



The Atego The Arocs.

Construction. 7.5 to 44 tonnes.
Heavy haulage. Up to 250 tonnes.

Mercedes-Benz

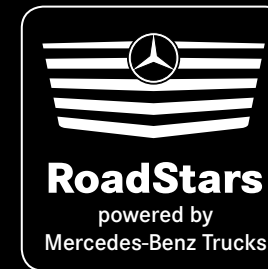
Trucks you can trust



RoadStars: Come aboard – it's worth it.

RoadStars. RoadStars is the Mercedes-Benz interactive communication platform for drivers, operators and anyone interested in trucks – you too can become part of the extensive RoadStars community. Registered users are kept up to date with the latest information on a regular basis. You also have the opportunity to get more involved, for example by commenting, uploading pictures, chatting or sharing content.

As a member you can join in exclusive events, offers and experiences at Mercedes-Benz Trucks. Whether you use a smartphone, tablet, laptop or desktop computer – an internet connection is all it takes to access RoadStars at any time, wherever you are. Join in now and become a genuine RoadStar: www.roadstars.mercedes-benz.com



Contents.

Mercedes-Benz in construction transport	4–5	Sector-specific vehicle concepts	42–47	Efficiency in construction transport	70–91
		Arocs Loader	44–45	Low overall costs	72–87
The Atego from 7.5 to 16 tonnes	6–13	Arocs Grounder	46–47	High standard of safety	88–89
Cab equipment	8–9			High vehicle usage	90–91
Engines, transmissions, gearshift	10–11	The Arocs SLT	48–55		
Driving comfort, body-mounting ability	12–13	Overview	50–51	Genuine Accessories	92–93
		Transmission, drive system	52–53		
		Frame & axles	54–55		
Technical data – Atego	14–17				
Cab variants	14–15	Technical data – Arocs	56–69		
Overview of models	16–17	Engine performance data, frame overhangs, end cross members	56		
		Tank variants	57		
The Arocs from 18 tonnes	18–41	Cab variants	58–61		
Exterior equipment	20–21	Overview of Arocs models up to 44 tonnes	62–65		
Interior & workplace	22–23	Overview of Arocs SLT models up to 250 tonnes	66–69		
Comparison of cabs	24–29				
Engines	30–31				
Transmission, gearshift	32–33				
Power transmission	34–35				
Load capacity – frame & suspension	36–37				
Drivetrain capacity	38–39				
Ground clearance	40–41				



Mercedes-Benz in construction transport.

For all types of construction use and every type of construction site. From chassis/cabs to concrete mixers and heavy-duty tippers – the on-road and all-wheel-drive 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 and for every segment of the construction industry.

With its quality, its outstanding reliability and robustness, the Atego rated at 7.5 to 16 t cuts a fine figure in the building materials industry, e.g. in the gardening sector, at urban construction sites or in the trades. The Arocs rated at 18 to 44 t is the specialist for heavy-duty operations. It applies its high power equally 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 situations in its stride. And the Arocs up to 250 tonnes provides a semitrailer tractor which has been developed and built specifically for moving heavy and large loads.

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

In short: Mercedes-Benz delivers what the practical realities require. On the construction site. And on the road. See for yourself



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 impresses across the board.

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 underscore 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.

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, these offer a high standard of comfort and simple handling.

The Atego's strengths on the job include its precise steering, the Mercedes PowerShift 3 automated gearshift and the powerful 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, optionally available in leather, provides for added ergonomic comfort.

Multifunction steering wheel¹⁾. 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 with its numerous stowage facilities is tailored ideally to the needs of the building materials industry. Everything is arranged ergonomically and within the driver's reach.

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 use¹⁾. The universal pre-installation enables the simple integration of mobile phones, MP3 players or commercially available navigation systems. Voice output is via the vehicle's loudspeakers.



12.7 cm instrument cluster with video function¹⁾. For even greater convenience and safety, this instrument cluster is prepared for use with a reversing camera²⁾. This allows the driver to see the area behind the vehicle.

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 especially large: lengthwise up to 200 mm, for height up to 100 mm.

Driver's suspension seat¹⁾. The air-suspended seat features a high level of seating comfort, numerous adjustment options and a flat-weave fabric cover.

Air-conditioned suspension seat. The air-suspended climatized driver's suspension seat¹⁾ provides pleasant seating conditions and a high level of comfort. The integral armrests and the seat heating also contribute to this.



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.



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 display¹⁾, video function and pre-installation for a reversing camera²⁾
- Multifunction steering wheel which can be operated intuitively
- Various radios and multimedia interface
- Comprehensive spectrum of wide, comfortable seats with large adjustment range

¹⁾ Optional equipment.

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



A winning team. 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, ample 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 brake¹⁾. The three-stage brake system offering up to **235 kW** of braking power²⁾ reduces wear on the service brake while increasing safety and vehicle control.

High Performance Engine Brake³⁾. The three-stage, wear-free auxiliary brake with up to **300 kW** of braking power²⁾ 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. The Atego is available with a choice of 6-, 8- or 9-speed transmissions, enabling the vehicle to be tailored effectively to its intended field of deployment. In conjunction with the perfectly matched rear-axle ratios, it offers an economical drive.

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 situation⁴.

Driving program “offroad”. It comprises the driving modes “offroad”, “standard” and “manual”. “Offroad” is specifically designed for off-road use and supports a very power-oriented driving style at the push of a button.

Driving program “power”. In “power” transmission mode the engine speed is increased by 100 rpm for all shift opera-

tions in comparison to “standard” mode. This means that the full engine power output is available for longer.

Additional functions. With Mercedes PowerShift 3, additional functions such as direct shifting from forward to reverse and one reverse gear with a high ratio⁵ make for easy manoeuvring. The crawler function is particularly convenient when moving off.

Manual gearshift. As well as the automated transmission, a manual gearshift with pneumatic shift force assistance is available. It features outstanding ergonomics and extremely precise shifting while requiring only a low shift force.

¹) Optional equipment up to 9.5 t.

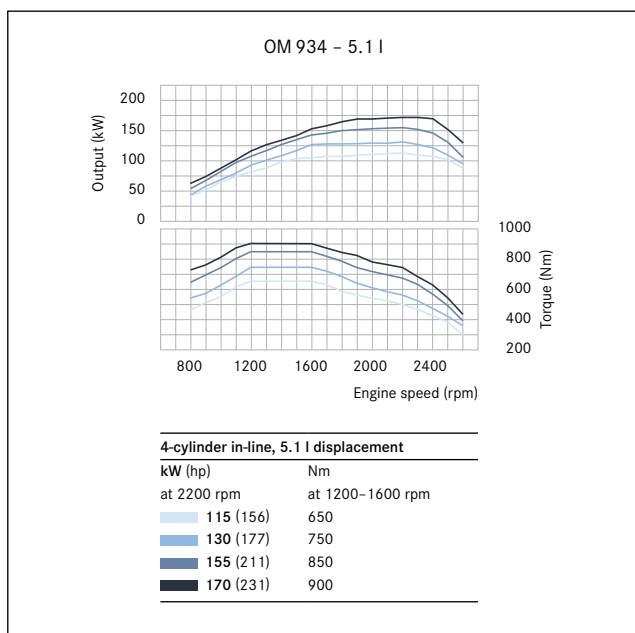
²) Depending on engine variant.

³) Optional equipment.

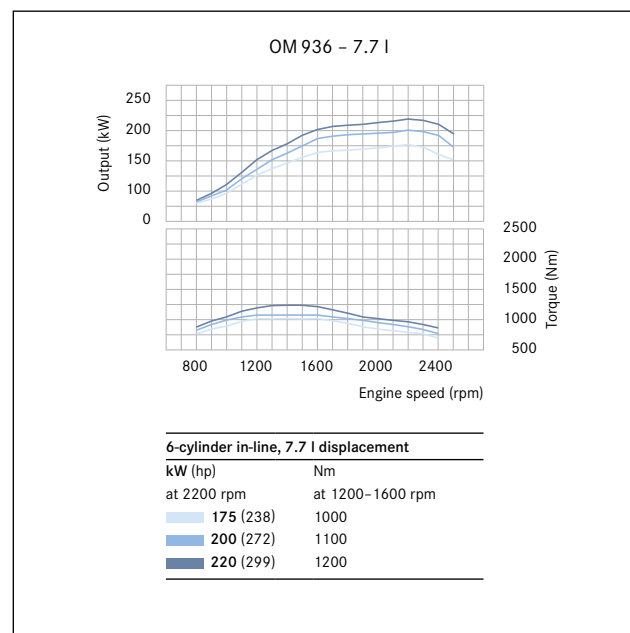
⁴) The standard driving program is dependent on the selected model variant.

For vehicles with the “power” driving program as standard, the “offroad” driving program is optionally available.

⁵) Two reverse gears with 8-speed transmission.



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 were previously the reserve of 6-cylinder engines.



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 just the power you need for your operations.



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 Brake³)
- 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 application⁴)
- Various 6-, 8- and 9-speed transmissions for job-matched drive configurations



Efficient working, effortless driving. 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, reinforced¹⁾. 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.



Parameterizable special module¹⁾. The parameterizable special module (PSM) provides for perfect information processing and a smooth exchange of information between vehicle and body.

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.



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.



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
- Excellent body connection options and integration of body
- Improved handling thanks to job-matched equipment and options such as protective headlamp grilles¹⁾

¹⁾ Optional equipment.

²⁾ Not available in conjunction with all-wheel drive.

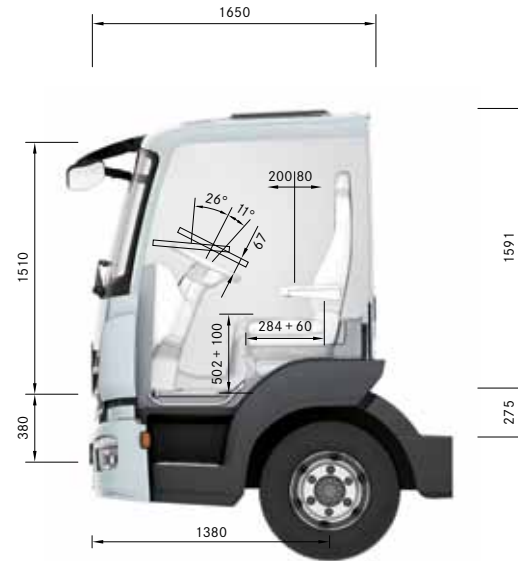


The Atego – cab variants

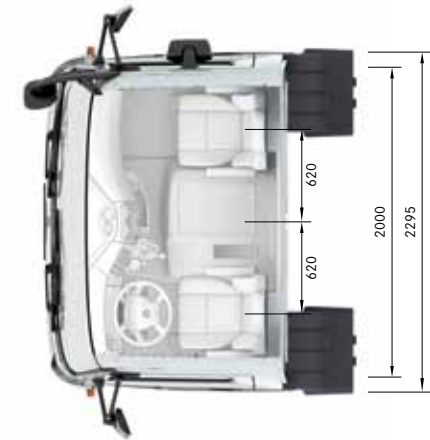
S-cab (4x2)

ClassicSpace S-cab

Exterior width: 2295 mm
 Exterior length: 1650 mm
 Interior width: 2000 mm
 Headroom: 1510 mm



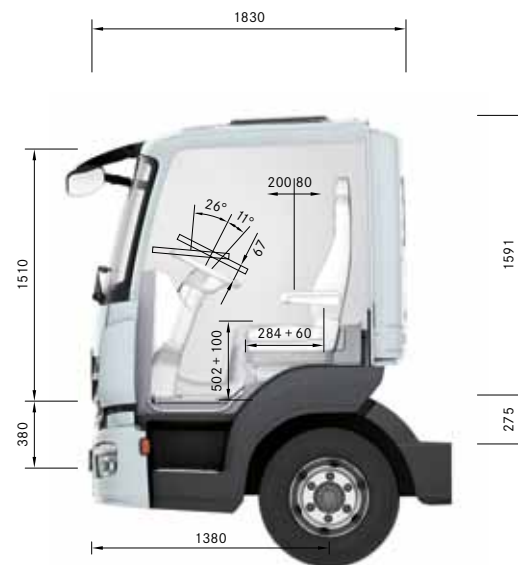
ClassicSpace S-cab



ClassicSpace S-cab

ClassicSpace S-cab, extended

Exterior width: 2295 mm
 Exterior length: 1830 mm
 Interior width: 2000 mm
 Headroom: 1510 mm



ClassicSpace S-cab, extended

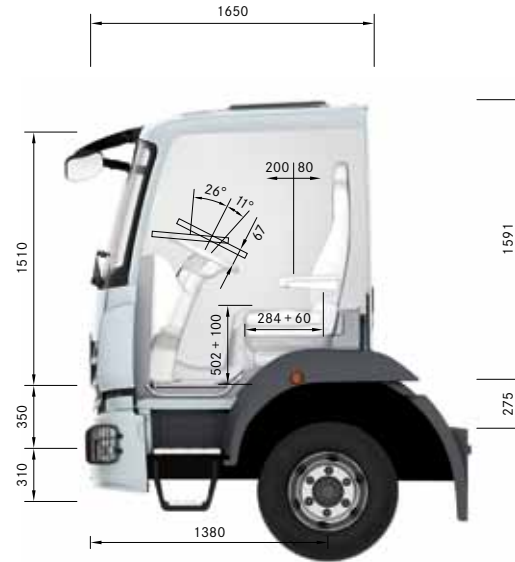


ClassicSpace S-cab, extended

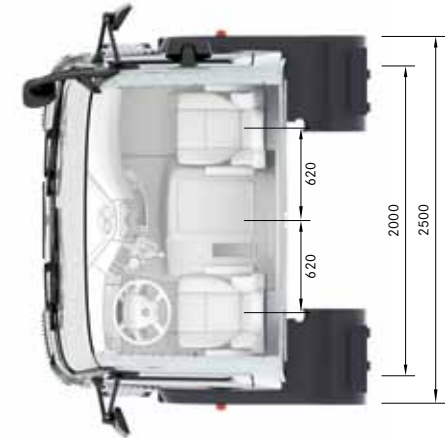
S-cab (4x4)

ClassicSpace S-cab

Exterior width: 2500 mm
Exterior length: 1650 mm
Interior width: 2000 mm
Interior height: 1510 mm



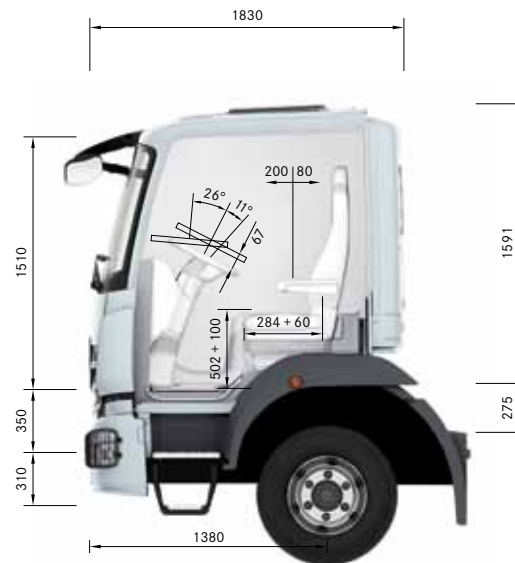
ClassicSpace S-cab



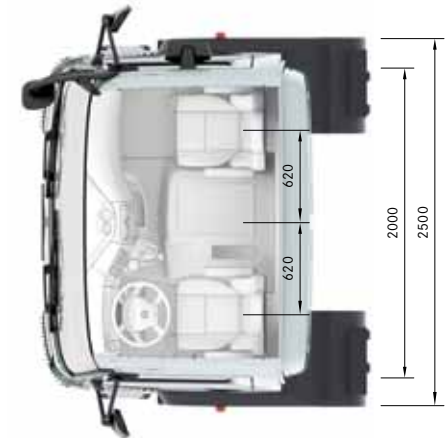
ClassicSpace S-cab

ClassicSpace S-cab, extended

Exterior width: 2500 mm
Exterior length: 1830 mm
Interior width: 2000 mm
Interior height: 1510 mm









ClassicSpace S-cab, extended



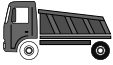

ClassicSpace S-cab, extended

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	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						
ClassicSpace S-cab	x	x	x	x	x	x
ClassicSpace S-cab extended	x	x	x	x	x	x
ClassicSpace L-cab	-	-	-	-	-	-
BigSpace L-cab	-	-	-	-	-	-

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



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, powerful Euro VI engines, with Mercedes PowerShift 3 automatic transmission and with a unique suspension and frame design.

Engine, transmission and axles are manufactured exclusively by Mercedes-Benz and designed specifically for the special requirements of construction transport. The intelligent control of the drive components, the high torque of the engines and the extremely fast shift times of Mercedes PowerShift 3 ensure that ample power is available.

For the best possible traction and good steerability the drive system, chassis, suspension and frame form a precisely coordinated working team which is optimally configured in all Arocs vehicles for the particular application in question on the road, on the construction site or on extreme terrain.

Robustness. From semitrailer tractor through platform vehicle and concrete mixer to heavy-duty tipper, the road and all-wheel-drive 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 wear-free turbo retarder clutch¹⁾ offers maximum stability when moving off and manoeuvring with very high gross combination weights and torque levels. 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.

¹⁾ Optional equipment.



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 flexible entry pivoting in both longitudinal and lateral directions, 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 from 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 as caused by 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 vehicles¹⁾ as well as the optionally available protective plate for the main tank. Also available are steel grilles for the front headlamps²⁾ and a cover that protects the major components from bulk materials²⁾. In short: everything to prevent needless damage and consequently unnecessary repair costs.



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.

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.



Roof handrail³⁾. 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 a sure footing.

¹⁾ Optionally also available for other Arocs model variants.

²⁾ Optional equipment.

³⁾ Not available for RHD vehicles.

⁴⁾ Standard in L-cabs with level cab floor.

⁵⁾ Standard for tippers, otherwise optional extra.



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 handrail³⁾ 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 wheel¹⁾. 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^{2) 3)}. For even greater convenience and safety, this instrument cluster is prepared for use with a reversing camera⁴⁾. 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.



Multifunction key²⁾. 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 on a non-reflective display. Settings can be made by means of the multifunction steering wheel.

¹⁾ Optionally available in leather.

²⁾ Optional equipment.

³⁾ Also available without video function.

⁴⁾ A reversing camera is available from Mercedes-Benz Accessories.



The right answer to every question. The Arocs cabs.

With a total of 18 variants, the eight 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 dedication of the Arocs 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 M- and L-cab, low roof. With their roof lowered by 100 mm, these cabs are suitable for operations involving height constraints and for bodies which extend beyond the cab roof.

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.



ClassicSpace S-cab. The 2300 mm wide and 1700 mm 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.

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 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.

- ¹⁾ Also available with lowered roof.
- ²⁾ Also available with lowered roof in conj. with 170 and 320 mm engine tunnel.
- ³⁾ Compatibility in consultation with your authorised Mercedes-Benz Dealer.
- ⁴⁾ Optional equipment for 2300 mm-wide L-cabs.
- ⁵⁾ Standard for cabs with 320 mm engine tunnel.

Cab variants

Width: 2300 mm			Width: 2500 mm			
S-cab	M-cab		L-cab			
ClassicSpace	CompactSpace	ClassicSpace ¹⁾	ClassicSpace ²⁾	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

i Advantages at a glance.

- Nine cabs for optimum job matching in construction transport³⁾
- 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 wide cabs⁴⁾
- Maximum headroom up to 1.99 m

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.



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

Driver's suspension seat, standard. The air-suspended seat features a high level of seating comfort, numerous adjustment options and a flat-weave fabric cover.

Air-conditioned suspension seat. The optional, air-suspended, climatized 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.

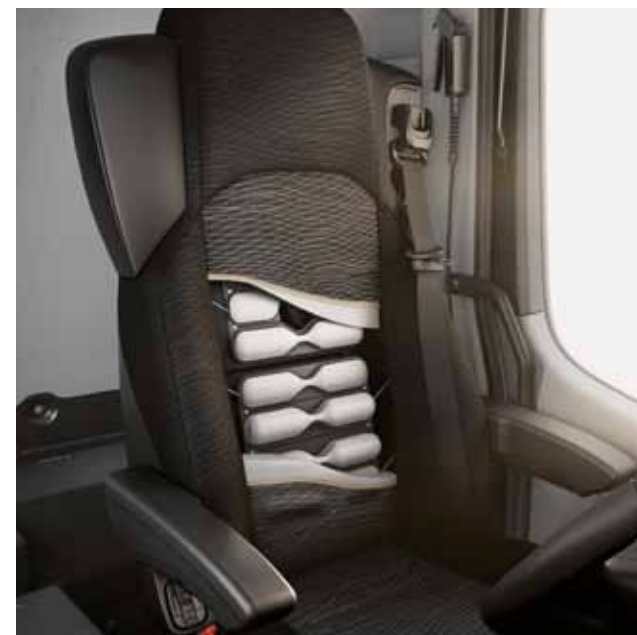
Radios. With USB and Bluetooth® interfaces as standard, the default radio also includes CD functionality. Several options are available, including phone cradles and navigation systems. A sound system with eight loudspeakers including subwoofer which will satisfy even the most discerning drivers is available for cabs with a level floor.



Bluetooth® Radio Navigation System¹. 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 seat¹. The massage function prevents the driver from suffering from muscular tension problems, so their comfort is maintained for longer.



Automatic climate control¹⁾. The system automatically adjusts the air volume, distribution and temperature in line with the ambient conditions and offers additional comfort and convenience functions.



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.

Residual engine heat utilisation. The residual engine heat utilisation function^{2) 3)} 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⁾ Optional equipment.

²⁾ Standard for L-cabs, otherwise optional extra.

³⁾ With all-wheel drive only available in conjunction with air conditioning, automatic climate control or OM 936.



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 floor¹⁾.

Auxiliary air conditioning²⁾. The system can air-condition the cab for up to eight hours. It saves fuel and operates quietly as it is not necessary for the engine to be idling.

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 l²⁾ or the centre seat for a second co-driver²⁾. A folding table²⁾ integrated into the instrument support on the co-driver's side, a luggage net for the rear cab wall²⁾ and a CD box for up to 6 CDs²⁾ are also available.



Stowage facility, high. 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 tunnel²⁾.



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 cab³⁾.

¹⁾ One drawer standard, two drawers optionally available.

²⁾ Optional equipment.

³⁾ Standard for concrete mixers, tippers and all-wheel-drive vehicles.

⁴⁾ Standard in L-cabs.

⁵⁾ Version for cab and engine heating not available in conjunction with 320 mm engine tunnel.

⁶⁾ Only for L-cabs.

⁷⁾ 36 l capacity on vehicles with level floor.



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 control²⁾, innovative residual engine heat utilisation function⁴⁾, additional water heater for engine and cab^{2) 5)}, auxiliary air conditioning⁶⁾
- Radio with USB and Aux/In port, CD radio²⁾, CD radio with Bluetooth® interface²⁾
- Comprehensive and individually extendable stowage concept featuring a host of practical stowage compartments



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.



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.

18 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, the fuel-efficient engines are available in the four displacement classes of 7.7 l, 10.7 l, 12.8 l and 15.6 l. A further reduction in consumption is now also available courtesy of the 2nd generation of the 10.7 l OM 470 engine and the 12.8 l OM 471 engine, boasting fuel savings of up to 3% in comparison to their predecessors. The range of power outputs for the Arocs engines starts at **175 kW** (238 hp) with peak torque of 1000 Nm, and culminates 18 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.

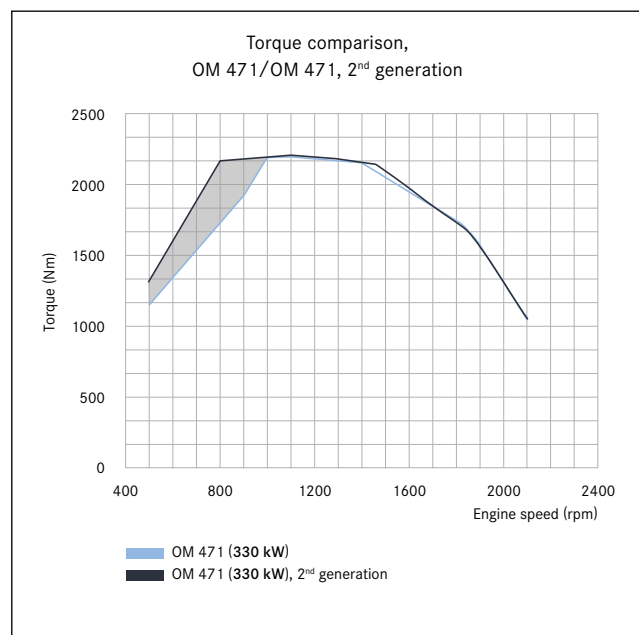
Euro VI engines. All Arocs engines are low on fuel consumption and emissions. This does not preclude high power and spontaneous power delivery, however. On the contrary – the engine characteristics develop a high level of power and deliver this power as early as possible. Higher levels of



X-Pulse¹⁾ 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.

torque are already on tap in the low rev range, making it easier to move off under heavy loads.

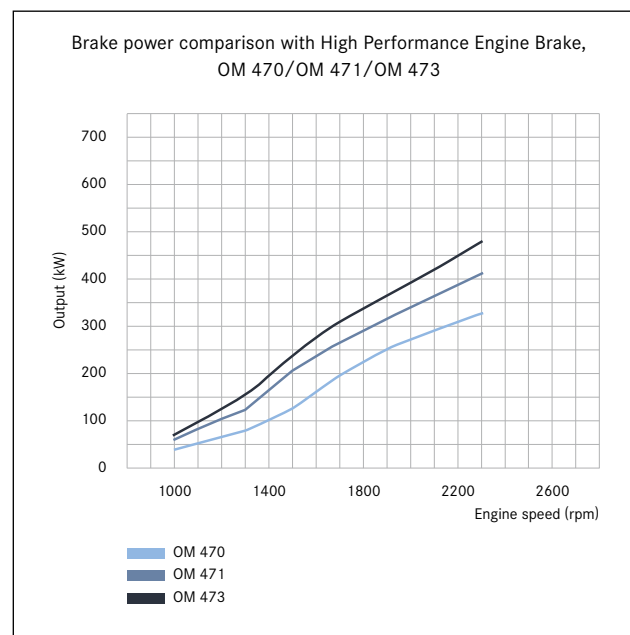
Other features. The inclination sensor is an asset in tailoring the truck to its given tasks. This sensor identifies gradients and prevents upshifting. The broad torque range enables gears to be held for longer in off-road terrain. That reduces the numbers of gear changes, thereby taking some of the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



More torque. The 2nd generation of the OM 471 supplies higher torque in a lower rev range in comparison to its predecessor. This means more power is available earlier, accompanied by reduced fuel consumption.

Engine brake. The three-stage brake system offering up to **230 kW²⁾** of brake power reduces wear on the service brake while enhancing safety and control of the vehicle.

High Performance Engine Brake³⁾. A higher-power three-stage, wear-free auxiliary brake offering up to **475 kW** of brake power²⁾ 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 via the steering-column lever on the overrun when the engine speed is greater than 1000 rpm and the ABS is not in action. In stage 1, the engine brake decompresses cylinders 1 to 3,



Strong engine brake performance. For a high level of safety and low wear of the service brake, the High Performance Engine Brake³⁾ provides tremendous braking power. Up to **475 kW**, according to engine variant.

in stage 2 cylinders 1 to 6 and in stage 3 cylinders 1 to 6 as well as the EGR valve control.

i Advantages at a glance.

- Robust, high-torque, fuel-efficient 6-cylinder in-line engines
- Four displacement classes covering a total of 18 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
- Up-rated engine brake for high level of safety
- High Performance Engine Brake³⁾ offering up to 475 kW²⁾ of brake power

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

²⁾ Depending on engine variant.

³⁾ Standard in conjunction with secondary water retarder.

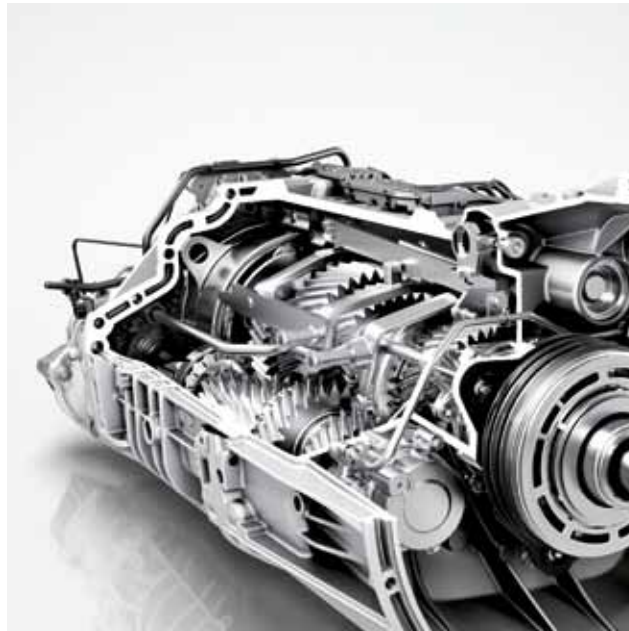


Uses the power better automatically. Mercedes PowerShift 3

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 automated transmission ensures 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 gearshifting 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 programs¹⁾. 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”. It comprises the driving modes “offroad”, “standard” and “manual”. “Offroad” is specifically designed for off-road use and supports a very power-oriented driving style at the push of a button.

Driving program “power”. It comprises the driving modes “power”, “standard” and “manual”. “Power” is designed for



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.

on-road use in long-distance transport and supports the need for an extremely agile driving style.

Turbo Retarder Clutch²⁾. 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 five 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.



Turbo Retarder Clutch²⁾. It guarantees precise and wear-free moving-off and manoeuvring with maximum traction and high braking torque, even at low vehicle speeds.

¹⁾ The standard driving program is dependent on the selected model variant. For vehicles with the “power” driving program as standard, the “offroad” driving program is optionally available.
²⁾ Optional equipment.



Advantages at a glance.

- Mercedes PowerShift 3 automated gearshift with six job-matched transmission variants, with 8, 12 and 16 gears
- 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 programs – “offroad” or “power” – for all applications
- Turbo Retarder Clutch²⁾ for extreme operations
- Manual double H gearshift with pneumatic shifting assistance for 9- or 16-speed transmissions



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 Drive¹⁾. Hydraulic Auxiliary Drive caters for road-oriented use with a spontaneous need for increased traction. The Hydraulic Auxiliary Drive is activated as an additional maintenance-free 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 Drive¹⁾. 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.



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.



ABS, disengageable. Available for off-road vehicles, the disengageable 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.



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 Drive¹⁾ for operations requiring maximum traction when high payloads are involved
- 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 particularly 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. 5-leaf spring packages are additionally available for the rear axle. Harder spring variants plus reinforced stabilisers and spring brackets are additionally available 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 semitrailer tractors 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.

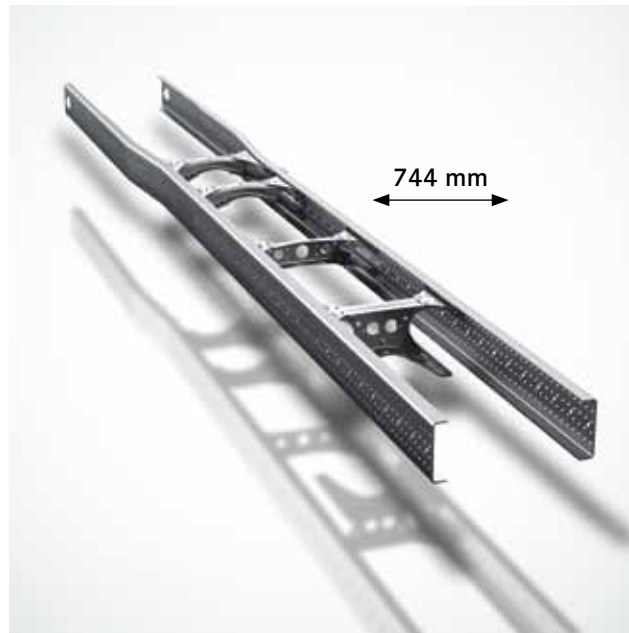
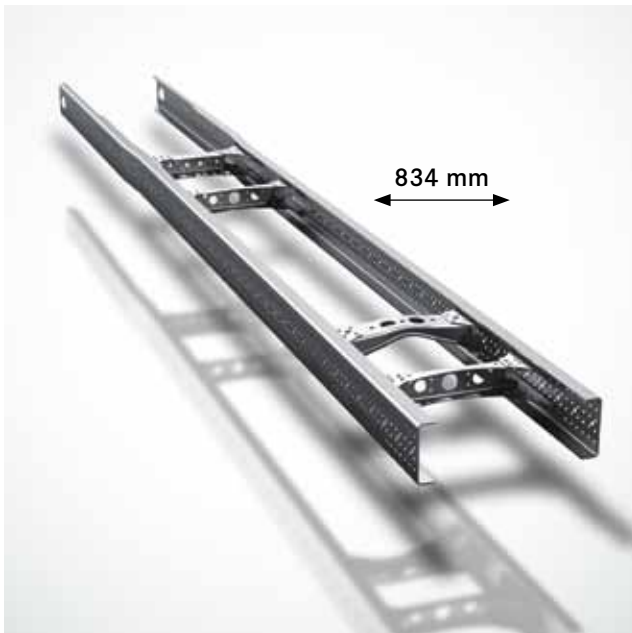


Steel suspension. The steel suspension on the Arocs performs well in every situation by virtue of its robust, solid structure, high resilience and high load capacity.

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 and from 2200 Nm.



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 and up to 2100 Nm. 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 Clutch¹⁾ 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 equipment.



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





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.

Sector-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. The Arocs Loader exploits the available weight-saving potential to the full. This results in payload-optimised 4x2 tractor units and 8x4/4 concrete mixers with a permissible gross vehicle weight of 32 t, whose low kerb weight of no more than 9250 kg enables you to deliver 8 m³ 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 m³ 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 m³ of ready-mixed concrete with the combination of 8x4/4 chassis and 9 m³ 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.

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 semitrailer tractors and concrete mixers can additionally be equipped with the Euro VI engines of the 10.7 l displacement class in five output ratings from **240 kW** (320 hp) to **335 kW** (455 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 tyres¹⁾ and 385/65 R 22.5 wide tyres also contribute to the vehicle's low fuel consumption.



- Non-deselectable items
- Deselectable items



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

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.

¹⁾ Optional equipment.

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

³⁾ For tractor units with L-cab.



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 t¹⁾ are available for heavy-duty operations. Planetary axles with a load capacity of up to 16 t¹⁾ 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 rims¹⁾. 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.



Extremely robust frame offering good torsional flexibility with members of 9 mm in thickness

Stabilisers for 1st and 2nd rear axle

Planetary axles with load-bearing capacity of up to 16 t¹⁾

Front and rear axle suspension with multi-leaf parabolic springs for extreme load-bearing capacity



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 18t¹⁾
- 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 t¹⁾
- Robust, hard-wearing 15-degree tapered rims or wide-base rims¹⁾
- 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 equipment.





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

The Arocs SLT. The Arocs rated at up to 250 tonnes 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 turbo retarder clutch it has a powerful and extremely resilient drive system that always provides the exact power that you need in practice in heavy haulage.

To ensure that you can always make the most of the huge engine output, we have equipped the Arocs up to 250 tonnes with a particularly robust chassis, suspension and frame which puts the power delivered down on the road with precision, even when the truck is operating at full capacity. Detailed information on frame, suspension and drivetrain is to be found on pages 36–39.

The huge and varied range of equipment and models ensure maximum flexibility and the best match for the end-use application, resulting in 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 tanks¹⁾
High air capacity to meet operational requirements with heavy multi-axle trailer combinations
- 2** Fuel tank¹⁾
900 l aluminium tank for maximum range
- 3** Rear-mounted cooling system¹⁾
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 axle¹⁾
8 t air-suspended, hydraulically steered
- 6** Heavy-duty trailer coupling at rear¹⁾
Mounted on heavy-duty crossmember. Side-mounted trailer connections

¹⁾ Optional equipment.

- 7** Pressure plate for semi-trailer¹⁾
Prevents damage to frame and end cross-member
- 8** Range of 3.5" fifth wheel couplings, fixed or sliding¹⁾
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 front¹⁾
Reinforced trailer coupling bracket with height-adjustable coupling



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 additional cooling system¹⁾ ensures that the full output available from the engine can be used for an unlimited period. It also enables maximum deployment times for the integrated retarder. 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 Clutch¹⁾. 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 transmission¹⁾.

Heavy driving program²⁾. 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 program²⁾. 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.

¹⁾ Optional equipment.

²⁾ Alternative at no extra cost.

Driving program	heavy			
	power			
Transmission mode	<p>power</p> <ul style="list-style-type: none"> For heavy loads while maintaining good fuel consumption figures <ul style="list-style-type: none"> Very short shift times Kickdown possible Time or torque-based automatic return to “standard” <ul style="list-style-type: none"> No EcoRoll 	<p>standard</p> <ul style="list-style-type: none"> For heavy loads with high-comfort shifting EcoRoll possible (activated/deactivated via menu) <ul style="list-style-type: none"> Kickdown possible EcoRoll only up to gross combination weight of approx. 80 t 	<p>manual</p> <ul style="list-style-type: none"> 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 	<p>heavy</p> <ul style="list-style-type: none"> For very heavy loads and demanding terrain Upshifts occur only once the appropriate engine speed has been attained Very short shift times Kickdown possible No automatic return to standard mode <ul style="list-style-type: none"> No EcoRoll

i Advantages at a glance.

- Rear cooling system¹⁾ for extended engine and retarder runtime
- Wear-free Turbo Retarder Clutch¹⁾ to handle extreme loads when moving off and manoeuvring
- Mercedes PowerShift 3 16-speed automated transmission¹⁾
- 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



Perfect framework for flexible deployment.

Special transport calls 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. 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 a heavy-duty coupling for towing and pushing applications.

SLT drawbar cross-member. The end cross-member¹⁾ 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 or 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 can be fitted in two different positions on the heavy-duty cross member.

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.

Pre-installation, heavy-haulage vehicle. This ensures that your truck is ideally prepared for operation as a 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 operation as a heavy haulage vehicle are selected.



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

Planetary hub reduction axles, 300 mm ring gear²⁾. The 13 t 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.



Stowage compartment, stainless steel. The stowage compartment offers stowage space outside of the cab for tools and load-securing materials. It has a load-bearing capacity of up to 200 kg³⁾.

Leading axle, 8t, 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. When the vehicle is unladen, the tractive power at the drive axles can be increased briefly.



Advantages at a glance.

- Heavy-duty couplings¹⁾ 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 t²⁾
- Hydraulically steered, air-suspended and optionally relievable leading axle for high traction and driving stability
- Additional stowage boxes¹⁾ on frame
- Ballast platform¹⁾ for high traction when working with drawbar trailer

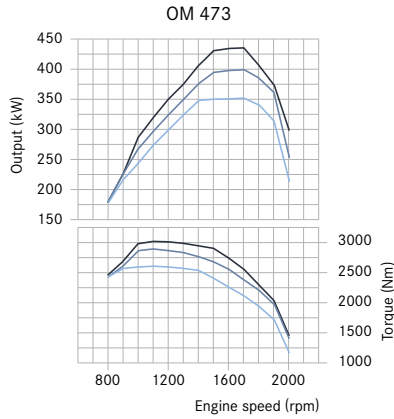
¹⁾ Optional equipment.

²⁾ Special equipment for 6x4 and 8x4 vehicles.

³⁾ Size varies according to wheelbase and wheel configuration.

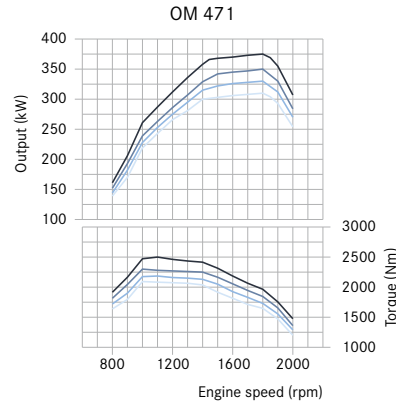


The Arocs – engine performance data



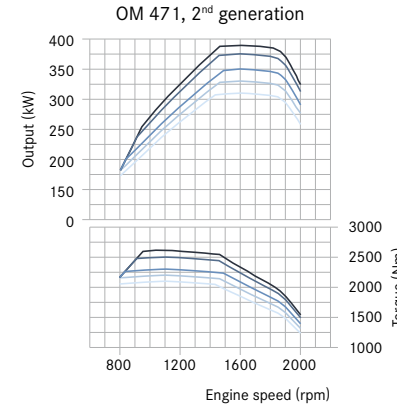
6-cylinder in-line, 15.6 l displacement

kW (hp)	Nm
at 1600 rpm	at 1100 rpm
380 (517)	2600
425 (578)	2800
460 (625)	3000



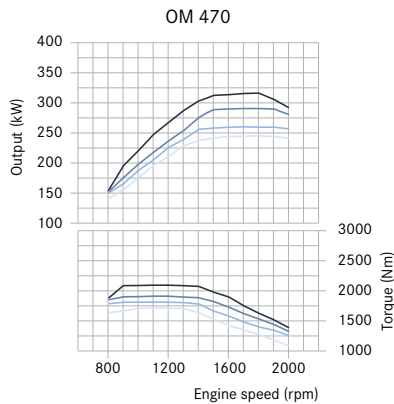
6-cylinder in-line, 12.8 l displacement

kW (hp)	Nm
at 1800 rpm	at 1100 rpm
310 (421)	2100
330 (449)	2200
350 (476)	2300
375 (510)	2500



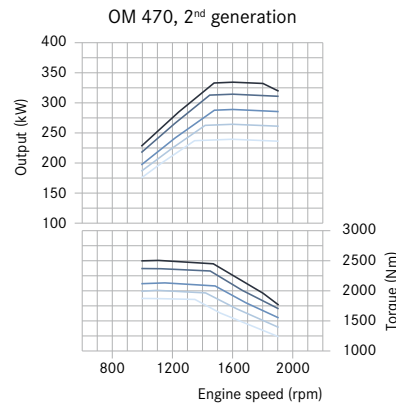
6-cylinder in-line, 12.8 l displacement

kW (hp)	Nm
at 1600 rpm	at 1100 rpm
310 (421)	2100
330 (449)	2200
350 (476)	2300
375 (510)	2500
390 (530)	2600



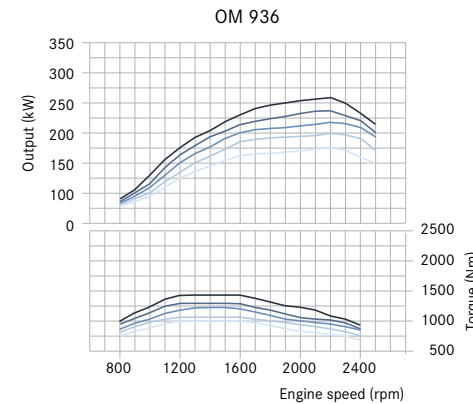
6-cylinder in-line, 10.7 l displacement

kW (hp)	Nm
at 1800 rpm	at 1100 rpm
240 (326)	1700
265 (360)	1800
290 (394)	1900
315 (428)	2100



6-cylinder in-line, 10.7 l displacement

kW (hp)	Nm
at 1600 rpm	at 1100 rpm
240 (326)	1700
265 (360)	1800
290 (394)	1900
315 (428)	2100
335 (455)	2200



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

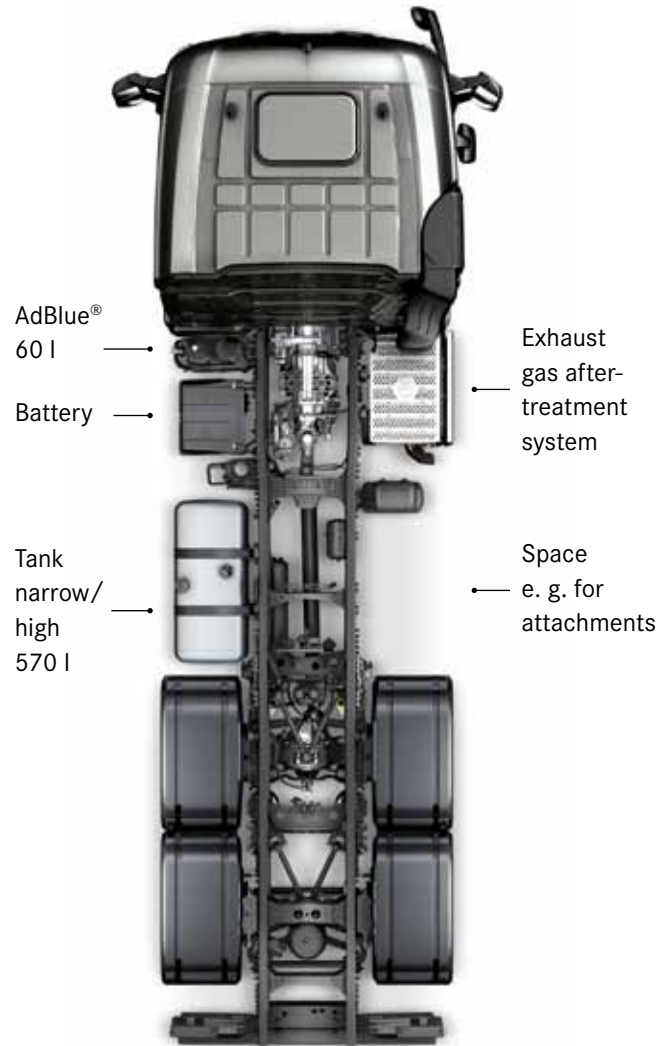
The Euro VI engines of the Arocs: sustainable technology, up to **460 kW** (625 hp) of power and maximum torque of 3000 Nm. The Arocs SLT is available exclusively with the engines of the 15.6 l displacement class (OM 473).

The Arocs rated at up to 44 tonnes – tank variants

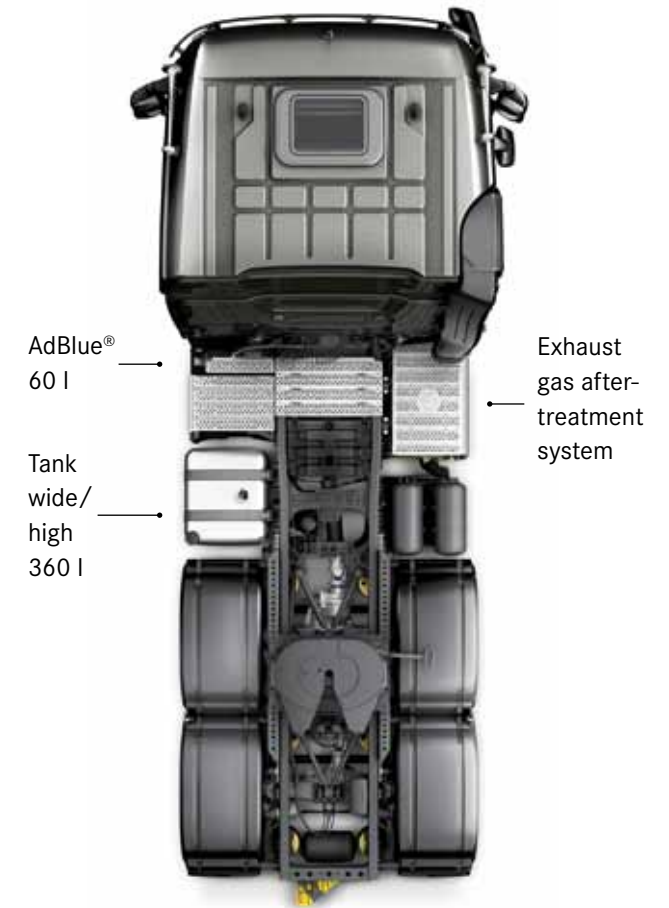
Flexible combination options: within the same tank cross-section, different tank volumes can be combined on the left and right-hand sides. This applies to diesel and AdBlue® tanks as well as to combination tanks. The illustrations show two possible variants for a rigid vehicle and tractor unit respectively.



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 semitrailer tractor

The Arocs – cab variants

Cab variants. With its nine 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 the StreamSpace 2300 mm cab for 6x6, 8x6 and 8x8 variants.

S-cab (2300 mm cab width)

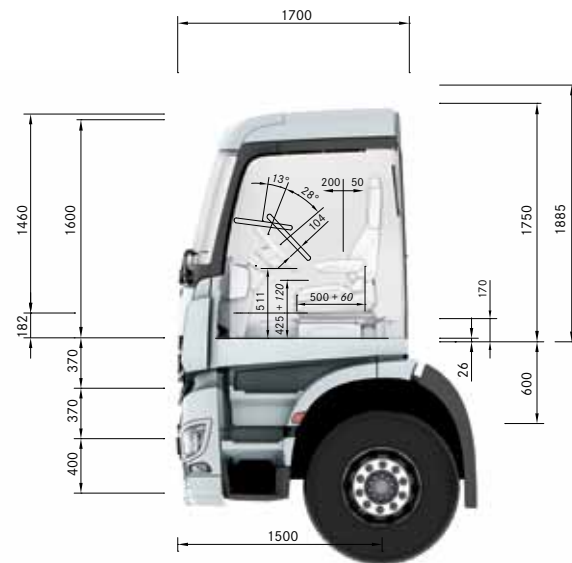
ClassicSpace S-cab

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)

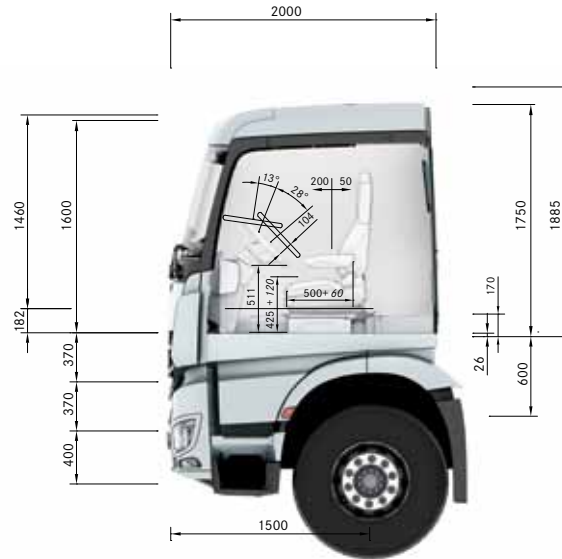
ClassicSpace M-cab

Exterior width: 2300 mm
 Exterior length: 2000 mm
 Standing headroom in front of seats: 1600 mm
 Standing headroom in front of seats: 1500 mm¹⁾

Engine tunnel variants

Engine tunnel: 170 mm
 Standing headroom on engine tunnel: 1460 mm
 Standing headroom on engine tunnel: 1360 mm¹⁾

Engine tunnel: 320 mm
 Standing headroom on engine tunnel: 1310 mm
 Standing headroom on engine tunnel: 1210 mm¹⁾



ClassicSpace M-cab



ClassicSpace M-cab

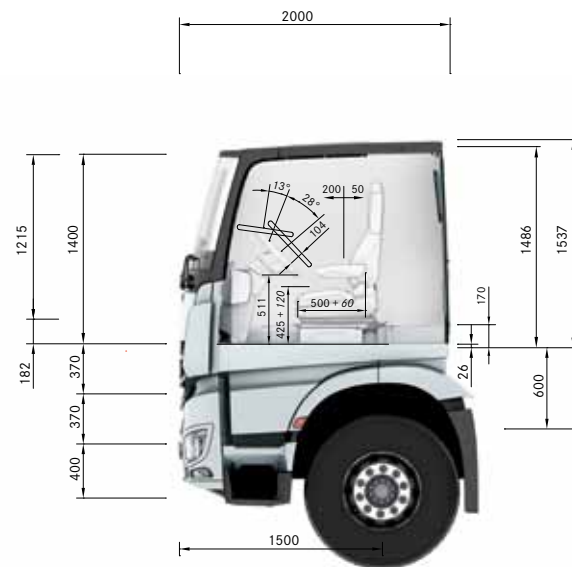
CompactSpace M-cab

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

¹⁾ ClassicSpace M-cab, low roof.

L-cab (2300 mm cab width)

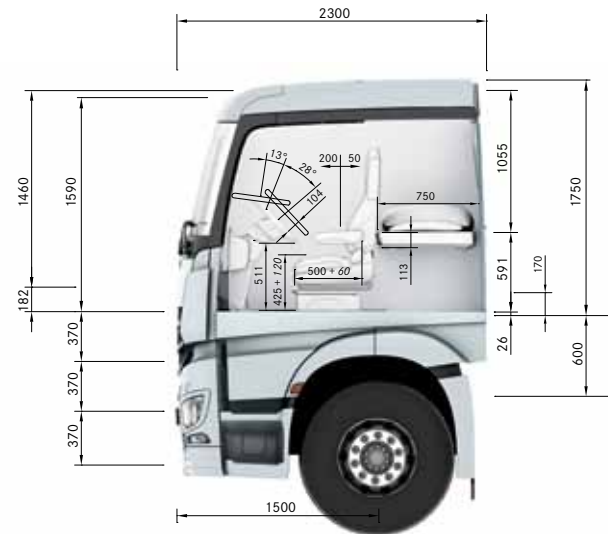
ClassicSpace L-cab

Exterior width: 2300 mm
 Exterior length: 2300 mm
 Standing headroom in front of seats: 1590 mm
 Standing headroom in front of seats: 1490 mm¹⁾

Engine tunnel variants

Engine tunnel: 170 mm
 Standing headroom on engine tunnel: 1460 mm
 Standing headroom on engine tunnel: 1360 mm¹⁾

Engine tunnel: 320 mm
 Standing headroom on engine tunnel: 1310 mm
 Standing headroom on engine tunnel: 1210 mm¹⁾
 Standing headroom, level floor: 1640 mm
 Standing headroom, level floor: 1540 mm¹⁾



ClassicSpace L-cab



ClassicSpace L-cab

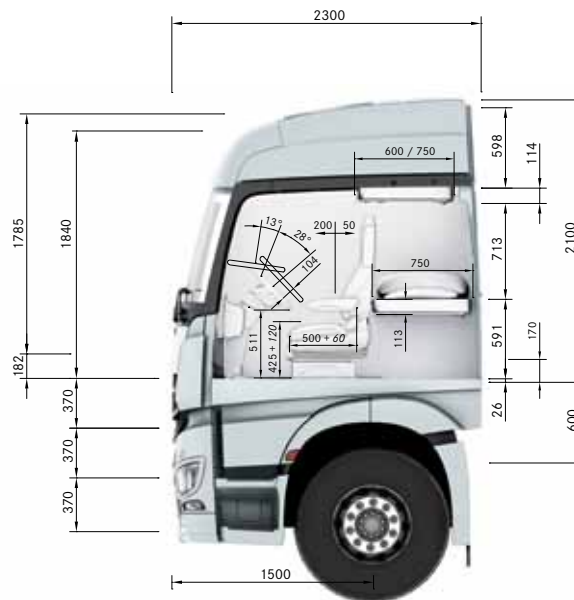
StreamSpace L-cab

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

¹⁾ ClassicSpace L-cab, low roof.

Arocs tractor unit – Model overview

						
Nominal GVW	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)–335 kW (455 hp)	x	x	x	x	x	x
310 kW (421 hp)–390 kW (530 hp)	x	–	x	x	x	x
380 kW (517 hp)–460 kW (625 hp)	x	–	–	x	x	–
Wheelbase (300 mm grid)	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, low roof	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	–
L-cab ClassicSpace, low roof	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	–
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	–







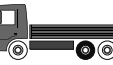
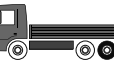
								
25	25	25	26	26	26	33	33	33
6x2 single trailing axle	6x2/2 leading axle 22.5"	6x2/4 leading axle 22.5"	6x2 double trailing axle	6x4	6x4	6x4	6x4	6x6
Air	Air	Air	Air	Steel	Air	Steel	Air	Steel
x ²⁾	-	-	x ²⁾	x ²⁾	x ²⁾	-	-	-
x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x	x
-	-	-	-	x	x	x	x	x
3300, 3450	2550	2550	3300, 3450	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	-


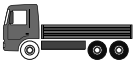
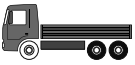

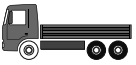






x Available - not available

¹⁾ 235 kW (320 hp) and over.

²⁾ No 175 kW (238 hp) variant.



Arocs rigid – Model overview

								
Nominal GVW	18	18	18	20	20	20	25	25
Wheel configuration	4x2	4x2	4x4	4x2	4x2	4x4	6x2 single trailing axle	6x2/4 leading axle 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)–335 kW (455 hp)	x	x	x	x	x	x	x	x
310 kW (421 hp)–390 kW (530 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 grid)	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, low roof	x	x	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, low roof	x	x	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 double trailing axle	6x4	6x4	6x4	6x4	6x6	8x2/4 single trailing axle	8x4/4	8x4/4	8x4/4 single trailing axle	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 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	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	x	-	x	x	x	x	x
x	x	x	x	x	-	x	x	x	x	x

x Available - not available ¹⁾ No 175 kW (238 hp) variant. ²⁾ Only 380 kW (517 hp).

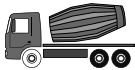
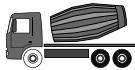
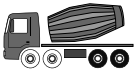
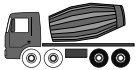
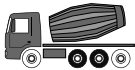
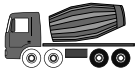
Arocs tipper – Model overview

							
Nominal GVW	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)–335 kW (455 hp)	x	x	x	x	x	x	x
310 kW (421 hp)–390 kW (530 hp)	x	x	x	x	x	x	x
380 kW (517 hp)–460 kW (625 hp)	–	–	–	–	–	–	x
Wheelbase (300 mm grid)	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, low roof	x	x	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, low roof	x	x	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 single trailing axle	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 Available - not available ¹⁾ No **175 kW** (238 hp) variant. ²⁾ Only **380 kW** (517 hp).

Arocs concrete mixer – Model overview

						
Nominal GVW	26	33	32	32	32	41
Wheel configuration	6x4	6x4	8x4/4	8x4/4	8x4 single trailing axle	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)–335 kW (455 hp)	x	x	x	x	x	x
310 kW (421 hp)–390 kW (530 hp)	x	x	x	–	x	x
380 kW (517 hp)–460 kW (625 hp)	–	–	–	–	–	–
Wheelbase (300 mm grid)	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, low roof	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, low roof	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 up to 250 tonnes – Model overview

					
Nominal GVW	33	41	33	41	41
Wheel configuration	6x4	8x4/4	6x6	8x6/4	8x8/4
Suspension	Steel	Steel	Steel	Steel	Steel
Engines					
OM473	OM 473	OM 473	OM 473	OM 473	OM 473
Output kW (hp)	380 (517)–460 (625)	380 (517)–460 (625)	380 (517)–460 (625)	380 (517)–460 (625)	380 (517)–460 (625)
425 kW (578 hp)–2800 Nm	x	x	x	x	x
460 kW (625 hp)–3000 Nm	2600–3000	2600–3000	2600–3000	2600–3000	2600–3000
Maximum torque (rpm)	1100	1100	1100	1100	1100
Wheelbase in mm	3600/3900	3900	4200	4200	4850
L-cab					
BigSpace	x	x	-	-	-
StreamSpace	-	-	x	x	x
Permissible axle loads (kg)⁴⁾					
Front axle load	7500–9000	7500–9000	9000	9000	9000
Leading axle/2 nd front axle	-	8000	-	8000	9000
Rear axle load	2x13,000	2x13,000	2x13,000	2x13,000	2x13,000
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⁾ No **175 kW** (238 hp) variant.

²⁾ **235 kW** (320 hp) and over.

³⁾ In conjunction with steel suspension.

⁴⁾ Figures may vary due to national legislation.



Comprehensive solutions for greater transport efficiency.

These days, particularly low overall costs and rising earnings can no longer be achieved just by having economical and reliable vehicles. Operating safely is also a decisive factor for high transport efficiency. Along with services which increase vehicle availability even further. From day one. And throughout the entire period of use.

Comprehensive transport efficiency. There are plenty of ways to operate 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 vehicle'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!



High overall economy. The combination of efficient, reliable vehicle technology, leading safety technologies and services makes it possible to reduce overall costs and therefore to increase earnings. Every mile of the way.

We do everything. To ensure particularly low overall costs.

Low costs. Right from the outset and throughout the vehicle's entire useful life. Through vehicles with innovative technology and with services which you can select when you place your order – and which pay right from day one. Because they are tailored precisely to the needs of your operations in construction transport. Because the right investment is the best investment.

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 and the Arocs. With their durable components and their high body-mounting ability, they offer an ideal basis for particularly economical transport operations. From the fuel-efficient Euro VI engines, which are available in an output range from **115 kW** (156 hp) to **220 kW** (299 hp) for the Atego and from **175 kW** (238 hp) to **460 kW** (625 hp) for the Arocs, through 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 Würth offers a permanent display of around 180 industry-specific complete vehicles with body solutions from over 70 manufacturers. All the vehicles 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 sector-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 bodybuilding. Mercedes-Benz Custom Tailored Trucks broadens our diverse portfolio of trucks and caters to your special requirements with top Mercedes-Benz quality. CTT offers a fully comprehensive scope of services, from in-depth advice to establish the appropriate conversion through construction, simulation and testing to delivery of the finished vehicle. CTT teams up with selected partners to meet customers' individual requirements, such as complex axle modifications, chassis modifications for special-purpose bodies or the relocation of components. In short, Mercedes-Benz Custom Tailored Trucks offers you the precise solution to meet your operational needs, ensuring the economic efficiency of your operations.



Advantages at a glance.

- Application-matched vehicles for construction transport
- Comprehensive 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, 18 power variants from 175 kW (238 hp) to 460 kW (625 hp)
- Sector-specific vehicle concepts Arocs Loader and Arocs Grounder
- Application Information Centre in Würth 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 custom bodies and conversions

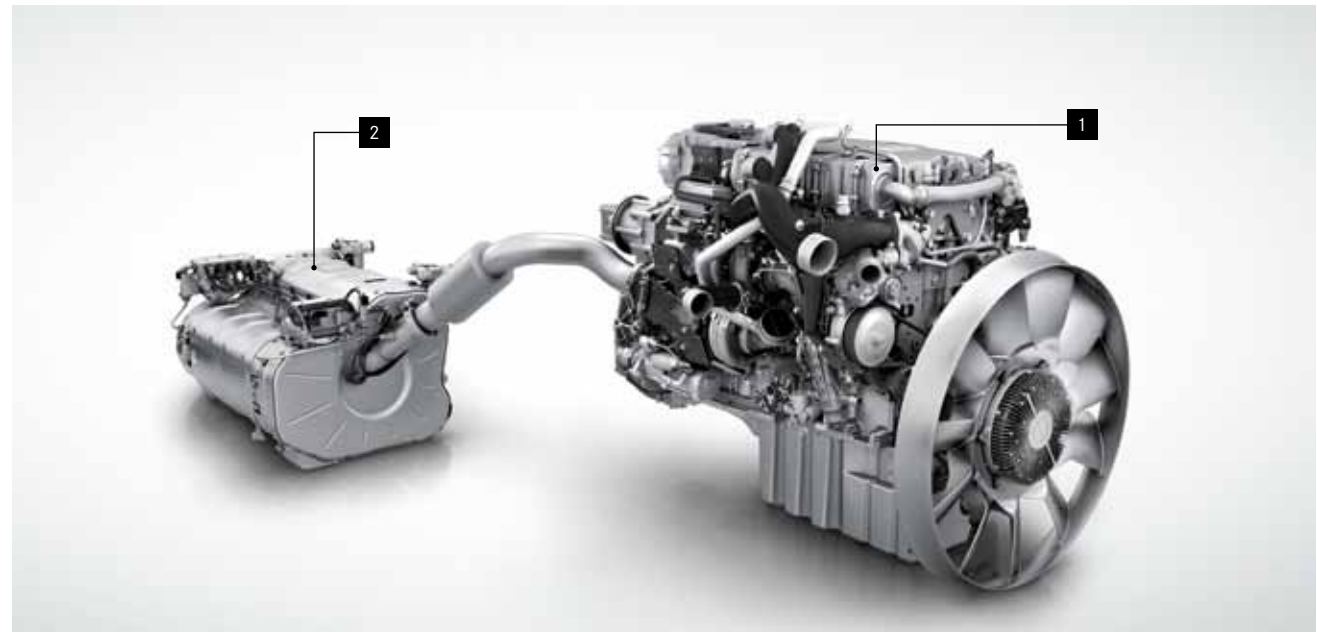


Our tip for low fuel consumption costs: Top technology, top services and a top driving style.

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 system¹⁾, for example. Cooled exhaust-gas recirculation additionally results in reduced AdBlue[®] consumption.

Hydraulic Auxiliary Drive^{2) 3)} The maintenance-free 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 is up to 350/500 kilograms lighter than engageable/permanent all-wheel drive. In addition, the losses from the additional drive axle are removed. This reduces fuel consumption by up to six/eight percent in comparison to engageable/permanent all-wheel drive.



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.

New: 2nd-generation Euro VI engines: OM 470 and OM 471. With the thoroughly revised 10.7 l and 12.8 l units, the range now features two more fuel-saving engines, each of which is available in five power output ratings. In addition to the X-Pulse enhanced common-rail high-pressure injection technology with an injection pressure of up to 2700 bar, the asymmetrical turbocharger and optimised exhaust gas recirculation, new piston geometry and the optimised cooling system also contribute to the fuel savings. The substantially increased maximum torque additionally enables the use

of a long rear-axle ratio which, together with Predictive PowertrainControl, contributes to the low fuel consumption. In conjunction with the optimised powertrain and the ancillary consumers, this results in fuel savings of up to 3% in comparison to the previous model.

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

²⁾ Arocs only.

³⁾ Not available for RHD vehicles.

⁴⁾ Optional equipment.



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)}. Wireless pressure monitoring permanently monitors the tyre pressure and shows the specified pressure required for the tyre temperature on the basis of the outside temperature.

i Advantages at a glance.

- Low fuel consumption thanks to economical, efficient engines and short shift times
- Additional fuel savings with new, 2nd-generation OM 470 and OM 471 engines
- Application-matched rear-axle ratios and transmissions
- Fuel-efficient auxiliary consumers
- Sophisticated aerodynamics
- Low rolling resistance as a result of tyre pressure monitoring^{2) 4)}



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.

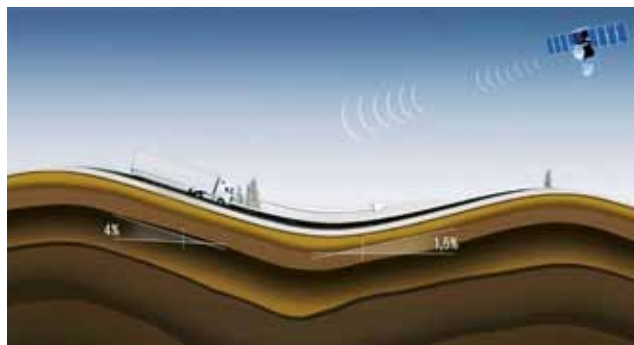
Predictive Powertrain Control¹⁾. The system integrates a driving style optimised for the route topography into the operating mode of the automatic transmission and, in conjunction with the precisely coordinated shift strategy, allows fuel savings of up to 5% to be achieved. Using satellite-based positioning technology and maps, Predictive Powertrain Control (PPC) identifies the course of the road and any downhill and uphill stretches ahead. The data provides 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 some 295,000 kilometres (95%) of European trunk roads and can be used at speeds between 25 and 90 km/h.



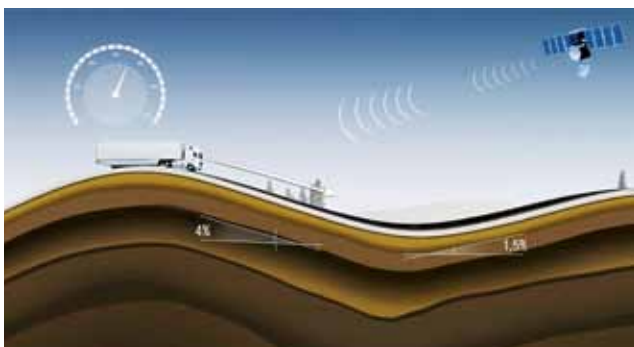
Topography-oriented driving style. Predictive Powertrain Control uses digital 3D road maps and GPS information to generate an electronic horizon which is employed to optimise shift points, gear selection and the set cruise control speed in anticipatory mode. In this way, a driving style adapted to the 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%.



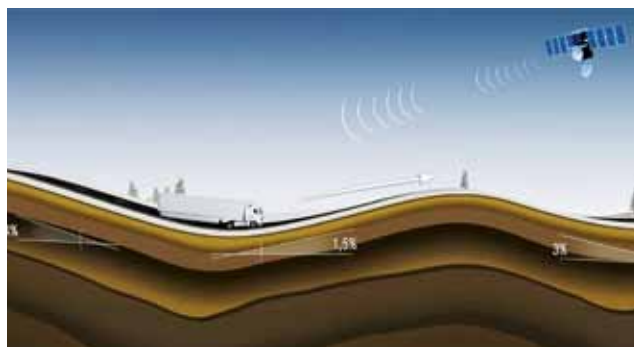
Driving situation: steep uphill gradient. In order to avoid shifting on an incline as far as possible, PPC performs the shift – if beneficial – before the start of the climb and/or increases the speed within the upper limit of the hysteresis range. Predictive Powertrain Control additionally provides 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 vehicle 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 EcoRoll saves fuel not only on virtually level stretches, but also ahead of hilltops, for example. In addition, EcoRoll phases of under 10 seconds can be avoided in valleys, for example.



Advantages at a glance.

- Predictive Powertrain Control¹⁾: 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 across Europe on motorways and trunk roads with PPC coverage

¹⁾ Optional equipment. Not available for Atego.



FleetBoard: Greater efficiency through enhanced transparency.

FleetBoard offers individual telematics solutions for construction and logistics companies. The intelligent networking of the driver, fleet and job order provides you with valuable information. This helps you to reduce your costs while simultaneously increasing productivity and offering enhanced reliability.

FleetBoard. These are telematics-based internet services for sophisticated driver, fleet and task management, which can increase the efficiency of your fleet in various ways. The basis for these services is provided by the FleetBoard TiiRec vehicle computer²⁾, which is available ex factory.

FleetBoard Order Management²⁾. Designed to be integrated flexibly in a company's own dispatching and ERP system, FleetBoard Order Management stands for greater efficiency in logistics processes. DispoPilot.guide or DispoPilot.mobile supports efficient communications, transparent processes and the easy exchange of information between driver and headquarters.



FleetBoard Cockpit²⁾. FleetBoard Cockpit brings together all the driver, fleet and order management services through its consistent and intuitive user interface. As a result of interlinking of the individual services, 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 Management¹⁾. 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 Fleet.app. With the FleetBoard Fleet.app²⁾ for iPhone® and 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.



FleetBoard TiiRec¹⁾. The FleetBoard TiiRec vehicle computer provides the basis for use of the FleetBoard services and the various efficiency-boosting services from Mercedes-Benz.

FleetBoard DispoPilot.app³⁾. The new Android-based app allows logistics processes and capacities to be configured flexibly and dynamically – through the integration of subcontractors in your transport processes, for example.

FleetBoard Driver.app⁴⁾. The Android-based app designed specifically for the driver enables direct access to the driver's own data from the FleetBoard Performance Analysis and Time Management services. This provides drivers with an overview of their style of driving and their current driving times and breaks. The Fitness Coach and the Messenger are great features to keep the driver occupied during breaks and after work.



DispoPilot.guide¹⁾. The quick and easy way to your destination: once the job data have been transmitted, information such as the loading and unloading address can be transferred directly to the integrated navigation system.

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

¹⁾ Optional equipment.

²⁾ Available free of charge from the App Store and the Google Play Store.

³⁾ Available free of charge from the Google Play Store.

Performance Analysis. FleetBoard Performance Analysis contributes to a driving style which is conducive to reducing fuel consumption and wear. To this end, the telematics system records and analyses technical data from the truck. It also indicates how intensively the Predictive Powertrain Control system¹⁾ is 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. FleetBoard Performance Analysis together with FleetBoard EcoSupport²⁾ also ensures that the driver retains on a lasting basis the fuel-efficient driving style acquired in Mercedes-Benz EcoTraining, for example. All in all, this can result in sustained fuel savings of up to 15%.

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 for even further fuel savings.

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



FleetBoard Drivers' 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. See www.driversleague.com for further information and registration.



¹⁾ Arocs only.

²⁾ Independent of the FleetBoard telematics system.

³⁾ Optional equipment

⁴⁾ Available free of charge from the App Store and the Google Play Store.

⁵⁾ Available free of charge from the Google Play Store.



Advantages at a glance.

- FleetBoard TiiRec vehicle computer³⁾
- FleetBoard Order Management³⁾ for efficient logistics processes
- FleetBoard Time Management³⁾ for optimal resource and trip planning as well as easy compliance with statutory regulations and reduction of the documentation workload
- FleetBoard Fleet.app⁴⁾ for mobile access to the fleet
- FleetBoard DispoPilot.app⁵⁾ for the flexible organisation of transport capacities
- FleetBoard Driver.app⁵⁾ for drivers
- Plus: fuel savings of up to 15% through FleetBoard Performance Analysis³⁾, FleetBoard EcoSupport and Mercedes-Benz EcoTraining³⁾
- FleetBoard Drivers' League as additional motivation for a fuel-saving driving style



Financing your vehicle:

with Mercedes-Benz Finance.

Our customised financial services make your accounting more flexible. Together with Mercedes-Benz Finance and our Mercedes-Benz Dealers, we are able to tailor our products to suit your needs. One of the best things about using Mercedes-Benz Finance to fund your truck is that you gain not just the best truck on the market, but you also have a new business partner who will be with you every step of the way.

Mercedes-Benz Finance was established in the UK more than 25 years ago and has over 215,000 finance agreements. They are the only finance partner who has our full backing and they only finance Mercedes-Benz products. All of this means that no-one else can provide you with more in-depth product support and assistance whenever you need it. Their experienced Business Managers will work with you to understand your business needs and will provide you with a business solution when funding your vehicles. In the meantime the next page will give an overview of all their finance products.



Hire Purchase is a straightforward, affordable route to ownership. This is the perfect way to buy a vehicle if you want to work your way up to full ownership over a period of time and spread the overall cost of owning a Mercedes-Benz.

Agility, our Contract Purchase Product, is a flexible method of financing a truck over a fixed term which allows you to defer your decision to purchase, hand back or part-exchange your vehicle until the end of your agreement.

Operating Lease gives you the ability to enjoy driving a Mercedes-Benz without having to take on full ownership. With this option you lease your vehicle for a fixed period and for a fixed monthly rental. It requires no capital investment and the vehicle is not shown on your balance sheet.

Contract Hire is an Operating Lease agreement that is combined with a service, repair and maintenance package as well as the cost of your vehicle's Road Fund Licence for the duration of your agreement.

Finance Lease allows your vehicle to appear as an asset on your balance sheet without the option of ownership, as you hire a vehicle for a fixed period.

To find out more about Mercedes-Benz Finance visit:

mbtrucks.co.uk/finance

To find out more about our latest offers visit:

mbtrucks.co.uk/offers



Advantages at a glance

- Tailored finance packages to suit your needs
- It is possible to design a bespoke repayment pattern that matches your business's income and expenditure cycles



Lower costs, higher efficiency. For repairs and maintenance, too.

We do everything to keep repair and maintenance costs as low as possible for you. For example, with a design that is optimised to make repairs particularly easy, with fixed price packages and Mercedes-Benz service contracts.

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 Genuine Remanufactured Parts As a cost-effective and environmentally friendly alternative, the extensive portfolio of remanufactured parts offers the usual high quality of Mercedes-Benz and tested safety at attractive prices. This is because the savings in terms of resources and energy which do not have to be expended to produce new genuine parts are passed on to you in the form of reduced prices.

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.



Mercedes-Benz service contracts¹⁾. From warranty extensions through maintenance packages to a comprehensive service package including wear items – the Mercedes-Benz graduated range of service contracts offers flexible repair and maintenance products which are geared to customers' requirements and which allow them to plan monthly costs and make optimal use of their fleet capacity.

¹⁾ Optional equipment



Advantages at a glance.

- Service-oriented design for lower repair and maintenance costs
- Mercedes-Benz GenuineParts for high reliability and value retention as well as Genuine Remanufactured Parts as a cost-effective alternative
- Fixed-price packages offer the soundest basis for reliable cost planning
- Mercedes-Benz service contracts for 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 5 777 7777



The greater the residual value, the greater the cost-effectiveness. It's as simple as that.

When you choose one of our trucks, you can count on being able to operate particularly economically. This is because the high residual value you can expect reduces the operating costs throughout the entire period of use. At the same time, you are laying the foundations for the future. Because a first-rate truck is an investment in the next truck.

Residual value. When you choose our trucks, you can count on vehicles whose innovative technology and task-optimised vehicle configurations mean you can look forward to a particularly high residual value. This is an important consideration for every truck operator, because the higher a truck's residual value is at the end of its period of use, the lower its depreciation is while it is in service.

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 more than 90 Dealer service departments. Only our premium quality trucks qualify to be one of our Approved Trucks.



Finance. In order to know how much you can expect to receive for your truck upon disposal, its residual value can if you wish, be guaranteed either directly through Mercedes-Benz UK or via a suitable Mercedes-Benz Finance product, with all agreed prior to delivery of your new truck. With a confirmed value for the future, this provides you with a sound basis on which to plan the allocation of your capital resources and also with consideration for the investment in your next truck.

Peace of mind with Mercedes-Benz Repair & Maintenance. For peace of mind over your running costs, why not take out one of our Repair & Maintenance Contracts, which are available on our full range of used trucks and include 24hr Service and Aftersales Support from over 90 UK Dealer locations.

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.



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
- To provide certainty on the future value, and so that you know what resale value to incorporate into any whole-life cost calculation, we can – if you wish – guarantee the residual value to you either directly through Mercedes-Benz UK or via a suitable Mercedes-Benz Finance product
- A calculable factor for the future
- No risk to trade-in value at end of contract
- Comprehensive services such as leasing and financing



We do everything. For a particularly high level of safety.

Reaching the destination safely – with the support of assistance and safety systems which actively ease the burden on the driver, help protect the vehicle and its cargo and so contribute to greater cost-effectiveness. On every trip.

Safety equipment. Mercedes-Benz employs many safety and assistance systems to reduce risks and ease the burden on the driver. Systems such as bi-xenon headlamps¹⁾, the rain and light sensor¹⁾, the co-driver's mirror with manoeuvring function^{1) 2)}, Lane Keeping Assist³⁾, Roll Control Assist^{1) 2)} and tyre pressure monitoring^{1) 2)} provide the driver with additional support.

Safety Packs. Driver and Safety Packs⁴⁾ enhance comfort and safety. Favourable terms and attractive leasing and financing offers ensure the necessary economic efficiency, and can even lead to insurance discounts.

Active Brake Assist. Within the system's limits, the legally required Active Brake Assist system^{3) 5)} can detect moving obstacles in front of the vehicle, is able to warn the driver of detected hazards and can initiate full brake application if necessary in order to mitigate the severity of an accident and its consequences.



Proximity Control Assist^{1) 2) 6)}. The safety system with stop-and-go function is on hand to support the driver in stressful situations and can reduce the risk of rear-end collisions.



Attention Assist⁷⁾. The system can recognise increasing tiredness and recommend the driver takes a break^{2) 7) 8)}.



Sensor-controlled fifth-wheel coupling. The sensor-controlled fifth-wheel coupling⁷⁾ 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. Wear-free and maintenance-free, the secondary water retarder^(1) 4) 9) offers greater braking power, higher average downhill speeds and lower weight than conventional oil retarders.

- ¹⁾ Optional equipment.
- ²⁾ Arocs only.
- ³⁾ In line with General Safety Regulations
- ⁴⁾ Available on some Arocs models.
- ⁶⁾ Optional extra, only in conjunction with Active Brake Assist 3 or Active Brake Assist 4.
- ⁷⁾ Only available in conjunction with Lane Keeping Assist.
- ⁸⁾ Within the system's limits.
- ⁹⁾ Available in conjunction with High Performance Engine Brake.
- ¹⁰⁾ Optional equipment, only in conjunction with Proximity Control Assist.
- ¹¹⁾ Expected to be available from 02/2017.
- ¹²⁾ Under optimal conditions.



Active Brake Assist 4^{2) 8) 10) 11)}. The fourth generation of the system assists the driver^{8) 12)} by carrying out full brake application in response to stationary and moving objects and partial braking in response to pedestrians in motion; in this way, it can reduce the severity of accidents or even prevent them completely.



Bi-xenon headlamps^{1) 2) 4)}. 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.

i Advantages at a glance.

- Electronic brake system with ABS, ASR, Brake Assist and hill holder
- Secondary water retarder²⁾ with up to 3500 Nm of braking torque
- Stability Control Assist
- Active Brake Assist 4^{2) 8) 10) 11)}.
- Proximity Control Assist^{1) 2) 6)} with stop-and-go function
- Attention Assist^{2) 7)}.
- Lane Keeping Assist¹⁾.
- Roll Control Assist¹⁾
- Tyre pressure monitoring system¹⁾
- Bi-xenon headlamps^{1) 2)}, front fog lamps¹⁾, LED daytime running lamps¹⁾ and LED tail lights¹⁾
- Follow-me-home lighting
- Rain/light sensor¹⁾
- Sensor-controlled fifth-wheel coupling¹⁾
- Safety Packs^{1) 2)}



We do everything. To ensure particularly high vehicle availability.

For minimal downtime and permanent operational effectiveness: for example, with our extensive European network of workshops offering extended opening hours; Mercedes-Benz Service Complete and Service24h for fast assistance in an emergency.

Mercedes-Benz Service. Throughout Europe some 1800 Mercedes-Benz service outlets are at your disposal for workshop services, some even open 24 hours. Furthermore, our trained staff and an extremely efficient parts logistics system enable particularly short repair times and ensure that your Actros is back on the road as quickly as possible.

Maintenance. The information displayed in the cockpit provides you with advance warning about when your vehicle's next service is due. This is determined on the basis of the continuous evaluation of data about the actual workload of the vehicle: for example, every single cold start, the degree of brake pad wear, the condition of the engine oil and the fluids of all major components. In this way, maintenance can be planned in anticipatory mode and can be combined with statutory inspections, for example. This avoids additional downtime.

Extended opening hours. Some of the roughly 1800 Mercedes-Benz service outlets throughout Europe are even open for 24 hours. 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 vehicle is not at the workshop any longer than absolutely necessary.

Mercedes-Benz Service Complete. Service Contracts can cover all contingencies to your best advantage. They can provide cover for all vehicle components and assemblies as well as the replacement, repair and maintenance of all wear parts for precisely calculable, attractive monthly instalments. Furthermore, Service Complete can be extended optionally to include international coverage (Europe). This means that downtime days can be used for planned repairs and maintenance also when abroad, with improved vehicle capacity utilisation as a result.



Mercedes-Benz Service24h: assistance around the clock. Mercedes-Benz Service24h ensures direct assistance in the event of a breakdown – 365 days a year and 24 hours a day. A call to the free¹⁾ hotline on 00800 5 777 7777 is all it takes. Qualified staff assist the caller in his or her own language and arrange for assistance to be provided quickly by the nearest Mercedes-Benz truck workshop. In the event of a breakdown, optimally equipped service engineers in mobile workshops are deployed and, in four cases out of five, are able to remedy the problem on the spot so that the vehicle can resume its run as quickly as possible.

Looking ahead. Mercedes-Benz never stops working on solutions which increase the efficiency and thus also the availability of your truck.

¹⁾ If your mobile phone provider charges for Freephone numbers, please call +44 (0) 207 660 9991.

²⁾ Please first notify the police and rescue services if any person is injured.



i Advantages at a glance.

- Extensive workshop network with around 1800 service outlets throughout Europe
- Long workshop opening hours, in some cases for 24 hours
- Maintenance system for anticipatory maintenance planning and minimal downtime
- Mercedes-Benz Service Complete for monthly instalment planning as well as increased vehicle availability
- Service24h: fast emergency assistance²⁾ is available around the clock via the free¹⁾ service hotline on 00800 5 777 7777

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 lamp bracket¹⁾ 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 deflector. 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.



Advantages at a glance.

- Roof lamp bracket¹⁾ and additional headlights for enhanced visibility
- Collapsible thermobox for cooling soft drinks and keeping food warm
- 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.
- Side window wind deflectors to allow draft-free driving even when the window is open

¹⁾ Please observe country-specific legal requirements for the attachment and use of additional headlamps.



Please note: changes may have been made to the product since going to press (27.05.2016). The manufacturer reserves the right to make changes to the design, form, colour or specification during the delivery period, provided these changes, while taking into account the interests of the vendor, can be deemed reasonable with respect to the purchaser. Where the vendor or the manufacturer uses symbols or numbers to describe an order or the subject of an order, no rights may be derived solely from these. The illustrations and texts may include accessories and optional equipment which do not form part of the standard specification. Colours may differ slightly from those shown in the brochure, owing to the limitations of the printing process. This brochure may also contain models and services which are not available in certain countries. This brochure is distributed internationally. It provides a general indication of the range of models, features, special equipment and/or colours available in various countries. Some of the models, features, special equipment and/or colours may not be available in your country, or may only be available in a different specification. Additionally, some models, features, special equipment and/or colours may only be available in combination with others. For current and more specific information regarding the range of models, features, special equipment and/or colours available in your country, and their pricing, you should contact your nearest authorised Mercedes-Benz truck dealer.

www.mbtrucks.co.uk