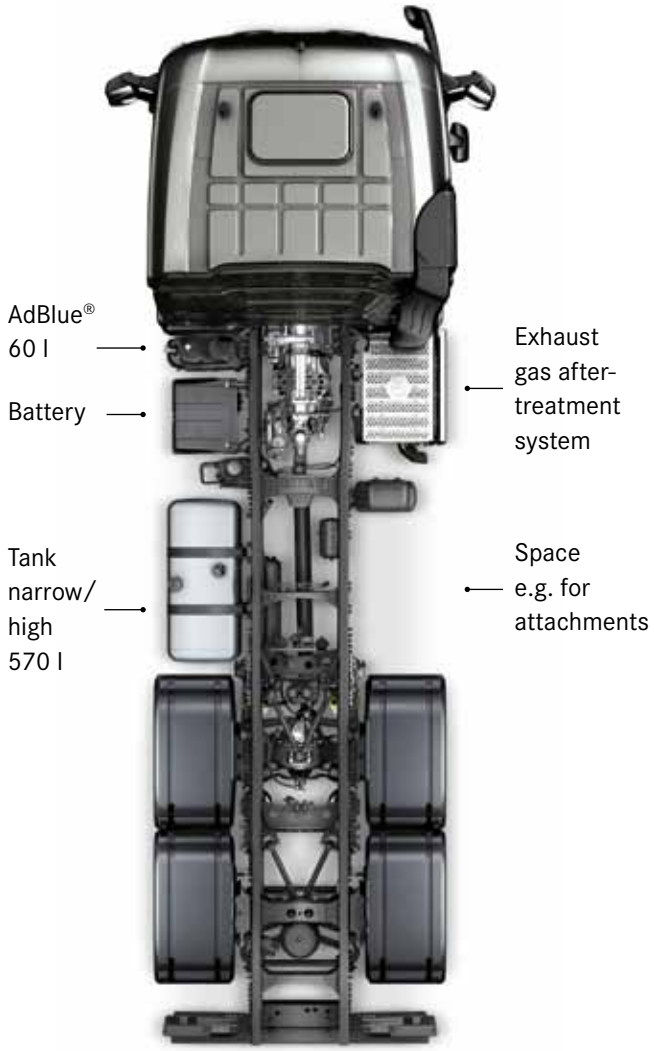
End crossmember positions in 50 mm increments

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 300 mm overall) increase ease of body mounting and reduce mounting costs.

The Arocs rated at up to 44 tonnes – 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 – tanks. So that it can be geared exactly to the operating profile, the Arocs can be equipped with tanks of varying heights and widths.



Example tank variant for Arocs platform vehicle

Example tank variant for Arocs tractor unit

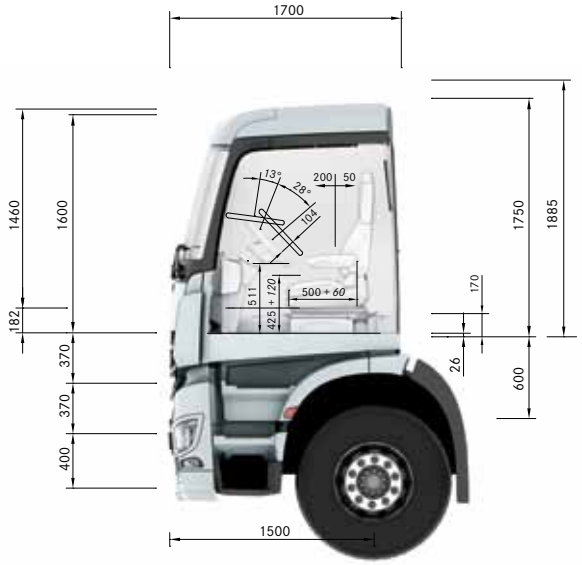
The Arocs – cab variants

Cab variants. With its 14 cabs, the Arocs covers all the requirements relating to the various types of operations in construction transport in exemplary manner. On one-day deployments, at construction sites and in building materials haulage, or in applications entailing frequent overnight stays on board, all the cabs come up trumps with their robust, durable structural design, their ergonomic, comfortable workplace and simple, efficient handling.

The Arocs SLT is available exclusively with the BigSpace 2500 mm cab for 6x4 and 8x4 variants, and StreamSpace 2300 mm cab for 6x6, 8x6 and 8x8 variants.

S-cab (2300 mm cab width)

Exterior width:	2300 mm
Exterior length:	1700 mm
Standing headroom in front of seats:	1600 mm
Engine tunnel variants	
Engine tunnel:	170 mm
Standing headroom on engine tunnel:	1460 mm
Engine tunnel:	320 mm
Standing headroom on engine tunnel:	1310 mm



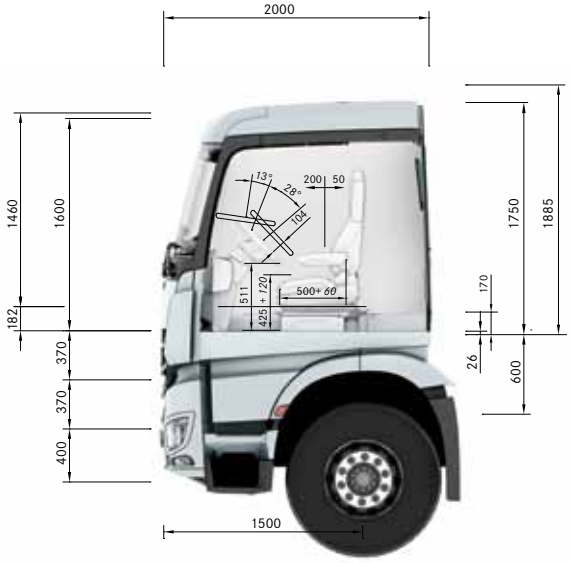
ClassicSpace S-cab

ClassicSpace S-cab

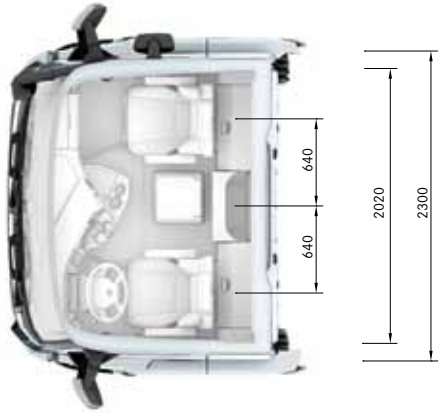
M-cab
(2300 mm cab width)

ClassicSpace M-cab

Exterior width:	2300 mm
Exterior length:	2000 mm
Standing headroom in front of seats:	1600 mm
Engine tunnel variants	
Engine tunnel:	170 mm
Standing headroom on engine tunnel:	1460 mm
Engine tunnel:	320 mm
Standing headroom on engine tunnel:	1310 mm



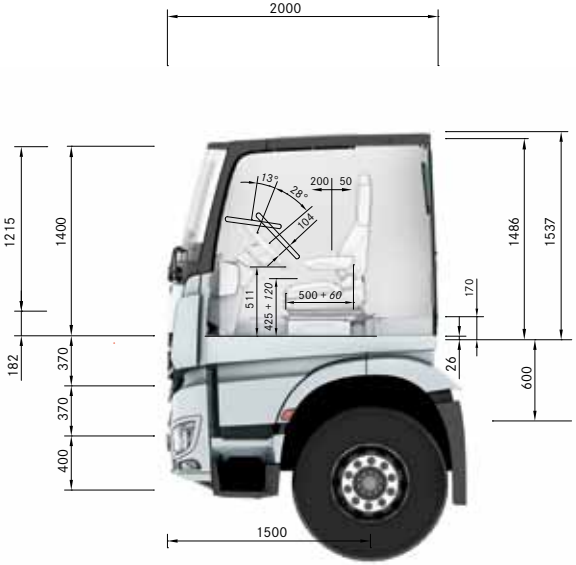
ClassicSpace M-cab



ClassicSpace M-cab

CompactSpace M-cab

Exterior width:	2300 mm
Exterior length:	2000 mm
Standing headroom in front of seats:	1400 mm
Engine tunnel variants	
Engine tunnel:	170 mm
Standing headroom on engine tunnel:	1215 mm
Engine tunnel:	320 mm
Standing headroom on engine tunnel:	1065 mm



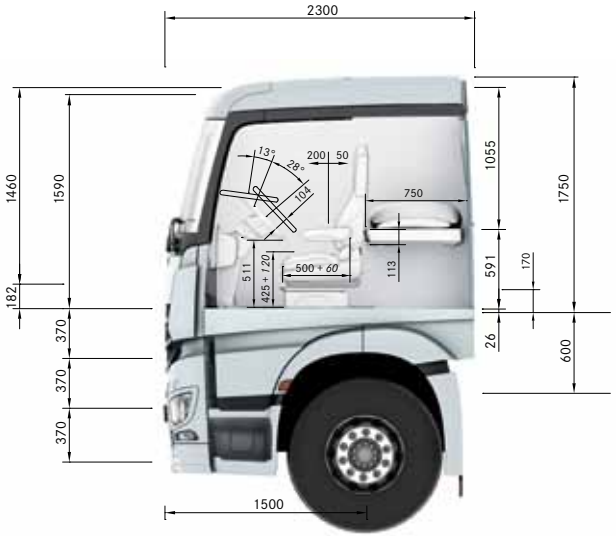
CompactSpace M-cab

CompactSpace M-cab

L-cab
(2300 mm cab width)

ClassicSpace L-cab

Exterior width:	2300 mm
Exterior length:	2300 mm
Standing headroom in front of seats:	1590 mm
Engine tunnel variants	
Engine tunnel:	170 mm
Standing headroom on engine tunnel:	1460 mm
Engine tunnel:	320 mm
Standing headroom on engine tunnel:	1310 mm
Standing headroom, level floor:	1640 mm

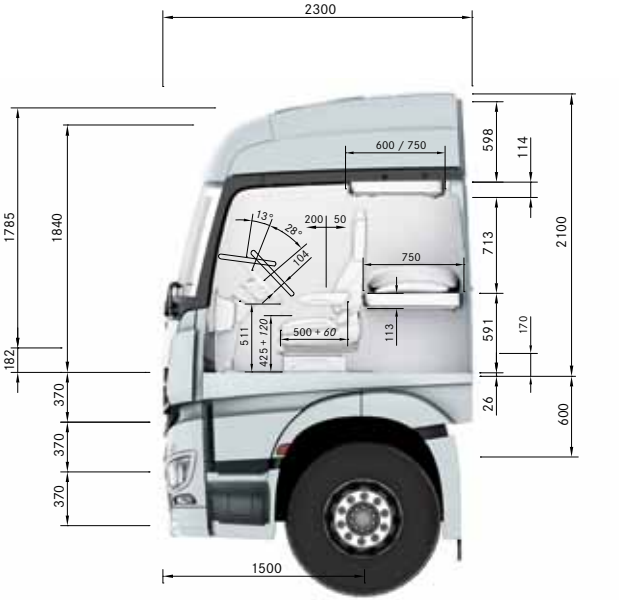


ClassicSpace L-cab

ClassicSpace L-cab

StreamSpace L-cab

Exterior width:	2300 mm
Exterior length:	2300 mm
Standing headroom in front of seats:	1840 mm
Engine tunnel variants	
Engine tunnel:	170 mm
Standing headroom on engine tunnel:	1785 mm
Engine tunnel:	320 mm
Standing headroom on engine tunnel:	1635 mm
Standing headroom, level floor:	1970 mm



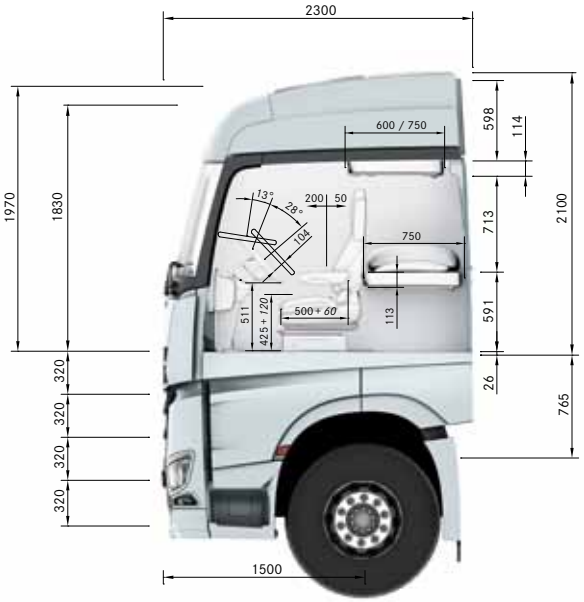
StreamSpace L-cab

StreamSpace L-cab

L-cab
(2500 mm cab width)

StreamSpace L-cab

Exterior width:	2500 mm
Exterior length:	2300 mm
Standing headroom in front of seats:	1830 mm
Standing headroom, level floor:	1970 mm

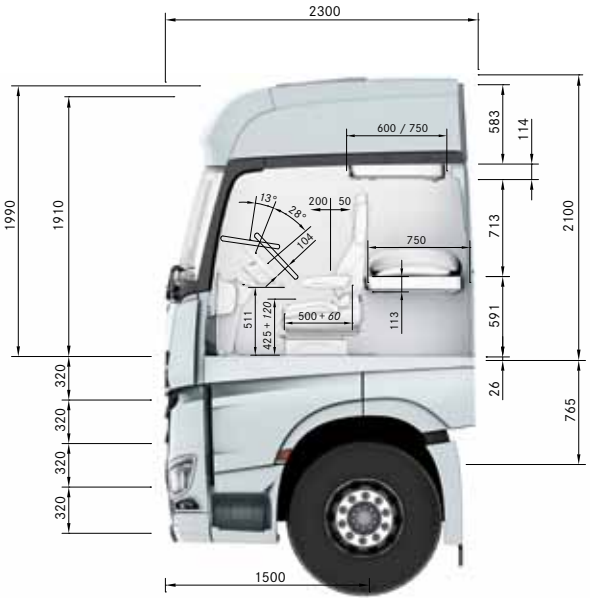


StreamSpace L-cab

StreamSpace L-cab

BigSpace L-cab

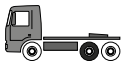
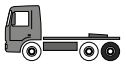
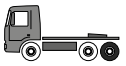
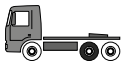
Exterior width:	2500 mm
Exterior length:	2300 mm
Standing headroom in front of seats:	1910 mm
Standing headroom, level floor:	1990 mm



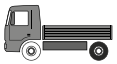
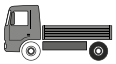
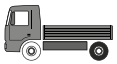
BigSpace L-cab

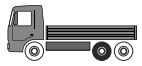
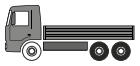
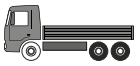
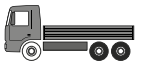
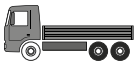
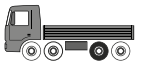
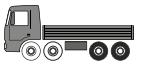
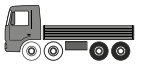
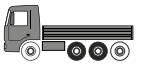
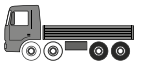
BigSpace L-cab

Arocs tractor unit – Model overview						
						
Nominal GVW[3]	18	18	18	20	20	20
Wheel configuration	4x2	4x2	4x4	4x2	4x2	4x4
Suspension	Air	Air	Steel	Steel	Air	Steel
Engines						
175 kW (238 hp)–**260 kW** (354 hp)	x	x[1]	–	x	x	–
240 kW (326 hp)–**315 kW** (428 hp)	x	x	x	x	x	x
310 kW (421 hp)–**375 kW** (510 hp)	x	–	x	x	x	x
380 kW (517 hp)–**460 kW** (625 hp)	x	–	–	x	x	–
Wheelbase	3300–3900	3300–3900	3600–3900	3300–3900	3300–3900	3600–3900
Product group	–	Loader	–	Grounder	–	Grounder
Cab variants						
S-cab ClassicSpace, 2300 mm, 320 mm	x	x	x	x	x	x
S-cab ClassicSpace, 2300 mm, 170 mm	x	x	–	x	x	–
M-cab CompactSpace, 2300 mm, 320 mm	x	x	x	x	x	x
M-cab CompactSpace, 2300 mm, 170 mm	x	x	–	x	x	–
M-cab ClassicSpace, 2300 mm, 320 mm	x	x	x	x	x	x
M-cab ClassicSpace, 2300 mm, 170 mm	x	x	–	x	x	–
L-cab ClassicSpace, 2300 mm, 320 mm	x	x	x	x	x	x
L-cab ClassicSpace, 2300 mm, 170 mm	x	x	–	x	x	–
L-cab StreamSpace, 2300 mm, 320 mm	x	x	x	x	x	x
L-cab StreamSpace, 2300 mm, 170 mm	x	x	–	x	x	–
L-cab ClassicSpace, 2300 mm, level floor	x	–	–	x	x	–
L-cab StreamSpace, 2300 mm, level floor	x	–	–	x	x	–
L-cab StreamSpace, 2500 mm, level floor	x	–	–	x	x	–
L-cab BigSpace, 2500 mm, level floor	x	–	–	x	x	–

								
25	25	25	26	26	26	33	33	33
6x2 ENA	6x2/2 VLA 22.5"	6x2/4 VLA 22.5"	6x2 DNA	6x4	6x4	6x4	6x4	6x6
Air	Air	Air	Air	Steel	Air	Steel	Air	Steel
x[2)]	–	–	x[2)]	x[2)]	x[2)]	–	–	–
x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x	x
–	–	–	–	x	x	x	x	x
3300, 3450	2550	2550	3300, 3450	3300–3900	3300–3900	3300–3900	3300–3900	3600–4200
–	–	–	–	–	–	Grounder	–	Grounder
–	–	–	–	x	x	–	–	x
x	x	x	x	x	x	x	x	–
–	–	–	–	x	x	–	–	x
x	x	x	x	x	x	x	x	–
–	–	–	–	x	x	–	–	x
x	x	x	x	x	x	x	x	–
–	–	–	–	x	x	–	–	x
x	x	x	x	x	x	x	x	–
–	–	–	–	x	x	–	–	x
x	x	x	x	x	x	x	x	–
x	x	x	x	x	x	x	x	–
x	x	x	x	x	x	x	x	–
x	x	x	x	x	x	x	x	–
x	x	x	x	x	x	x	x	–

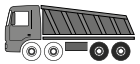
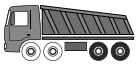
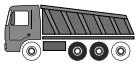
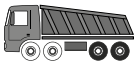
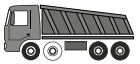
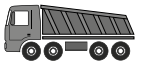
x Available – Not available ENA = single-tyred trailing axle DNA = twin-tyred trailing axle VLA = leading axle [1)] **235 kW** (320 hp) and over. [2)] **200 kW** (272 hp) and over. [3)] Varying gross vehicle weights are available depending on configuration.

Arocs rigid – Model overview								
								
Nominal GVW[3)]	18	18	18	20	20	20	25	25
Wheel configuration	4x2	4x2	4x4	4x2	4x2	4x4	6x2 ENA	6x2/4 VLA 22.5"
Suspension	Steel	Air	Steel	Steel	Air	Steel	Air	Air
Engines								
175 kW (238 hp)–**260 kW** (354 hp)	x	x	x	x	x	–	x[1)]	x[1)]
240 kW (326 hp)–**315 kW** (428 hp)	x	x	x	x	x	x	x	x
310 kW (421 hp)–**375 kW** (510 hp)	x	x	x	x	x	x	x	x
380 kW (517 hp)–**460 kW** (625 hp)	x	x	–	x	x	–	x	–
Wheelbase (300 mm intervals)	3600–6600	3300–6600	3600–4500	3300–6600	3300–6600	3600–4500	3900–6000	3150–4050
Product group	–	–	–	Grounder	–	Grounder	–	–
Cab variants								
S-cab ClassicSpace, 2300 mm, 320 mm	x	x	x	–	–	x	x	x
S-cab ClassicSpace, 2300 mm, 170 mm	x	x	–	x	x	–	x	x
M-cab CompactSpace, 2300 mm, 320 mm	x	x	x	–	–	x	x	x
M-cab CompactSpace, 2300 mm, 170 mm	x	x	–	x	x	–	x	x
M-cab ClassicSpace, 2300 mm, 320 mm	x	x	x	–	–	x	x	x
M-cab ClassicSpace, 2300 mm, 170 mm	x	x	–	x	x	–	x	x
L-cab ClassicSpace, 2300 mm, 320 mm	x	x	x	–	–	x	x	x
L-cab ClassicSpace, 2300 mm, 170 mm	x	x	–	x	x	–	x	x
L-cab StreamSpace, 2300 mm, 320 mm	x	x	x	–	–	x	x	x
L-cab StreamSpace, 2300 mm, 170 mm	x	x	–	x	x	–	x	x
L-cab ClassicSpace, 2300 mm, level floor	x	x	–	x	x	–	x	x
L-cab StreamSpace, 2300 mm, level floor	x	x	–	x	x	–	x	–
L-cab StreamSpace, 2500 mm, level floor	x	x	–	x	x	–	x	–
L-cab BigSpace, 2500 mm, level floor	x	x	–	x	x	–	x	–

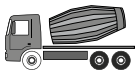
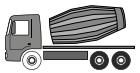
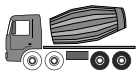
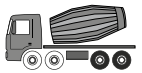
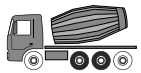
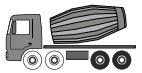
										
26	26	26	33	33	33	32	32	32	32	41
6x2 DNA	6x4	6x4	6x4	6x4	6x6	8x2/4 ENA	8x4/4	8x4/4	8x4/4 ENA	8x4/4
Air	Steel	Air	Steel	Air	Steel	Air	Steel	Air	Air	Steel
x[1]	x[1]	x[1]	–	–	–	–	x[1]	x[1]	x[1]	–
x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x[2]	–	x	x	x	x
3900–6000	3600–5700	3600–5700	3600–5700	3600–5700	3600–5100	4250–6050	4250–6350	4250–6350	3600–5700	4250–6350
–	–	–	Grounder	–	Grounder	–	–	–	–	Grounder
x	x	x	–	–	x	–	–	–	–	–
x	x	x	x	x	–	x	x	x	x	x
x	x	x	–	–	x	–	–	–	–	–
x	x	x	x	x	–	x	x	x	x	x
x	x	x	–	–	x	–	–	–	–	–
x	x	x	x	x	–	x	x	x	x	x
x	x	x	–	–	x	–	–	–	–	–
x	x	x	x	x	–	x	x	x	x	x
x	x	x	–	–	x	–	–	–	–	–
x	x	x	x	x	–	x	x	x	x	x
x	x	x	x	x	–	x	x	x	x	x
x	x	x	x	x	–	x	x	x	x	x
x	x	x	x	x	–	x	x	x	x	x
x	x	x	x	x	–	x	x	x	x	x

x Available – Not available ENA = single-tyred trailing axle DNA = twin-tyred trailing axle VLA = leading axle [1] **200 kW** and over (272 hp). [2] Only **380 kW** (517 hp). [3] Varying gross vehicle weights are available depending on configuration.

Arocs tipper – Model overview							
							
Nominal GVW[3)]	18	18	18	20	20	20	26
Wheel configuration	4x2	4x2	4x4	4x2	4x2	4x4	6x4
Suspension	Steel	Air	Steel	Steel	Air	Steel	Steel
Engines							
175 kW (238 hp)–**260 kW** (354 hp)	x	x	x	x	x	–	x[1)]
240 kW (326 hp)–**315 kW** (428 hp)	x	x	x	x	x	x	x
310 kW (421 hp)–**375 kW** (510 hp)	x	x	x	x	x	x	x
380 kW (517 hp)–**460 kW** (625 hp)	–	–	–	–	–	–	x
Wheelbase (300 mm intervals)	3600–5400	3600–5400	3600–4500	3600–5400	3600–5400	3600–4500	3300–5400
Product group	–	–	–	Grounder	–	Grounder	–
Cab variants							
S-cab ClassicSpace, 2300 mm, 320 mm	x	x	x	–	–	x	x
S-cab ClassicSpace, 2300 mm, 170 mm	x	x	–	x	x	–	x
M-cab CompactSpace, 2300 mm, 320 mm	x	x	x	–	–	x	x
M-cab CompactSpace, 2300 mm, 170 mm	x	x	–	x	x	–	x
M-cab ClassicSpace, 2300 mm, 320 mm	x	x	x	–	–	x	x
M-cab ClassicSpace, 2300 mm, 170 mm	x	x	–	x	x	–	x
L-cab ClassicSpace, 2300 mm, 320 mm	x	x	x	–	–	x	x
L-cab ClassicSpace, 2300 mm, 170 mm	x	x	–	x	x	–	x
L-cab StreamSpace, 2300 mm, 320 mm	x	x	x	–	–	x	x
L-cab StreamSpace, 2300 mm, 170 mm	x	x	–	x	x	–	x
L-cab ClassicSpace, 2300 mm, level floor	–	–	–	–	–	–	x
L-cab StreamSpace, 2300 mm, level floor	–	–	–	–	–	–	x
L-cab StreamSpace, 2500 mm, level floor	–	–	–	–	–	–	x
L-cab BigSpace, 2500 mm, level floor	–	–	–	–	–	–	x

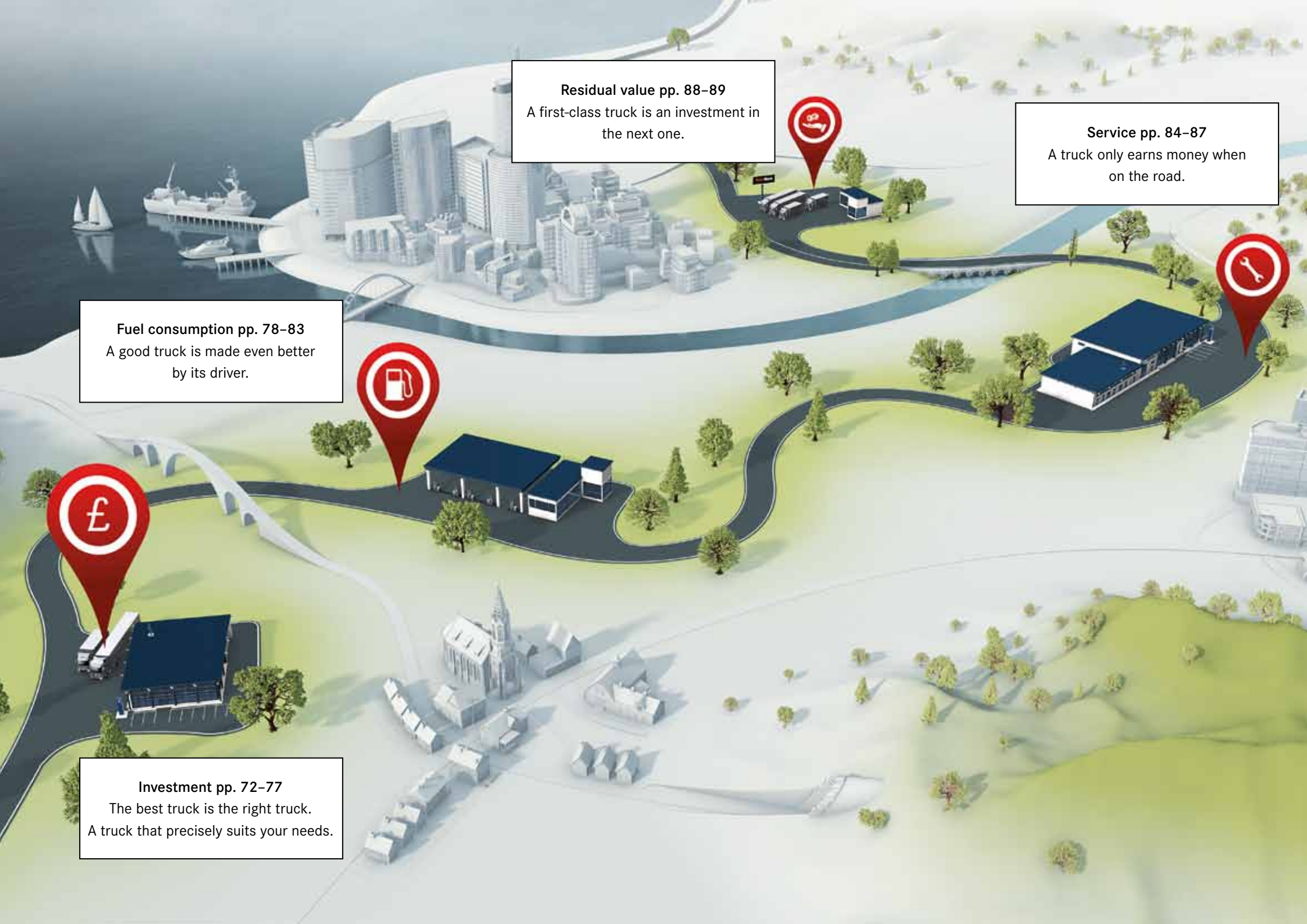
									
26	33	33	33	32	32	32	41	41	41
6x4	6x4	6x4	6x6	8x4/4	8x4/4	8x4 ENA	8x4/4	8x6/4	8x8/4
Air	Steel	Air	Steel	Steel	Air	Air	Steel	Steel	Steel
x[1]	–	–	–	x[1]	x[1]	x[1]	–	–	–
x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x	x	x
x	x	x	x[2]	x	x	x	x	–	x
3300–5400	3300–5400	3300–5400	3600–4200	4250–6350	4250–6350	3600–5700	4250–6350	4550–6050	4850–5450
–	Grounder	–	Grounder	–	–	–	Grounder	Grounder	Grounder
x	–	–	x	–	–	–	–	x	x
x	x	x	–	x	x	x	x	x	x
x	–	–	x	–	–	–	–	–	–
x	x	x	–	x	x	x	x	x	x
x	–	–	x	–	–	–	–	–	–
x	x	x	–	x	x	x	x	x	x
x	–	–	x	–	–	–	–	–	–
x	x	x	–	x	x	x	x	x	x
x	–	–	x	–	–	–	–	–	–
x	x	x	–	x	x	x	x	–	–
x	x	x	–	x	x	x	x	–	–
x	x	x	–	x	x	x	x	–	–
x	x	x	–	–	x	x	–	–	–
x	x	x	–	–	x	x	–	–	–

x Available – Not available ENA = single-tyred trailing axle DNA = twin-tyred trailing axle VLA = leading axle [1] **200 kW** (272 hp) and over. [2] Only **380 kW** (517 hp). [3] Varying gross vehicle weights are available depending on configuration.

Arocs concrete mixer – Model overview						
						
Nominal GVW[5]	26	33	32	32	32	41
Wheel configuration	6x4	6x4	8x4/4	8x4/4	8x4 ENA	8x4/4
Suspension	Steel/air	Steel/air	Steel/air	Steel/air	Air	Steel
Engines						
175 kW (238 hp)–**260 kW** (354 hp)	x[1]	–	x[1]	x[2]	x[1]	–
240 kW (326 hp)–**315 kW** (428 hp)	x	x	x	x	x	x
310 kW (421 hp)–**375 kW** (510 hp)	x	x	x	–	x	x
380 kW (517 hp)–**460 kW** (625 hp)	–	–	–	–	–	–
Wheelbase (300 mm intervals)	3300–4200	3300–4200	4250–6050	4250–6050	3600–5700	4250–6050
Product group	–	Grounder[3]	–	Loader	–	Grounder
Cab variants						
S-cab ClassicSpace, 2300 mm, 320 mm	x	–	–	–	–	–
S-cab ClassicSpace, 2300 mm, 170 mm	x	x	x	x	x	x
M-cab CompactSpace, 2300 mm, 320 mm	x	–	–	–	–	–
M-cab CompactSpace, 2300 mm, 170 mm	x	x	x	x	x	x
M-cab ClassicSpace, 2300 mm, 320 mm	x	–	–	–	–	–
M-cab ClassicSpace, 2300 mm, 170 mm	x	x	x	x	x	x
L-cab ClassicSpace, 2300 mm, 320 mm	x	–	–	–	–	–
L-cab ClassicSpace, 2300 mm, 170 mm	x	x	x	–	x	x
L-cab StreamSpace, 2300 mm, 320 mm	x	–	–	–	–	–
L-cab StreamSpace, 2300 mm, 170 mm	x	x	x	–	x	x
L-cab ClassicSpace, 2300 mm, level floor	–	–	–	–	–	–
L-cab StreamSpace, 2300 mm, level floor	–	–	–	–	–	–
L-cab StreamSpace, 2500 mm, level floor	–	–	–	–	–	–
L-cab BigSpace, 2500 mm, level floor	–	–	–	–	–	–

Arocs SLT – Model overview					
					
Nominal GVW[5]	33	41	33	41	41
Wheel configuration	6x4	8x4/4	6x6	8x6/4	8x8/4
Suspension	Steel	Steel	Steel	Steel	Steel
Engines					
380 kW (517 hp)–2600 Nm	x	x	x	x	x
425 kW (578 hp)–2800 Nm	x	x	x	x	x
460 kW (625 hp)–3000 Nm	x	x	x	x	x
Wheelbase in mm	3600/3900	3900	4200	4200	4500
L-cab					
BigSpace, 2500 mm, level floor	x	x	–	–	–
StreamSpace, 2300 mm, 320 mm tunnel	–	–	x	x	x
Permissible axle loads (kg)[4]					
Front axle load	7500/8000/9000	7500/8000/9000	7500/8000/9000	7500/8000/9000	2 x 7500/8000/9000
Leading axle	–	8000	–	8000	–
Rear axle load	2 x 13,000	2 x 13,000	2 x 13,000	2 x 13,000	2 x 13,000
Permissible weights (kg)[4]					
Permissible gross vehicle weight	33,000	41,000	33,000	41,000	41,000
Permissible gross combination weight	250,000	250,000	250,000	250,000	250,000

x Available – Not available [1] **200 kW** (272 hp) and over. [2] **235 kW** (320 hp) and over. [3] In conjunction with steel suspension. [4] Figures may vary due to national legislation. [5] Varying gross vehicle weights are available depending on configuration.


Residual value pp. 88–89
A first-class truck is an investment in the next one.
Service pp. 84–87
A truck only earns money when on the road.
Fuel consumption pp. 78–83
A good truck is made even better by its driver.
£
Investment pp. 72–77
The best truck is the right truck.
A truck that precisely suits your needs.

An overall solution for greater economy.

More profitable transport: we offer not only economical, future-oriented vehicle engineering and technology, but also services tailored precisely to your needs. For more efficiency. From day one.

An overall solution for greater economy. There are plenty of ways to operate a truck even more efficiently. By reducing vehicle-related costs such as acquisition, fuel consumption, maintenance and repairs, Mercedes-Benz contributes to making even better use of your truck's vast potential for boosting profitability: with innovative vehicle technology and services tailored perfectly to individual needs. The following pages will give you a detailed overview of the levers we are able to offer you for achieving even more economy with regard to vehicle-related costs. And you can also make savings on the road: in addition, FleetBoard supports optimised vehicle capacity utilisation and helps reduce personnel and administration costs. Just take a look for yourself!

The best investment: a truck that produces savings, rather than costs.

Greater cost-effectiveness right from the start and during the entire period of use. Through vehicles with innovative technology and services which pay right from day one. Because they are precisely tailored to your construction transport requirements. After all, the right investment is the best investment. An investment which suits you perfectly.

Construction vehicles. A good investment must meet all your requirements. The construction vehicles from Mercedes-Benz do so in exemplary manner in the guise of the Atego, the Arocs and the Arocs SLT. With their durable components and their high body-mounting ability, they offer an ideal basis for particularly economical transport operations. Starting with the fuel-efficient Euro VI engines, which are available for the Atego in output ratings from **115 kW** (156 hp) to **220 kW** (299 hp) and for the Arocs from **175 kW** (238 hp) to **460 kW** (625 hp). From the finely matched drivetrain configurations to the sophisticated aerodynamics. For deployment in payload-oriented sectors and for particularly heavy-duty operations, we offer the Arocs Loader and the Arocs Grounder.

Application Information Centre (BIC). The Application Information Centre in Wörth offers a permanent display of around 180 industry-specific complete vehicles with body solutions from over 70 manufacturers. All the vehicle and body solutions can be test-driven, demonstrated, tried out and directly compared with each other in real-life conditions so that the optimal transport solution can be found quickly and easily. We also offer industry-specific events with driving experiences. Special off-road events offer you an opportunity to test drive the construction vehicles from Mercedes-Benz yourself.

Mercedes-Benz Custom Tailored Trucks. Made-to-measure trucks. Mercedes-Benz Custom Tailored Trucks (CTT) extends our wide portfolio and meets your special requirements with products which embody proven Mercedes-Benz quality: from the detailed consultation stage and definition of the conversion specification, through the design engineering, simulation and testing phases all the way to delivery, we are your single point of contact for the entire project. Supported by selected partners, CTT is able to meet individual customer requirements – for complex axle and chassis modifications for special bodies or the repositioning of components, for example. In short, Mercedes-Benz Custom Tailored Trucks provides the precise solution you need for your application.

Investment (1) – advantages at a glance.

- **Application-matched vehicles for construction transport**
- **Complete Euro VI engine range: Atego: two displacement classes, seven output ratings from 115 kW (156 hp) to 220 kW (299 hp) Arocs four displacement classes, 16 output ratings from 175 kW (238 hp) to 460 kW (625 hp)**
- **Sector-specific vehicle concepts Arocs Loader and Arocs Grounder**
- **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**

FleetBoard: Greater efficiency through enhanced transparency.

FleetBoard stands for telematics-based vehicle, driver and transport management which contributes to greater cost-effectiveness. At the same time, FleetBoard forms the basis of a large number of services which increase efficiency and therefore ensures that you are able to operate even more efficiently and cost-effectively.

FleetBoard[1)]. The telematics-based internet services for modern vehicle, driver and transport management can increase the efficiency of your fleet in various ways. The basis for these services is provided by the FleetBoard TiiRec vehicle computer, which is available as an option ex factory.

FleetBoard Transport Management[1)]. FleetBoard Transport Management stands for greater efficiency in logistics processes and can be flexibly integrated into your company's order scheduling and fleet management system. The DispoPilot.guide supports efficient communications, transparent processes and a simple exchange of information between driver and headquarters.

FleetBoard Cockpit[1)]. FleetBoard Cockpit brings together all the driver, vehicle and logistics management services through its consistent and intuitive user interface. As a result of the linking of the individual services with each other, a dispatcher is not only able to know where a truck is but can also see on the map if the driver is currently on the road, taking a break or has already finished work for the day.

FleetBoard Time Management[1]**.** FleetBoard Time Management ensures that you can always keep track of your drivers' driving time and rest periods – an ideal basis for optimal resource and trip planning. Furthermore, you comply with all the statutory regulations regarding the archiving of driving times and rest periods – in fact, this practically takes care of itself. This saves money and reduces administrative effort.

FleetBoard App[2]**.** With the FleetBoard app for iPhone®, iPad® as well as for Android devices you are kept informed wherever you may be about whether the journeys are running according to schedule or if measures need to be taken at short notice – including at night in case of emergency.

More information. Details of further advantages of FleetBoard are also available at www.fleetboard.com or direct from your authorised Mercedes-Benz Dealer.

FleetBoard TiiRec[1]**.** The FleetBoard TiiRec vehicle computer provides the basis for use of the FleetBoard services and the various efficiency-boosting services from Mercedes-Benz.

DispoPilot.guide[1]**.** The quick and easy way to your destination: once the job data have been transmitted, information such as the delivery or pick-up address can be transferred directly to the integrated navigation system.

Investment (2) – advantages at a glance.

- **FleetBoard TiiRec vehicle computer**[1]
- **FleetBoard Logistics Management**[1] **for efficient logistics processes**
- **FleetBoard Time Management**[1] **for optimal resource and trip planning as well as easy compliance with statutory regulations and reduction of the documentation workload**
- **FleetBoard app for mobile access to the fleet**

[1] Optional extra.

[2] Available free of charge from the App Store.

Invest in powerful support services that give you a competitive edge.

Buy? Lease? Or start by renting for now? Whichever method you decide on, your finance provider Mercedes-Benz Finance is able to offer the appropriate comprehensive solution to meet your needs for vehicle procurement with mobility assurance and a reduced administrative workload. And, through Mercedes-Benz Finance, attractive leasing and financing products matched to the profile of your business.

Mercedes-Benz Finance solutions. Geared to attractive overall costs, Mercedes-Benz Finance offers efficient and economical transport solutions when they are needed most: in risk protection, in ensuring the best possible vehicle availability and in transparent cost calculation.

Mercedes-Benz Finance products. 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. Or perhaps a lease would be more suitable. We can also provide Service Contracts which are designed to help you keep your vehicles running with maximum cost-efficiency.

Mercedes-Benz Finance. Contract Hire can be seen as a combination of an operating lease, plus repair and maintenance agreement, all arranged into one simple monthly payment. The products have been designed to offer optimum cover for the requirements of every fleet. How you benefit: costs can be planned, risks reduced to a minimum and optimal vehicle availability can be ensured. Consult your authorised Mercedes-Benz Dealer for more information.

Mercedes-Benz Finance. With Mercedes-Benz Finance, you can count on an expert and dedicated partner with attractive finance and leasing products.

Flexible financial products. Matched to the specific requirements of your business: Available from Mercedes-Benz Finance, Agility for example, works where you are given a Guaranteed Future Value which is equal to the Optional Purchase Payment Payment – but you don't have to decide whether to make this payment and keep the vehicle until the end of the agreement. In the meantime, you simply choose how long you want to keep the vehicle, how much you would like to pay as an initial deposit and the monthly payments that suit you best. When the agreement comes to an end you can either purchase, return or part-exchange the vehicle.

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

Investment (3) – advantages at a glance.

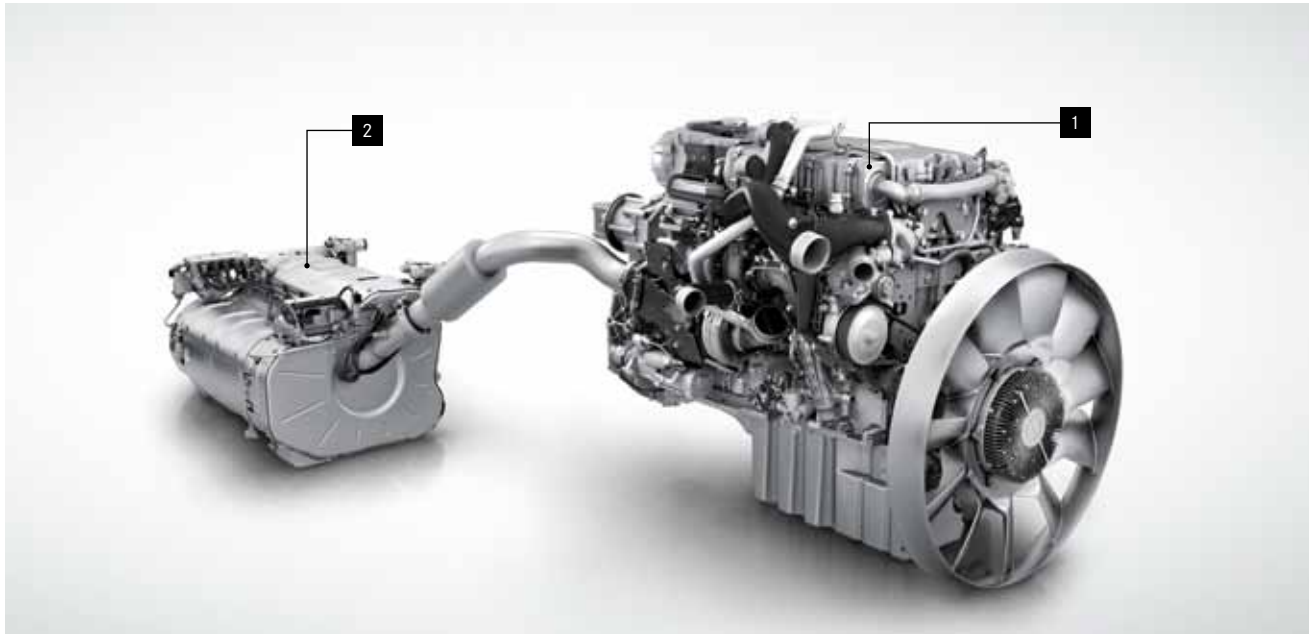
- **Mercedes-Benz Finance for vehicle procurement, mobility assurance and a reduced administrative workload**
- **Rental offers for high flexibility without capital tie-up**
- **Mercedes-Benz Finance service products**
- **All can be coupled with leasing agreement to create individual service leasing products**
- **Easy control of planning/costs through instalments precisely determined beforehand**
- **Mercedes-Benz Finance for individual leasing and financing products**

Our tip for low fuel consumption costs: Top technology, top services and a top driving style.

The Arocs and Atego make extremely efficient use of fuel. What's more: the combination of vehicle technology and services such as our driver training enables substantial additional reductions in fuel costs. An accomplished driver can make a good truck even better.

Low fuel consumption. The low fuel consumption of the 6-cylinder in-line engines is attributable to the highly efficient combustion strategy, which on the Arocs is supported by the X-Pulse common rail high-pressure injection system[1)], for example. This injects the fuel into the individual cylinders at up to 2100 bar. Cooled exhaust-gas recirculation additionally results in reduced AdBlue® consumption.

Hydraulic Auxiliary Drive[2) 3)]. The Hydraulic Auxiliary Drive combines the advantages of all-wheel drive and the classic drive system. It offers additional traction when needed – and adds barely any weight on long trips. Hydraulic Auxiliary Drive M20 is up to 359 kilograms lighter than the engageable all-wheel drive. In addition, the losses from the additional drive axle are removed. This cuts fuel consumption by up to six percent.



Euro VI exhaust emissions technology. 1. Reduced nitrogen oxide production during fuel combustion thanks to cooled exhaust-gas recirculation 2. The exhaust system for the Euro VI engines is equipped with a highly efficient diesel particulate filter. An optimised volume control unit injects AdBlue® into the exhaust gas flow without air. The nitrogen oxides are completely converted into water and nitrogen in the SCR catalytic converter.

Axles, transmissions, ancillaries. A broad selection of job-matched rear axle ratios and transmissions also contributes to reduced fuel consumption. Short shift times and economical auxiliary consumers such as on-demand compressed air control and the power steering pump additionally help to reduce fuel consumption.

Low drag and rolling resistance. The design of the Atego and Arocs has been optimised down to the finest details in the interests of reduced drag. From the bumper via the corner panelling to the roof – everything contributes to a low level of aerodynamic drag and thus to reduced fuel consumption. Air management kits also reduce fuel consumption. Tyre pressure monitoring[2) 4)] results in reduced rolling resistance, thereby also contributing to low fuel consumption.

[1)] X-Pulse is only in engines over 8 l displacement.
[2)] For Arocs only.
[3)] Not available for RHD vehicles.
[4)] Optional extra.

Two-stage air compressor. This contributes to the truck's low fuel consumption. Low weight and high reliability are additional benefits.

Sophisticated aerodynamics. When designing the Arocs, we tested every part extensively. In the wind tunnel and on many million miles of test routes – for exceptionally minimal drag and low fuel consumption.

Tyre pressure monitoring[2) 4)]. The wireless pressure monitoring system for the front and rear axles continuously monitors the air pressure in all the tyres of the tractor unit as well as those of the semitrailer or trailer.

FleetBoard Driving Analysis. The FleetBoard driving analysis contributes to a driving style which reduces fuel consumption and wear. To this end, the telematics system records and analyses technical data from the truck. Furthermore, FleetBoard driving analysis now also shows how intensively Predictive Powertrain Control is being used. The driver's style of driving is assessed on the basis of these data and a corresponding mark is awarded. This enables an objective assessment of the driving style and allows the training to be tailored to the individual driver. What's more, the combination of FleetBoard driving analysis and FleetBoard EcoSupport also ensures that the fuel-saving driving style which the driver is taught during Mercedes-Benz EcoTraining is maintained over the long term. Overall, long-term fuel savings of up to 15% can be achieved in this way.

FleetBoard EcoSupport. The system assists the driver in a fuel-saving driving style. To this end it displays tips while on the road that provide an opportunity to further optimise the individual driving style and reduce fuel consumption.

EcoTraining. Mercedes-Benz EcoTraining teaches a way of driving that allows you to make even better use of the technical potential of your truck. This can lead to fuel savings of up to 10%.

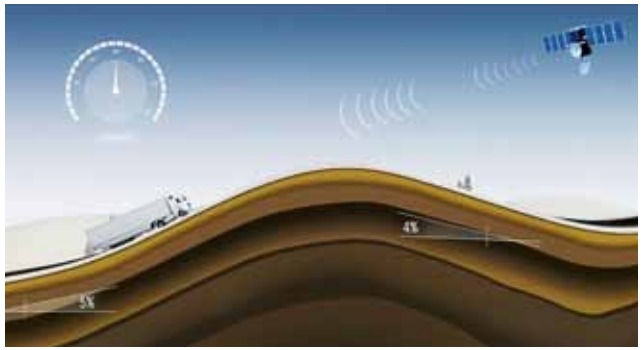
This is based on the evaluation of the data from the FleetBoard driving analysis.

Predictive Powertrain Control: it knows your route. From start to finish. And provides for additional diesel savings of up to 5%.

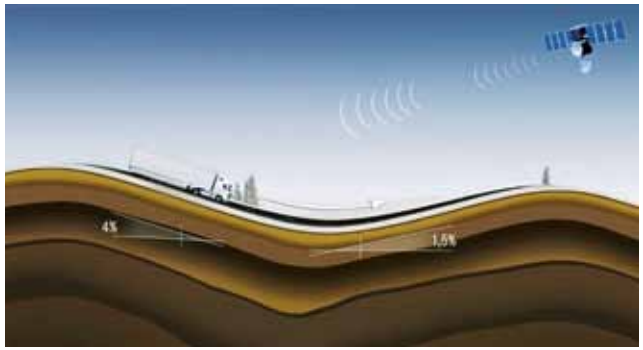
Predictive Powertrain Control allows you to operate even more economically. Because the system always knows the route ahead. As a result, it can achieve fuel savings of up to 5% on motorways and highways covered by PPC in Western and Eastern Europe.

Predictive Powertrain Control[1)]. The system integrates an additional mode into the automatic transmission system that adapts to the topography of the road ahead and so enables fuel savings of up to 5%. Using satellite-based positioning technology and maps, Predictive Powertrain Control (PPC) identifies the course of the road and any downhill and uphill stretches ahead. The data provide the basis for the optimisation of the shift points, gear steps and the set cruise control speed. The kinetic energy of the vehicle is used as far as possible to avoid unnecessary acceleration, shifting or braking. PPC knows over 295,000 kilometres (95%) of the European trunk road network and can be used at speeds between 25 and 85 km/h.

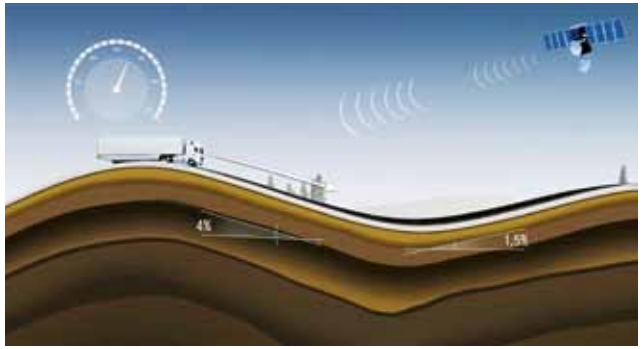
Topography-oriented driving style. Predictive Powertrain Control uses digital 3D road maps and GPS information to generate an electronic horizon which is employed to optimise shift points, gear selection and the set cruise control speed in anticipatory mode. In this way, a driving style adapted to the given topography which will generally be beyond the capabilities even of experienced drivers can be integrated into the automated system, resulting in additional fuel savings of up to 5%.



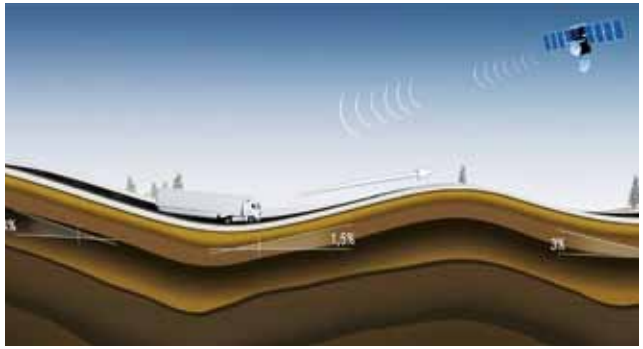
Driving situation: steep uphill gradient. In order to avoid shifting on an incline as far as possible, PPC performs the shift – in so far as it is useful – before the start of the climb and/or increases the speed within the upper limit of the hysteresis range. Predictive Powertrain Control additionally provides for an optimised shift sequence, e.g. fewer gear changes and larger gear steps.



Driving situation: coasting. Why accelerate when coasting is sufficient? The kinetic energy of the vehicle is continuously determined. In other words: the vehicle automatically detects if it can attain the set cruise control speed quickly enough by coasting. What's more, EcoRoll can be used to avoid engine drag losses.



Driving situation: brow of a hill. The principle centres on coasting over the brows of hills to avoid braking on downhill stretches. The kinetic energy of the vehicle is continuously determined. This enables the Actros or the Antos to assess in good time whether it can coast over the brow of the hill at adequate speed. EcoRoll can be used to reduce engine drag losses



Driving situation: EcoRoll. As a result of precise activation, Predictive Powertrain Control is able to make optimum use of EcoRoll phases. This means that, in addition to saving fuel on virtually level stretches, EcoRoll is also activated ahead of the brows of hills and at the end of hill sections below the set speed. This results in markedly longer EcoRoll phases.

[1] Optional equipment. Not available for Atego.

Predictive Powertrain Control – advantages at a glance.

- **Predictive Powertrain Control[1]: Up to 5% less fuel consumption resulting from driving style adapted to the given topography**
- **Detection of the course of the road, e.g. uphill and downhill gradients ahead**
- **Optimisation of shift points, gear selection and the cruise-control speed setting**
- **Optimum use of the system via traffic-dependent setting with adjustable upper and lower hysteresis**
- **Available in western and eastern Europe on motorways and highways with PPC coverage**

FleetBoard Driver's League. A contest where drivers can demonstrate their skills. Where saving fuel is fun and is rewarded twice over. Your drivers can win attractive prizes and you reduce your costs. For more information and to register, go to www.driversleague.com

[1] Available as an option.
[2] For Arocs only.
[3] Independent of the FleetBoard telematics system.
[4] Optional extra.

Low fuel consumption costs – advantages at a glance.

- Low fuel consumption thanks to economical, efficient engines and short shift times
- Job-matched rear-axle ratios and transmissions
- Fuel-efficient auxiliary consumers
- Sophisticated aerodynamics
- Low rolling resistance as a result of tyre pressure monitoring[2) 4)]
- Plus: fuel saving of up to 15% through FleetBoard driving analysis[1)], FleetBoard EcoSupport[3)] and Mercedes-Benz EcoTraining[1)]
- FleetBoard Driver's-League as an additional motivator for fuel-saving driving

Lower costs, higher efficiency. Also for service.

A truck only earns money when it is on the move. This is why we do all we can to ensure that repair and maintenance costs are kept as low as possible and to increase vehicle availability. For example, with excellent workshop service, Service Contracts and Mercedes-Benz Service24h.

High cost-effectiveness. For Atego and Arocs care was taken right from the start to keep costs as low as possible – in daily use and with regard to maintenance and repairs. Furthermore, additional cost savings are possible with Service Contracts, for example.

Ease of repair. The introduction of the new Euro VI emissions standard brought with it considerable additional technical sophistication. There are many reasons why our trucks can nevertheless be repaired and maintained as inexpensively as comparable predecessor models. Right back at the design stage, care was taken to ensure that all the components are not only particularly robust but can also be replaced or repaired particularly quickly and cost-effectively if necessary. For lower costs and higher efficiency.

Mercedes-Benz Service. Throughout Europe some 1800 Mercedes-Benz service outlets are at your disposal for workshop services, many of which are open late, or even through the night. Furthermore, our trained staff and an extremely efficient parts logistics system enable particularly short repair times and ensure that your truck is back on the road as quickly as possible.

Mercedes-Benz Genuine Remanufactured Parts. As a cost-effective and environmentally friendly alternative, the extensive portfolio of remanufactured parts offers high quality and tested safety. In addition, remanufactured parts are 35% cheaper on average – with the same warranty as a new part.

Fixed price packages. With our fixed-price packages, you know in advance what costs will be incurred and how long the maintenance or repair will take. As a result, you can plan with certainty with regard to costs and vehicle availability.

Mercedes-Benz GenuineParts. High quality at an affordable price as a basis for value retention and overall economy. The extensive range of parts, efficient logistics and quick availability are further advantages.

Service Contracts. Graduated service contracts offer tailor made solutions for predictable monthly service costs and a fleet running to maximum available capacity. Despite the higher complexity resulting from compliance with Euro VI, the Complete full-service contract remains available for the same price as applies to Euro V vehicles. Service contracts ensure that throughout its life your truck is maintained to the highest standards, by qualified technicians, using Mercedes-Benz GenuineParts. So not only are you managing your finances and avoiding unexpected bills, your truck is kept running at its optimum performance for much less.

Extended opening hours. There are about 1800 Mercedes-Benz service outlets throughout Europe and of these some 300 are open until 10 pm with an increasing number even staying open until midnight. This makes maintenance planning easier and more flexible. What's more: even more major repairs can be carried out within one working day – so that your truck is not at the workshop any longer than absolutely necessary.

Mercedes-Benz Finance. Tailor-made mobility solutions which can be combined in accordance with individual requirements and which ensure that you know in advance exactly how much a given vehicle will cost you.

High vehicle availability. We do everything to keep downtime to a minimum: for example, Service24h.

Tyre pressure monitoring[1]. FleetBoard “Service” ensures your vehicle’s optimum operating status: the new tyre pressure monitoring system serves to verify correct inflation of your truck’s tyres, for example. This is conducive to low fuel consumption and low tyre wear, and avoids unplanned downtimes resulting from flat tyres.

Service24h. Keeping your business running 24 hours a day. To deal with any unforeseen incident, the UK network maintains over 150 fully equipped service vans, totally dedicated to providing Service24h roadside assistance. Work will be undertaken by accredited Mercedes-Benz technicians, who have the skills, knowledge and experience to keep your vehicles moving. Throughout the UK and Europe, you can count on us at any time. Our technicians will be with you as quickly as possible. With the right expertise and Mercedes-Benz GenuineParts you will soon be on your way again.

Service24h 00800 5777 7777. If your mobile phone provider charges for Freephone numbers, please call +44 (0)333 220 6608. A call to the free Europe-wide service hotline is all it takes to receive rapid assistance in case of emergency. Service24h will then immediately ensure that you can continue your journey – and it is on hand 365 days a year, 7 days a week and 24 hours a day.

[1] Available on some Arocs models.

Service – advantages at a glance.

- Service-oriented design for lower repair and maintenance costs
- Extensive workshop network with around 1800 service outlets throughout Europe
- Long workshop opening hours, in some instances until 10 p.m. or midnight
- Mercedes-Benz GenuineParts for high reliability and value retention as well as Genuine Remanufactured Parts as a cost-effective alternative
- Fixed-price packages for highest degree of budgeting certainty
- Service Contracts enable monthly instalment planning as well as increased vehicle availability
- Service24h fast emergency assistance is available around the clock via the free service hotline on 00800 5777 7777

The higher the residual value, the lower the investment for the next vehicle.

When you choose one of our trucks, you can count on being able to operate particularly economically throughout its entire period of use. At the same time, the expected high residual value lays the foundations for the future. Because a first-rate truck is an investment in the next truck.

Residual value. As a result of their innovative vehicle technology and the application matched vehicle configurations, the Mercedes-Benz truck range offers the prospect of a particularly high residual value, whatever the sector. This is an important consideration for every truck operator, as the higher the residual value at the end of its period of service, the lower the acquisition costs for a new truck will be.

Approved Used Commercial Vehicles. We have the largest selection of Mercedes-Benz Used Commercial Vehicles in the UK, available from 60 Dealer locations and supported by over 90 Dealer service departments. Only our premium quality trucks qualify to be one of our Approved Trucks.

Finance with Mercedes-Benz. At Mercedes-Benz we are able to offer you sound financial advice about the options open to you when buying one of our used trucks. Our in-house finance department offers financial packages such as Contract Hire, Finance Lease, Operating Lease and Hire Purchase with or without a balloon payment. We are able to offer you a no obligation and confidential quotation to meet your own requirements, and at highly competitive rates.

Repair & Maintenance. You can always trust a used vehicle from Approved Used Commercials – only our premium quality trucks qualify to be one of our Approved Trucks. This minimises the risk in the event of an unexpected failure and at the same time ensures fast, straightforward claim processing – and that you are back on the road again as quickly as possible.

Mechanical Breakdown Insurance. Benefit from an impressive range of products and services and first-class advice: with the finance packages offered by Approved Used Commercial Vehicles we think we can supply the used commercial vehicle you're looking for. Choose between classic financing and leasing arrangements or numerous individual variants and so reduce your capital commitment.

[1] Available as an option.

Approved Used Commercials – advantages at a glance.

- **Approved Used Commercial Vehicles – professional used vehicle organisation for purchase and sale of used trucks of all brands, age groups and versions**
- **Only our premium quality trucks qualify to be one of our Approved Trucks**
- **A calculable factor for the future**
- **No risk to trade-in value at end of contract**
- **Comprehensive services such as leasing and financing**

You can never have too many guardian angels.

Optimum safety on every journey – 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.

Safety equipment. Mercedes-Benz offers many safety and assistance systems to reduce risks and ease the burden on the driver. Systems such as the rain/light sensor[1)], the co-driver's mirror with manoeuvring function[1)], Lane Keeping Assist[1)], Roll Control Assist[1)] and tyre pressure monitoring[1)] can provide the driver with additional support.

Safety Packs. Driver and Safety Packs[1)] enhance comfort and safety. Favourable terms and attractive leasing and financing offers ensure the necessary economic efficiency, and can even lead to insurance discounts.

Proximity Control Assist[1)]. The safety system with stop-and-go function is on hand to support the driver in stressful situations and reduces the risk of rear-end collisions.

Attention Assist[2)]. The system can recognise increasing tiredness and recommend the driver takes a break.

Sensor-controlled fifth-wheel coupling. The sensor-controlled fifth-wheel coupling[2)] lets the driver know whether the coupling is locked or unlocked in the instrument cluster. This enhances safety and avoids repair costs.

Secondary water retarder. The secondary water retarder[1)] is wear- and maintenance-free and offers increased brake power, higher average speeds on downhill stretches and less weight than conventional oil retarders.

Active Brake Assist 3[1) 3)]. The safety system can recognise stationary obstacles and, by initiating a full brake application in time, can mitigate the consequences of rear-end collisions or even avoid them entirely.

Bi-xenon headlamps[1)]. Both the dipped and main beam headlights benefit from the particularly high light output of the bi-xenon lamps which also use less energy than the standard headlights.

[1)] Available on some Arocs models.
[2)] Only available in conjunction with Lane Keeping Assist.
[3)] AEBS corresponding to legal requirements will be offered as standard fitment as required.

Safety – advantages at a glance.

Braking safety:

- Electronic brake system with ABS, ASR, Brake Assist and hill holder
- Secondary water retarder[1)] with up to 3500 Nm of braking torque

Driving safety:

- Stability Control Assist
- Active Brake Assist 3[1) 3)]
- Proximity Control Assist[1)] with stop-and-go function
- Attention Assist[1) 2)]
- Lane Keeping Assist[1)]
- Roll Control Assist[1)]
- Tyre pressure monitoring system [1)]

Lighting and visibility:

- Bi-xenon headlamps[1)], front fog lamps, LED daytime running lamps and LED tail lights
- Follow-me-home lighting
- Rain/light sensor[1)]

Additional safety features:

- Sensor-controlled fifth-wheel coupling[1)]
- Safety Packs[1)]

Genuine Accessories meeting the highest standards.

With the Atego and the Arocs you are ideally prepared for construction transport operations. To enable you to tailor both even more effectively to your personal vision of the perfect construction vehicle, the comprehensive range of Mercedes-Benz Genuine Accessories opens up vast scope for individual configurations.

Genuine accessories. Our genuine accessories tick all the right boxes. With a host of minor and major extras to make your everyday work more comfortable, safer and more efficient. A broader selection is available in the current Accessories catalogue and from your authorised Mercedes-Benz Dealer.

Lockable fuel filler cap. The lockable fuel filler cap makes life more difficult for fuel thieves, and the 1-key system provides for simple and convenient handling.

Additional ashtray. The removable additional ashtray with hinged lid keeps the cab and the environment clean. It is positioned in the place which is otherwise occupied by the drinks holder on the driver's and co-driver's side.

LED rotating beacon. The amber rotating beacon on the roof warns other road users to take into account that the vehicle is carrying an oversize or very heavy load. It is fitted by means of a separately available adapter plate.

Roof-mounted headlamp holder. The roof-mounted headlamp holders in robust, high-sheen polished stainless steel look good and are able to hold up to four additional headlamps. The headlamps put every construction site in the right light. The roof-mounted headlamp holders are available in different variants for all Arocs cabs.

Mobile phone charging cradle. The universal charger cradle is suitable for many mobile phones. With the ex-factory pre-installation, it gives your mobile phone a secure place, charges it and increases comfort and convenience when telephoning.

Rubber mats. The structured, oil-resistant rubber floor mats are designed to be placed on the driver and co-driver's sides. They are tailored to the contours of the floor and to the size of the cab.

Roof-mounted air conditioner. The roof-mounted auxiliary air conditioning system provides up to 850 W of cooling capacity and the additional dehumidification of the air makes for an ideal interior climate.

Side window wind deflectors[1]**.** The aerodynamically optimised tinted or clear side window deflector set for the driver's or co-driver's side protects against the airflow when driving with the windows open.

Genuine Accessories – advantages at a glance.

- **Roof lamp bracket**[1) 2)] **and additional headlights for enhanced visibility**
- **Practical spectacles case for simple attachment to the A-pillar**
- **Removable additional ashtray for the drinks holder on the driver or co-driver's side**
- **Yellow rotating LED beacons for transport operations that require special caution**
- **Universal charger cradle to hold and charge most popular mobile phones**
- **High-quality, perfectly-fitting rubber floor mats make cleaning of the interior easier**
- **Lockable filler caps for fuel and AdBlue® tanks**
- **Low roof-mounted auxiliary air conditioning system instead of the roof hatch. Operating the vehicle with a closed cab substantially reduces the risk of break-ins.**

[1] Also available as accessories ex factory.

[2] Please observe country-specific legal requirements for the attachment and use of additional headlamps.

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