

Mercedes-Benz

The Atego

Authorised Dealer

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BLUETEC

Built to lead: The Atego

The Atego is the economical solution for today's stringent emission laws. BlueTec® is the SCR diesel technology for heavy and medium duty commercial vehicles from Mercedes-Benz. With this technology, a catalytic converter is responsible for reducing nitrogen oxide emissions. This is done with the aid of an additive called AdBlue, which is fed from a separate tank. AdBlue is an aqueous, non-toxic solution that helps to convert nitrogen oxides into harmless substances. BlueTec® has the added advantage of working extremely economically. Whether used for refrigerated transport, specialist trades or furniture carrying, for instance, a distribution truck has to deliver the goods in every sense of the word, and prove as adept at manoeuvring in narrow city streets and loading yards as it is at coping with country roads. But that is not all. It must also be durable, economical and robust. A vehicle you can rely on day after day. Compact dimensions and superb handling make it an agile performer in town. Many details are designed with short-radius distribution in mind: the low entrance, wide-opening doors and easy through-cab access helps to make life easier for drivers who spend much of the day getting in and out of the cab. And when it comes to economy and reliability, the durable, low-maintenance power plants and the tried-and-trusted Telligent® engine management system are in a class of their own. Each of the four cab variants features an all-new interior design, including a specially adapted cockpit, controls that are now even easier to use, an innovative stowage concept and a new heating and air conditioning system. So driver motivation should not be a problem. After all, if you like where you work, you'll enjoy working a whole lot better.





A workplace to make your workmates green with envy

For distribution truck drivers, comfort is the key. Distribution work can be hard work that demands a lot of the driver's fitness and attention. Our aim is to make the job easier for you. We do this by providing an ergonomically designed access setup, wide-opening doors and plenty of room to move

around in the cab, along with installing ergonomically and logically positioned controls within easy reach of the driver. We have also extended the range of stowage areas and compartments to help drivers keep their "office" tidy. The ergonomically optimised luxury air-sprung driver's seat is especially kind to

your back and the new generation of cockpits - there are three variants - are designed with drivers and their job requirements firmly in mind.

In the "Long-distance" cockpit, the extended instrument panel provides further generously sized stowage options. The park brake lever is integrated in the instrument panel.



The "Luxury" cockpit with extended recess below the instrument panel provides even more stowage areas for paperwork or other objects that need to be within easy reach. Partially soft surface materials lend the cab a pleasant feel.



The luxury air-sprung suspension seat, available as an optional extra for the co-driver, with an ergonomically designed shape that fits the body, an integral padded head restraint and a wide range of adjustment options such as lumbar support and side contour adjustment.



The new thermostatically controlled heating and air conditioning system responds quickly to set the desired temperature and can be individually adjusted. The air is distributed through a sophisticated system of air ducts and outlets.



Plank beds are a thing of the past: below the 64.5 cm wide standard bed with sprung mattress for the L-cab, above the optional 70 cm wide luxury bed for the L-cab with raised roof.

The instrument cluster with function check: the most important vehicle data and functions – such as the engine oil level and pressure, coolant level, brake lining wear and lighting, fuel and AdBlue levels – are checked by the system, meaning that, apart from the tyre checks, there is less need for the driver to carry out daily exterior checks of the vehicle.



Scratch resistant surfaces, an integral armrest, spherical-type air outlets and a new door operating panel with easy-to-use function buttons for adjusting the exterior mirrors on both sides, switching the mirror heaters on/off, operating the power windows and activating the central locking system.



A large water bottle holder is integrated in the open door pocket.



The new easy-grip steering wheel has an infinitely variable pneumatic adjustment mechanism: the height can be adjusted by 66 mm, whilst the angle can be set between 22° and 39°, meaning that each driver can set their ideal position and get in and out of the cab easily.



The combined cruise control and speed limiter is incorporated into the right hand stalk for even more convenience.



Vehicle shown with applications available at extra cost

Our engineers are also partly responsible for the smile on your fleet manager's face

Success in the distribution sector can be attributed to many things. Not least lower fuel consumption, longer service intervals and a high degree of reliability. It was precisely these aspects that were focused on during the development and modification of the Atego powertrain. Whether in urban

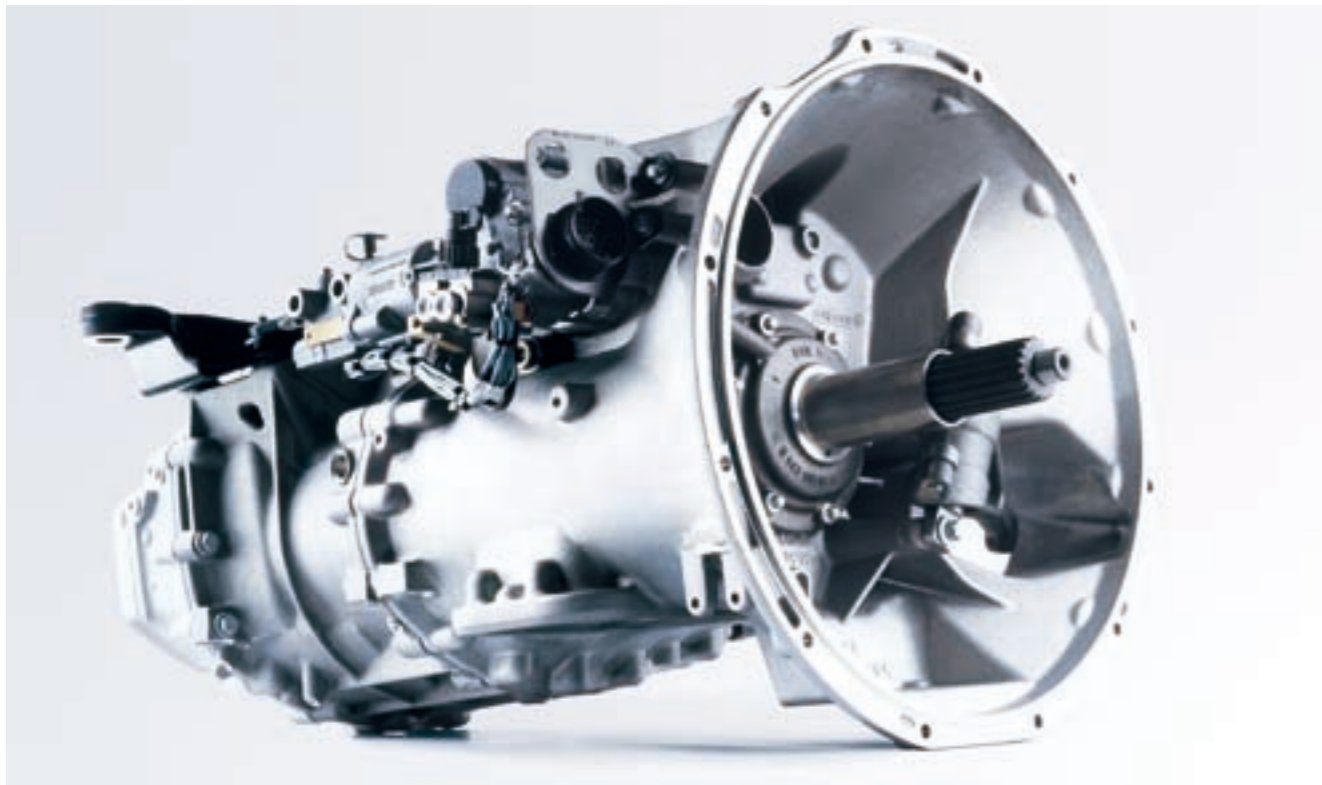
peak hour traffic or overtaking on the freeway, the durable and reliable 6-cylinder in-line engines with Telligent® engine management system helps to minimise fuel consumption. New features include a weight-optimised 9-speed direct-drive transmission. Furthermore, the optional Telligent®

automated gear-shift helps to relieve driver stress and is kind to the transmission components, thus improving the transmission service life. So drivers enjoy the ride whilst operators enjoy the economic benefits.



The optional Telligent® automated gearshift helps the driver concentrate on driving and combines comfort with convenience.

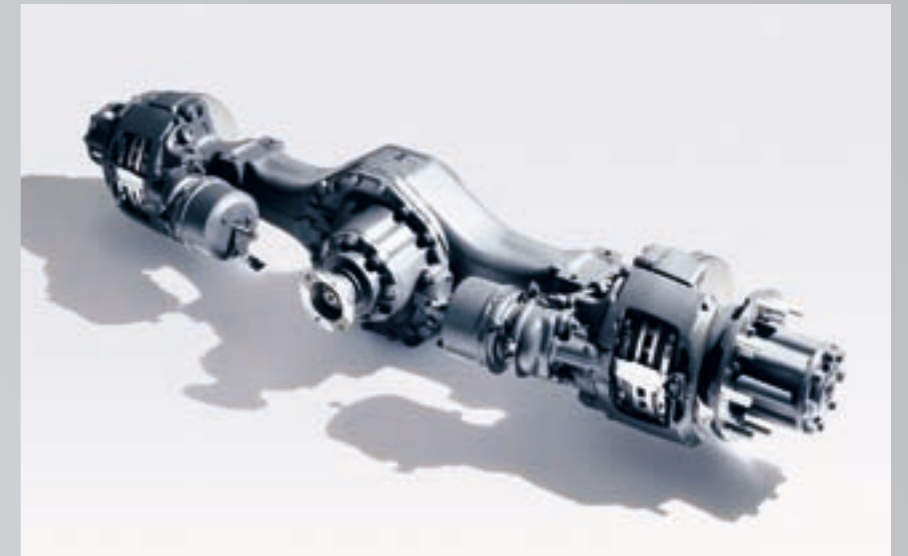
Shift paths, supreme ease of shifting: the new 9-speed direct-drive transmission with hydraulic/pneumatic gearshift and single-plate clutch weighs up to 30 kg less than conventional transmissions.



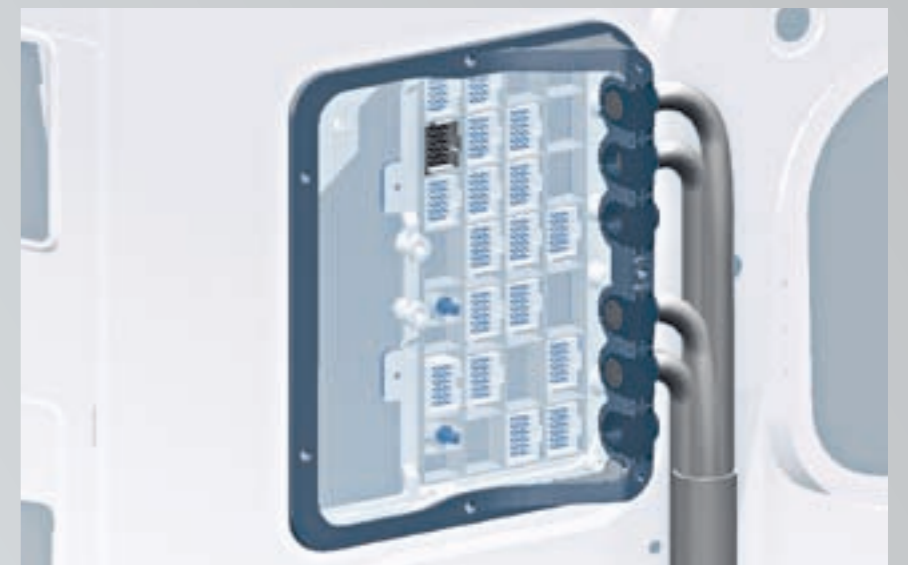
The frame's 50 mm hole pattern enables bodies and other units to be mounted both quickly and inexpensively. The fact that no extra drilling is required helps to avoid damage to the corrosion protection provided by the cathodic dip coating process.



Technology that makes a difference: the robust HL4 hypoid rear axle.



Less time-consuming, lower costs, improved reliability: the new body manufacturer interface integrated centrally in the hatch below the cab's front-end flap makes it easy to establish connections without the need for tiresome cable routing. Communication between the cab and body is simplified, and body manufacturers gain easier access to the electrical systems.





Vehicle shown with application available at extra cost

Your very own guardian angels

At the heart of the Atego is an extensive and well-thought-out safety package. Trying to make savings here really would be a false economy. To start with there is the fully neutral driving behaviour with solid handling characteristics. Visibility is also good thanks to the large windscreen and deep-set side windows without centre guides as well as new features such as the heated exterior mirrors and clear-lens headlamps. Naturally the Atego cabs comply with the latest safety standards, having come through the European ECE R29 and Swedish crash worthiness test. Even the shapes and materials used for the interior appointments have been chosen with safety firmly in mind. The braking system is always a crucial element, not least in distribution trucks. After all, the heavier the vehicle, the more powerful and effective the braking system needs to be. Furthermore, distribution trucks have to use their brakes more than most other goods vehicles which places an immense amount of stress on components. In addition to frequent braking in urban traffic, the system also has to be able to cope with emergency stops at high speeds without excessive fading. The Atego provides the answer with powerful brakes fitted as standard. As well as the optional ASR traction control system which helps to prevent wheel spin.



Good looks and powerful performance: the new clear-lens head-lamps help to enhance safety by improving illumination of a wide road area. The monochrome indicators are integrated in the radiator grille.



Fitted as standard, the large exterior mirrors can be heated to help prevent mist or ice build up. The wide-angle rear-view mirror is mounted below the main mirror to provide better visibility.



Safety in the air: precise air ducting, thanks largely to the wind deflector on the A-pillar and new corner panelling, helps to prevent dirt build-up on the side windows.



Why Daimler Truck Financial?

Daimler Truck Financial

Daimler Truck Financial* is the world's largest truck financier and our products are specifically designed with Mercedes-Benz owners in mind. This means you benefit from tailored products, backed by our industry knowledge and experience.

We offer fast finance approvals through our dedicated finance assessment team who appreciate the needs of truck buyers. Our competitive pricing and flexible finance contract terms, are just a few reasons why Daimler Truck Financial is for you.

Our Business Loans

Asset-Hire Purchase

This type of finance product provides you with flexible options. Finance agreements of this type can be structured with or without a deposit. Payments can be tailored to suit individual needs by opting for a longer term or incorporating a final balloon payment. Upon completion of the finance agreement, and following final payment, you will then have ownership of the vehicle.

Asset Loan

Asset Loan commonly referred to as a Chattel Mortgage, is available for individuals, sole traders, partnerships and companies where ownership of the vehicle at the start of the finance agreement is important. This finance product differs from an Asset-Hire Purchase and Finance Lease in that vehicle ownership is provided for at the start of the finance agreement, in exchange for security to be taken over the vehicle. Upon completion of the finance agreement and following final payment, security over the vehicle is released.

Finance Lease

A rental agreement offering fixed payments with the addition of a residual value payable at the expiry of the finance contract. This finance product offers immediate use of the vehicle without a substantial outlay. At the end of the finance lease you can make an offer to purchase, release, or upgrade to a brand new vehicle – the choice is yours.

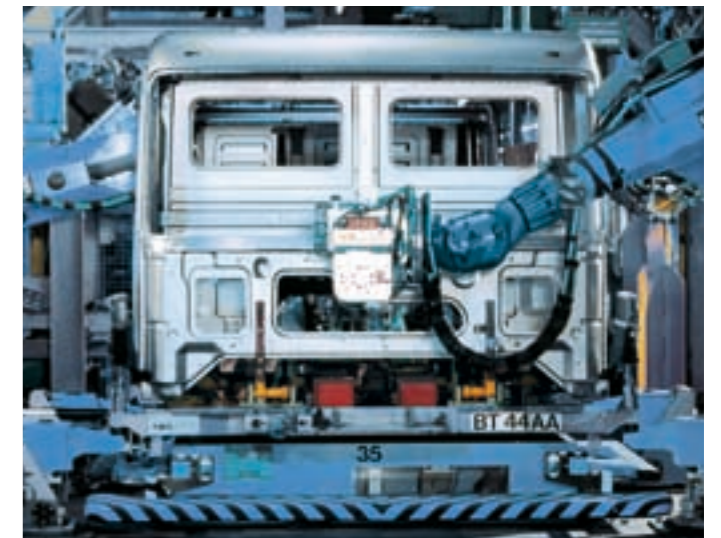
Our Finance Product Features

With all of our finance products you benefit from:

- Flexible Terms
12-60 months for all Mercedes-Benz Trucks
- Final Balloon Payment / Residual Value
We offer this structure on all finance contracts
- Fixed interest rates with no ongoing monthly fees
Your interest rate is fixed for the duration of the loan term
- Structured Payments#
We can tailor payments to suit your cashflow requirements

If you think driving in the city is tough, you should see our test routes

Quality is a term that has become synonymous with Mercedes-Benz. There is a good reason for this, namely a design and development process that is continuously optimised in order to produce solutions that just keep getting better and better. A process which involves tough testing right from the start. From CAD to test drives, from dynamometers to test tracks, from entire engines to the smallest of switches. For us, satisfaction is a must, not a virtue. Some of the tests sound unusual, like the endurance test for our indicator stalk which is carried out on a special test rig. Here the component is actuated one million times with twice the normal pressure, and the stalk is only used in production if the switch triggering resistance remains the same throughout the test and there are no signs of material fatigue at the end of the test. Many people believe that such meticulous attention to detail is over the top, we see it as an expression of our understanding of quality, all of which helps to ensure that you will enjoy working with the Atego for a very long time to come. In our opinion, you can never cut corners when it comes to quality.



Test benches are often used to simulate many of the loads that occur in real life, just to be on the safe side. The hydropulse test rig is used to simulate poor conditions such as roads with potholes in order to test the durability of specific components.



So light yet so safe: the cab for the new Atego is very rigid and complies with European Safety Standard ECE R 29. This is possible thanks to the lightweight monocoque bodyshell, an all-steel construction which is the product of highly precise, state-of-the-art production processes.



Tested on Europe's worst roads: our vehicles are spared nothing on the "torture track". Before they are even allowed onto the road, they must first be tested under some of the toughest conditions imaginable. So all that follows is very much plain sailing by comparison.

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