



# Atego & Axor



Mercedes-Benz  
Trucks you can trust



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# The workstation of your dreams.

Instead of just one workstation for all, the Atego and Axor offers an ideal solution for each and everybody. This is exemplified by the three different cockpit variants. And by the fact that the workstation can be tailored individually to the specific application.

To give you both comfort and peace of mind out on the road, we've included just about everything you could possibly need for your transport task in the Atego and Axor. The generously sized window areas, including side windows that drop down deep into the doors, combined with the exterior, kerb-sight, and wide-angle mirrors to afford an optimum all-round view.

The steering wheel is pneumatically adjustable for height and reach and, together with the comfortable standard air-sprung suspension seat, allows drivers to find an optimum seating position. Workplace comfort is furthermore ensured by the three different cockpit variants, courtesy of their flawless ergonomics, practical stowage facilities, easy-care materials and their attractive looks and feel. All three cockpits can be specified with "brushed steel" trim as an option.



The dimensions of the standard "distribution" cockpit provides a comfortable work environment featuring plenty of handy stowage space. A centre seat can be ordered as an option.



The "Long-distance" cockpit for Atego sleeper cabs offers additional, amply proportioned stowage facilities thanks to its protruding instrument support. The parking brake lever is incorporated into the instrument support with this cockpit variant, further enhancing ease of operation.



The "comfort" cockpit for Axor provides even more storage space thanks to its extended stowage shelf below the instrument support. Surfaces with a partially soft finish lend the cab an extremely pleasant feel. The "Luxury" cockpit is available in conjunction with certain model and equipment configurations.



The illuminated switches for the central locking, power windows, mirror adjustment and mirror heating are arranged to make them extremely easy to operate. The eyeball vent prevents the side windows from misting up or freezing over in winter, and can direct a flow of cooling air towards the driver in summer.



The instrument cluster impresses with its clear layout and good legibility. Depending on the vehicle specification, a variable, green-coloured range is incorporated into the rev counter which helps to save fuel.



The function check inspects everything apart from the tyre pressure before commencing the journey.



The bottle holder in the door pocket can accommodate bottles up to 1.5 litres in size. Other essential items such as work gloves and maps can also be kept here within easy reach.



The comfort air-sprung suspension seat with its ergonomic design and multitude of adjustment options – including lumbar support and lateral contour adjustment – offers supreme comfort for driving. The seat is standard for the driver's side and optionally available for the co-driver's side.



For applications where a third crew member is needed, a centre seat is available for day cab models as special equipment for the Atego and Axor.



The overhead console for day and low roof sleeper cabs houses the CD players with integral hands-free Bluetooth, plus a standard DIN slot where a UHF or CB radio can be installed. There is additional storage capacity to keep the cab neat and tidy plus full length sunvisor's to ensure the drivers vision is never obstructed by the sun.



In the L-cab with high roof, a large stowage compartment with hinged lid and an open compartment offer extra storage space for longer trips.

# A little more cab? But of course!

The requirements in terms of cab specification are every bit as varied as the tasks involved. With plenty of freedom, stowage space, and comfort, the cabs of the Atego and Axor are optimally prepared for the full spectrum of tasks.



The L cab with high roof features an inside height increased by approx. 400 mm to approx. 1910 mm. Its features are largely identical to those of the standard L cab, but the high roof provides additional equipment options.



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



The extended day cab provides an enhanced feeling of spaciousness thanks to increase in size of cab interior behind the seats. Extended storage options in the rear area of the cab are provided thanks to additional storage space.



Three large stowage compartments are fitted under the L-cab's standard bed offering a good 300 litres of space – for holding tools, a change of clothes or any other articles needed for the trip.





The multi-function steering wheel is conveniently set-up with controls for the radio and Bluetooth telephone, as well as controlling the functions of the on-board display.



The horn, windscreen wipers, indicators, windscreen washer, and high-beam are neatly packaged together on the left hand stalk.



The cruise control/speed limiter (TempoSet) is a combined electronic system with which the vehicle maintains or does not exceed preselected speeds even when subject to changing load conditions. The system allows control of speeds from 15 km/h up to the vehicle's governed speed. It is controlled with the control lever at the right on the steering column.



The rotary dial light switch is within easy access and reach of the driver.



Driver comfort can be simply managed in hot or cooler weather via the air-conditioning system. The three clearly marked dials control the temperature, vent outlets, and fan speed in either fresh or recirculated air.



The lazy axle dump switch can be activated at speeds of less than 30km/h, releasing the pressure in the lazy axle air bag suspension thus putting more weight on the drive axle to increase traction.



Diff lock is optional equipment for the Atego 4x2 and standard on Atego 6x2, 4x4, and all Axor vehicles. The diff lock should be engaged when the vehicle is stationary or travelling at walking pace as long as the wheels are not spinning.



The central locking system is a comfort and security-orientated locking system for the driver's and passenger's doors. The doors can be locked and unlocked by a radio remote control which functions direction-independently.

# Atego

## Cabins

### Short Cabin

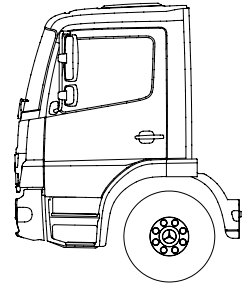
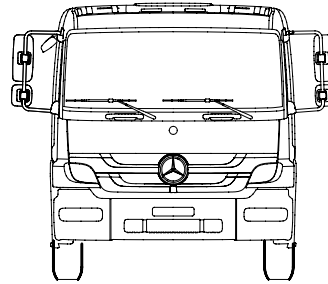
The short cabin is specially designed for minimised cabin space to allow for maximised payload space behind the cabin.

#### Cabin exterior

- Aerodynamic front bumper
- Cabin access via 2 stairs
- Windows in cabin rear wall
- External sunvisor
- Remote central locking
- Aerodynamic fairing optional

#### Cabin interior

- Stereo CD player with Bluetooth® connectivity
- Hard wearing fabric seat
- Drivers airbag and seatbelt pre-tensioner (not with off road vehicles)
- Oddments tray on engine tunnel
- Stowage compartments above windscreen
- Optional centre seat



### Extended Short Cabin

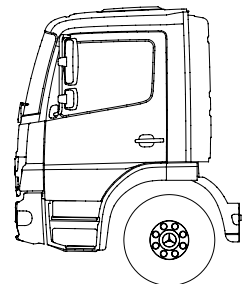
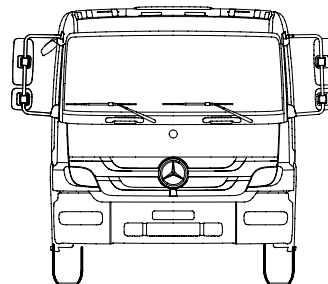
Available with all models, distribution style cabin with some storage space behind the seats.

#### Cabin exterior

- Aerodynamic front bumper (3 piece steel with off-road vehicles)
- Cabin access via 2 stairs (swinging steps with steel bumper)
- External sunvisor
- Remote central locking
- Aerodynamic fairing optional

#### Cabin interior

- Stereo CD player with Bluetooth® connectivity
- Hard wearing fabric seat
- Drivers airbag and seatbelt pre-tensioner (not with off road vehicles)
- Oddments tray on engine tunnel
- Stowage compartments above windscreen
- Optional centre seat



### Long Cabin

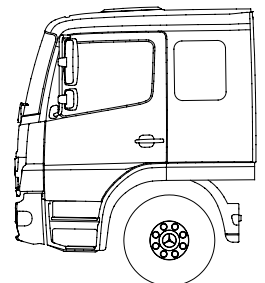
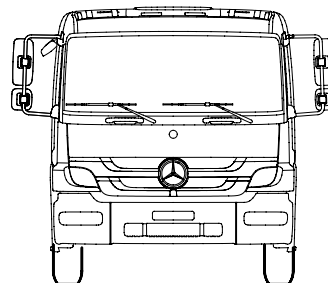
Available with all models, distribution style cabin with some storage space behind the seats.

#### Cabin exterior

- Aerodynamic front bumper
- Cabin access via 2 stairs
- External sun visor
- Remote central locking
- High roof option (as shown)
- Aerodynamic fairing optional

#### Cabin interior

- Stereo CD player with Bluetooth® connectivity
- Hard wearing fabric seat
- Driver's airbag and seatbelt pre-tensioner (not with off road vehicles)
- Oddments tray on engine tunnel
- Stowage compartments above windscreen
- Optional centre seat/bunk combination
- Single piece lower bed



The Bluetooth® word mark is owned by Bluetooth SIG, Inc. Bluetooth® will only operate with telephones enabled with compatible Bluetooth® wireless technology.



# Axor

## Cabins

### Short Cabin

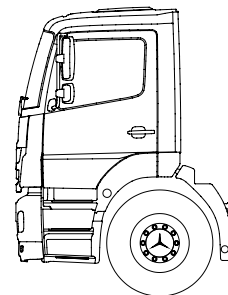
The short cabin is specially designed for minimised cabin space to allow for maximised payload space behind the cabin.

#### Cabin exterior

- Aerodynamic front bumper
- Cabin access via 3 stairs
- Windows in rear cabin wall
- External sun visor
- Remote central locking
- Aerodynamic fairing optional

#### Cabin interior

- Stereo CD player with Bluetooth® connectivity
- Hard wearing cloth and velour fabric seat
- Drivers airbag and seatbelt pre-tensioner (not with off road vehicles)
- Oddments tray on engine tunnel
- Stowage compartments above windscreen
- Optional centre seat



### Extended Short Cabin

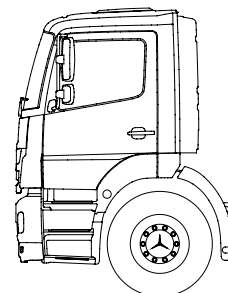
Available with all models, distribution style cabin with some storage space behind the seats.

#### Cabin exterior

- Aerodynamic front bumper (3 piece steel with off-road vehicles)
- Cabin access via 3 stairs (swinging steps with steel bumper)
- External sun visor
- Remote central locking
- Aerodynamic fairing optional

#### Cabin interior

- Stereo CD player with Bluetooth® connectivity
- Hard wearing cloth and velour fabric seat
- Drivers airbag and seatbelt pre-tensioner (not with off road vehicles)
- Oddments tray on engine tunnel
- Stowage compartments above windscreen
- Optional centre seat



### Long Cabin

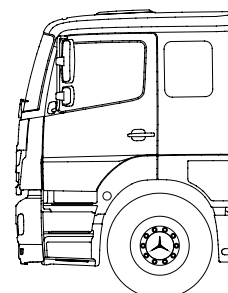
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# Atego & Axor

## Engines



### Design and construction.

Mercedes-Benz engines are specifically designed for use in Mercedes-Benz diesel trucks. The block utilises a cast iron parent bore design which is induction-hardened at the top for extra strength around the combustion chamber. The combustion process for the engine is a four stroke diesel system incorporating high – pressure direct injection nozzles and pumps. Aluminium pistons are used to further minimise weight. Forged con-rods and crankshaft hold the pistons in place. The integrated oil cooler helps keep all of this lubricated and cool during operation. The cylinder heads on the engine are cast iron and include two inlet and two exhaust valves on each cylinder. A constant throttle exhaust brake valve is also incorporated into the cylinder head and a single turbocharger drives the air intake system for optimum power.

### Emission control.

Mercedes-Benz has opted to use SCR (Selective Catalytic Reduction) technology to satisfy ADR 80/03 (Euro 5) emission requirements. SCR technology uses a non-toxic reagent which is injected into the exhaust stream after the turbocharger. Utilising this SCR technology also helps the engine to run more efficiently as all exhaust treatment is performed after the combustion process; hence exhaust gasses do not need to be re-circulated. In addition to this, Mercedes-Benz also incorporate engines which comply with the voluntary EEV (Enhanced Environmentally Friendly Vehicles) emissions standards.\* This is currently the strictest European emissions guideline which further limits the particulate matter value by approximately 33% as compared to Euro 5.



\* EEV engines are not available in some Atego model variants.

## Atego & Axor Engine Types

238 hp

286 hp

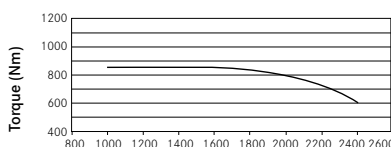
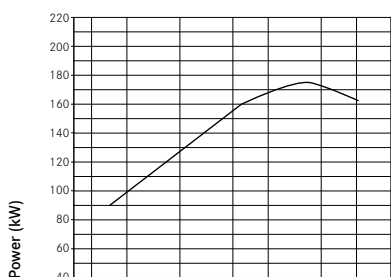
Type	Mercedes-Benz OM 926LA, in line 6 cylinder Euro 5 with EEV	
Maximum power @ 1,800 rpm	175 kW (238hp)	210 kW (286hp)
Maximum torque @ 1,080 rpm	850 Nm (630 lb.ft)	1,120 Nm (826 lb.ft)
Bore	106 mm	106 mm
Stroke	136 mm	136 mm
Capacity	7.2 litres	7.2 litres
Weight	575 kg	575 kg
Control	Telligent® electronic engine management	Telligent® electronic engine management
Fuel injection	Direct injection via unit injectors	Direct injection via unit injectors
Cooling	Water cooled with viscous clutch fan	Water cooled with viscous clutch fan
Engine brake	Brake flap and decompression valve	Brake flap and decompression valve
Exhaust	Stainless steel with SCR catalytic converter	Stainless steel with SCR catalytic converter

## Axor Engine Types

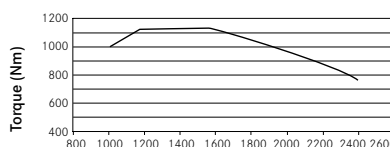
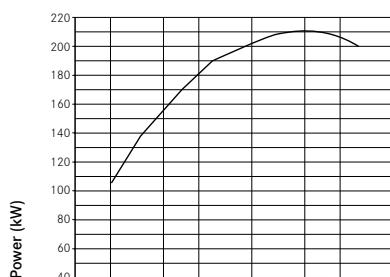
326 hp

Type	Mercedes-Benz OM 926LA, in line 6 cylinder Euro 5 with EEV
Maximum power @ 1,800 rpm	240 kW (326hp)
Maximum torque @ 1,080 rpm	1300 Nm (960 lb.ft)
Bore	106 mm
Stroke	136 mm
Capacity	7.2 litres
Weight	575 kg
Control	Telligent® electronic engine management
Fuel injection	Direct injection via unit injectors
Cooling	Water cooled with viscous clutch fan
Engine brake	Brake flap and decompression valve
Exhaust	Stainless steel with SCR catalytic converter

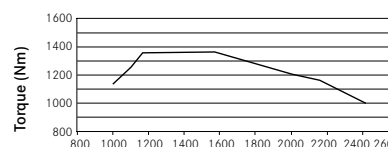
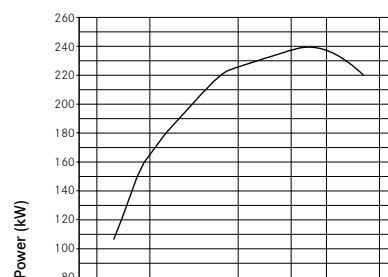
## 238 hp



## 286 hp



## 326 hp



# A perfectly orchestrated driving force.

The Atego & Axor allow you to go about your business not just economically, but with tremendous ease and comfort too.

Making light work of shift work, Mercedes-Benz has just the right transmission for virtually any application, which when mated to the applicable engine results in the optimum drivetrain configuration.

The reliable, high torque 6-cylinder Atego engines work in unison with the gearshifts, transmissions, and axles that have been tailored to the demands of medium duty distribution to create an ideal basis for economical operations. The lifetime fill of hydraulic fluid for the transmissions also plays its part in keeping costs low.

Standard specification includes a weight-optimised 6-speed transmission (G 85-6) for the 238hp engine, and a 9-speed (G 131-9) direct-drive transmission with a mechanical-hydraulic shift which has been perfectly matched to the 286hp engine.

If 2 pedal is more your preference, the 6 speed transmission is available with the Telligent®-automatic gearshift as special equipment, whilst the 286hp engine is optionally available with an Allison 3000 P 6-speed for 4x2 and 6x2, or the Allison 3000 P 5-speed for 4x4.

These optional transmissions take care of the gearchanges for the driver, thereby easing his workload considerably when driving in city traffic, manoeuvring, or performing hill starts for instance.

From the standard-specification 9-speed direct drive transmission, to the optional 16 speed (G 211-16) Telligent® gearshift, the Axor is available with a transmission to meet the needs of the driver and challenges of the application.

The Telligent gearshift is an electropneumatic system with no mechanical or hydraulic connection between selector lever and gearbox. The shift command is triggered via the sensor unit. The gears are selected electronically and the required gear is shifted pneumatically – after operation of the clutch pedal. The gear engaged and the preselected or recommended splitter group are displayed on the multifunction display. The gearbox control is positioned at the gearbox.



The Axor comes as standard with a 9-speed direct-drive transmission (eight standard gears, one crawler gear) featuring a mechanical pneumatic gearshift. Precise shift travel and a hydraulically operated single-plate clutch mean fast positive engagement and impressive shift comfort. Meanwhile, the practice-oriented gear ratio spacing puts the tractive power to optimum use – whether driving on country roads, in the city centre, or manoeuvring.

Transmission	238hp	286hp	326hp
G85-6	Std	–	–
GE1 Telligent® Automatic Gearshift	Option	–	–
G 131-9	–	Std	Std
G 211-16 with Telligent® Gearshift	–	–	Option
Allison 3000 P (Atego only)	–	Option	–





Regardless of whether they are 6 speeds or 9, the gearshift in the Atego & Axor ensures an extremely smooth and precise shift action. Plus, operation of the single-plate clutch is hydraulically assisted for added comfort.



The Telligent® automatic gearshift that is available as optional equipment simplifies the drivers task in city traffic and allows him to devote his full attention to the road ahead. To allow the driver to anticipatory action – for instance change down in good time before a climb – manual gearchanges are possible at any time.



Telligent Gearshift - the gears are selected electronically and the required gear is shifted pneumatically after operation of the clutch pedal. The gear engaged and the preselected or recommended splitter group are displayed on the multifunction display.



Significantly relieve the drivers workload by simplifying moving off, driving, and manoeuvring owing to automatic gear changing with the Allison transmission for Atego.

Both the Atego and Axor have been designed with a light robust frame which is ideal for mounting bodies. Apart from the weight-optimised construction, the 50mm hole pattern also keeps the body mounting costs low and avoids the need to drill additional holes which could compromise the corrosion protection.

The parallel frame of the Axor originates from the larger Actros product whereas the Atego blends low weight with a highly robust design in a unique 'Z' shape which makes for straight forward body mounting.



The Atego's frame was purpose-developed for light and medium duty distribution. Its unique 'Z' shape makes for straightforward body mounting and enables a very low entrance and overall frame height.



Air trailer brakes are a standard feature on all Axor product and are optionally available on 286hp model Atego.



The Atego & Axor 4x2 & 6x2, and Axor 6x4 L, comes standard with air suspension and Telligent® level control that allows the frame to be raised by up to 120mm or lowered by a maximum of 80mm. It also keeps the load floor at a constant height when loading, despite the increasing weight of the cargo.



The air bag suspension provides a supreme ride comfort and careful transport of the cargo. The wishbone that forms part of the rear suspension absorbs the body's rolling movements, meaning a substantial improvement in vehicle handling.



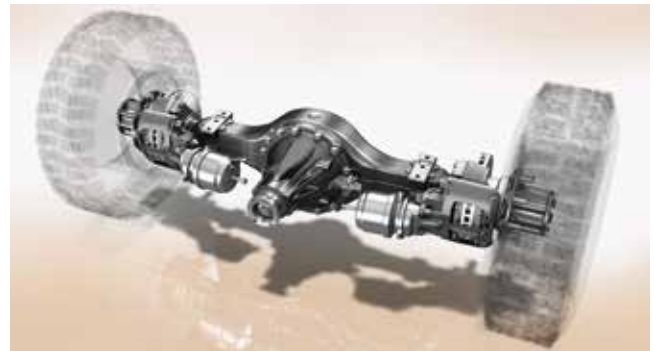
The Axor 6x2 has a switch to deflate the air suspension of the lazy axle at speeds below 30km/h increasing the weight on the drive axle for superior traction.



Atego models come standard with a 325 litre aluminium fuel tank and 35 litre AdBlue tank. Axor's come standard with a 400 litre aluminium fuel tank and 95 litre AdBlue tank, except the Axor 4x4 which has a 40 litre AdBlue tank. Higher capacity tanks are optionally available.



Steel sprung Axor trucks are equipped with weight optimised parabolic springs as well as precisely adjusted shock absorbers and stabilisers. A special zinc-rich paint protects the parabolic springs against corrosion, making the suspension system especially durable and robust.



The Atego HL 4 hypoid axle is particularly suitable for applications at the top end of the tonnage range, and comes with all the right ingredients for very economical operation. Its single-stage reduction helps keep fuel consumption low.



For maximum ground clearance, the Axor 6x4 is available with the tried and tested and particularly robust HL7 planetary axle.



Light and efficient: the single-ratio HL 6 hypoid axle for Axor 4x2 & 6x2 is weight optimised and helps to reduce fuel consumption.











# All-Wheel Drive.

If you are heading off-road, you want to know you are driving a truck that is built for it. The capabilities of the all-wheel drive Axor and Atego are second to none, with robustness and versatility, without compromising on comfort and reliability.



Tandem air filter system: The powerful tandem air filter system optionally available on Axor is fitted at the right, behind the cab and features an upstream cyclone unit.



The 2-speed VG 1700 transfer case for Axor and VG900 transfer case for Atego distributes the power of the drive shaft to the front and rear axle(s). Drive is permanent, i.e. the individual axles do not need to be connected or disconnected separately. The three-shaft transfer case has one-road ratio, one off-road ratio and a connectable centre differential lock.



The hinged steps are specially designed for vehicle operation on construction sites and on difficult terrain. The steps are attached at the mounting points on the vehicle. They are mounted using rubber elements that are capable of longitudinal and transverse movement. Mounting in rubber bearings reduces damage due to transverse loads and also prevents corrosion damage.



The standard-fit differential locks are operated by means of a rotary switch and according to a simple logic the differentials are locked in the following sequence: inter-axle lock, rear driven axles and finally the driven front axles.



New, optimised steel protective grilles are available upon request for the headlamps. They prevent damage by stone chippings or gravel or other bulk material. This way they contribute to reducing repair costs and increasing safety.

# Ready for any task.

There are a variety of PTO's found on Mercedes-Benz vehicles, the type of PTO required will depend on the application and power requirements, an incorrect PTO can be a costly exercise to rectify.

For a truck to be capable of doing its job efficiently and profitably the equipment fitted for handling the additional loads and equipment must be well suited to the task.



The rear engine PTO with an output torque of 600 Nm is not shifttable, i.e. it turns as soon as the engine runs. It is driven via the timing gears of the camshaft.



The NH2 PTO is gearbox-dependent and shifttable. The PTO is mounted on the gearbox countershaft and driven by this shaft via a spur-gear drive. A hydraulic pump (MPA) is directly flange-mounted on the PTO.



The NH5 PTO with propshaft drive flange is gearbox-independent and shifttable under load. It is available for vehicles with the Allison automatic gearboxes and is mounted on the converter housing. The propshaft flange is mounted in high position.



The gearbox-independent PTO is mounted on the output side of the engine together with the bell housing. It is designed for high power and high torque. It is driven by the drive shaft of the main gearbox which is routed through a hollow shaft. Power is transferred entirely independently of the driving clutch.



The N04 PTO with flange is gearbox-dependent and shifttable. It is mounted on the gearbox countershaft and is driven directly by it without further gear pairs. It features a propshaft drive flange.



The PSM grants bodybuilders quick, simple, and cost effective access to electrical systems, while facilitating communications between the vehicle and the body.

\* Please note: Other PTO types are available. Please speak with your authorised Mercedes-Benz dealer to ensure the correct PTO is selected to meet your requirements.









Mercedes-Benz  
Service24h



# We're with you all the way.

Maintenance and repairs.

Choosing the best truck for the job is an excellent start, but it is just the beginning. Making sure that your Mercedes-Benz truck, or your entire Mercedes-Benz truck fleet, remains in optimum operating condition is the key.

Every workshop that carries the famous three-pointed star is staffed and equipped for excellence, with access to the latest specification and up-to-date information across the model range. Trained technicians are essential and every Mercedes-Benz technician completes a set number of hours of training and retraining every year to ensure they are up-to-date with technology.

The equipment and tooling required to maintain a Mercedes-Benz truck is designed and developed by the same people who design and develop the vehicle. The investment you make in your fleet, from one truck to a major fleet of different sizes and configurations, demands the attention and expertise only genuine Mercedes-Benz service can deliver.

It's the best way to minimise downtime, maximise reliability and protect your investment.

## **Genuine Parts.**

Your Mercedes-Benz truck is an investment worth protecting. That's why every time you have your Mercedes-Benz truck serviced or repaired at your authorised Mercedes-Benz dealership, we will insist on only using Mercedes-Benz Genuine Parts.

Every Genuine Part has been tested to exacting standards for maximum reliability supported by a 12 months warranty/unlimited kilometers.

Given that imitation parts can adversely affect a vehicle's performance, we recommend using only Genuine Parts – all offered at a competitive price to maintain the original quality, safety and value of your truck. In the long run, Genuine Parts will save you more than just your reputation.

# Efficient cost of ownership.

It's hard to say no.

## **Safeguard.**

Whether you operate one truck or a large fleet, planning your operating costs is imperative.

Safeguard is a maintenance and repair programme designed to protect your vehicle and your business from unexpected operating costs. Through Safeguard, the Mercedes-Benz Network carries out maintenance and repairs according to an agreed schedule and predetermined costs.

Safeguard rates are calculated and agreed by using criteria and information supplied by you, such as vehicle application, anticipated annual kilometres, operating hours, loads and working conditions.

This means you can work out a budget with monthly direct debit payments confident that your agreed maintenance and repair costs are covered.

## **The benefits of Safeguard.**

- **Scheduled Servicing** – A planned service and mechanical repair schedule in accordance with the vehicle maintenance manual
- **Operational Reliability** – Can minimise the risk of vehicle downtime through regular scheduled servicing and repairs
- **Nationwide Service** – The programme is supported by a comprehensive network of authorised parts and service professionals
- **Improved Resale** – Regular and planned servicing with genuine parts and service may improve resale value
- **Simplified Fleet Maintenance** – Service and payment schedules are forecast, which provide the opportunity to assist with efficient budgeting
- **24-Hour Emergency Contact** – Vehicles are supported anytime anywhere in Australia
- **Available for up to 5 years** – The programme can be amended to reflect changes in the operation of each vehicle
- **Preferential Rates on Parts and Labour** – Competitive prices on genuine parts and labour

# Don't dream it, drive it.

Finance solutions by Mercedes-Benz  
Financial Services.

If you have ever imagined owning a Mercedes-Benz truck, our tailored finance packages may help you achieve that dream. Mercedes-Benz Financial Services offer flexible terms, competitive rates and the assurance and backing of the Mercedes-Benz brand. ^

## **Finance Solutions.**

We are part of the Mercedes-Benz family and our charter is to finance Mercedes-Benz vehicles. We know Mercedes-Benz trucks better than any other financier.

Our finance products include:

- Asset-Hire Purchase
- Asset Loan
- Finance Lease
- Operating Lease – also offers the option to include the Safeguard maintenance & repair programme

Mercedes-Benz Financial

# You're covered.

On the road and off.

## **Warranty.**

Our comprehensive Mercedes-Benz Trucks Warranty means peace of mind. The warranty coverage varies between models and applications, with full detail available from your authorised Mercedes-Benz dealer.

The warranty period commences on the date of first delivery to a customer or, in the case of a company vehicle or demonstrator, from the date the vehicle was first registered and put in service.

## **Roadside Assist.**

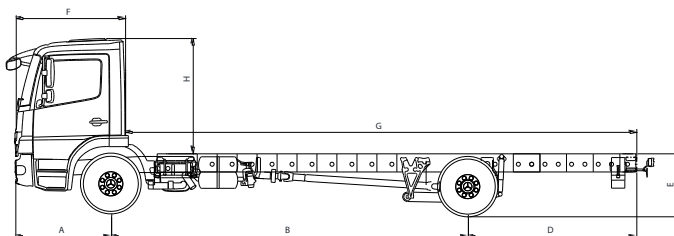
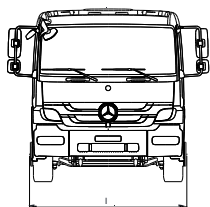
In the unlikely event of needing assistance, all you have to do is call. And because we have a nationwide dealer network, help is never far away. Mercedes-Benz Truck Road Care is designed to provide you with assistance in case of a breakdown anywhere in Australia – 24 hours a day, 365 days a year.\*

^Mercedes-Benz Financial Services is a registered business name of Mercedes-Benz Financial Services Australia Pty Ltd ABN 73 074 134 517 (MBFS). Finance restricted to approved business customers of MBFS and subject to conditions and standard credit assessment and lending criteria. Safeguard maintenance and repair programme provided by Mercedes-Benz Australia/Pacific Pty Ltd ACN 004 411 410.

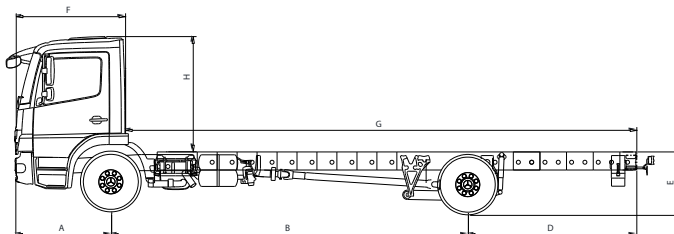
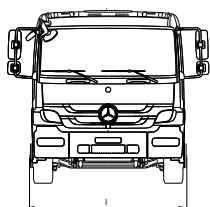
\*Please note, some vehicles are excluded from the Road Care program, please see the Road Care brochure for full terms and conditions. Upgrades to the standard Road Care package are available at additional cost.

# Chassis layout Atego.

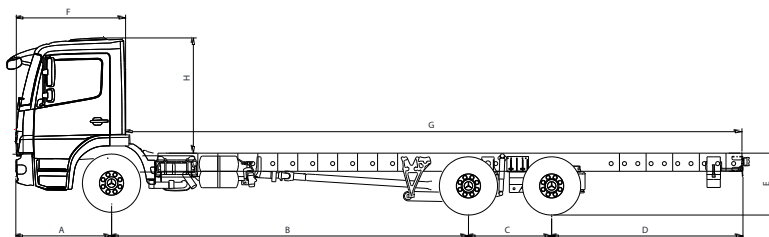
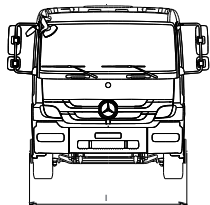
12XX L 4x2



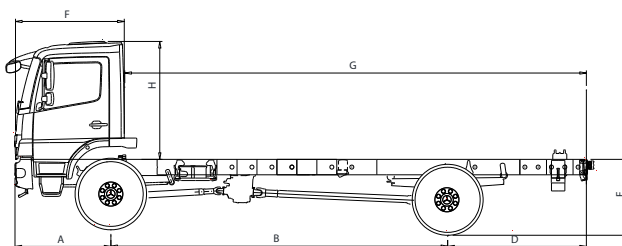
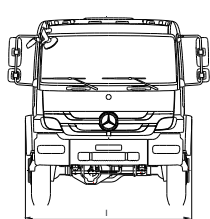
16XX L 4x2



23XX L 6x2



16XX A 4x4



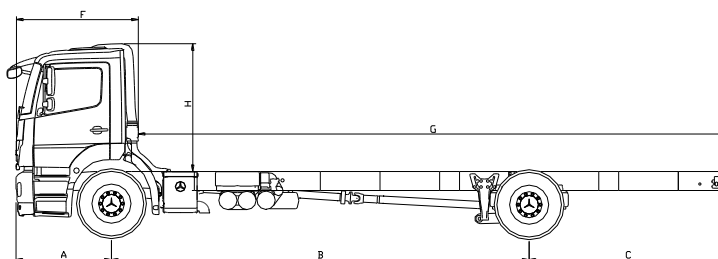
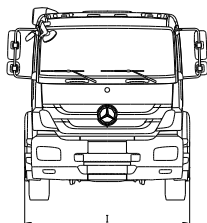
Atego	A	B	C	D	E	F	G	H	I
12XX L 4x2	1440	5360	-	2525	931	1650	7665	1730	2363
16XX L 4x2	1440	5360	-	2525	965	1650	7665	1730	2363
23XX L 6x2	1440	5360	1250	2875	965	1650	9260	1730	2363
16XX A 4x4	1440	5060	-	2085	1194	1650	6935	1770	2363

Measurements in (mm)

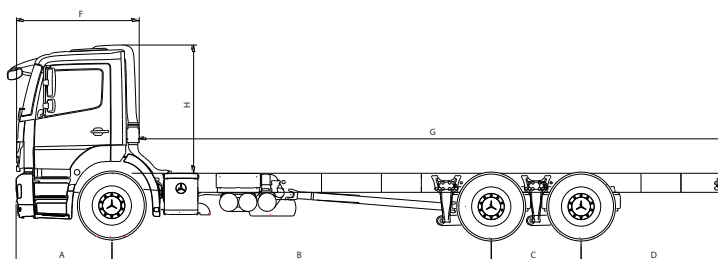
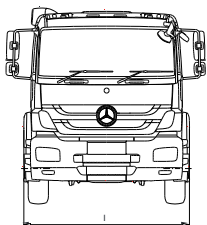


# Chassis layout Axor.

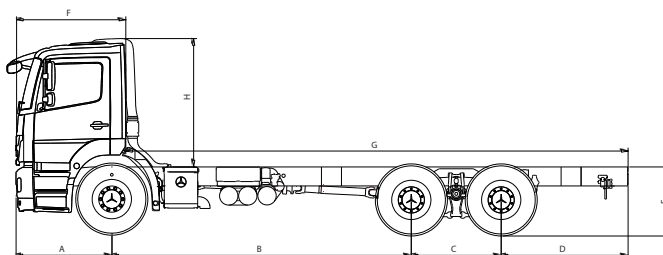
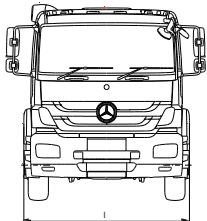
1833 L 4x2



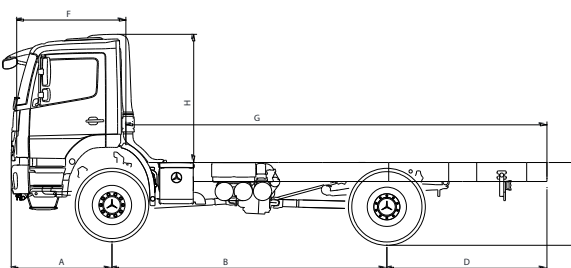
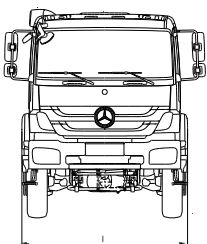
2533 6x2



26XX 6x4



1833 A 4x4



Axor	A	B	C	D	E	F	G	H	I
1833 L 4x2	1440	6300	-	3000	991	1845	8895	1925	2494
2533 L 6x2	1440	5700	1350	2250	1061	1845	9545	1925	2494
26XX 6x4	1440	4500	1350	1900	1075	1845	7345	1925	2494
1833 A 4x4	1440	4500	-	2350	1303	1845	6445	1925	2494

Measurements in (mm)

ATEGO	12XX L 4x2	16XX L 4x2	23XX L 6x2	16XX A 4x4
Engine	Mercedes-Benz OM926LA 7.2 litre in-line 6 cylinder, turbo			
Emission	ADR80/03, Euro 5 + EEV	ADR80/03, Euro 5 + EEV	ADR80/03, Euro 5 + EEV	ADR80/03, Euro 5 + EEV
kW (hp) @ 2200rpm	175-210kW (238-286hp)	175-210kW (238-286hp)	175-210kW (238-286hp)	175-210kW (238-286hp)
Nm (lb.ft) @ 1200-1600rpm	850-1120Nm (630-826lb.ft)	850-1120Nm (630-826lb.ft)	850-1120Nm (630-826lb.ft)	850-1120Nm (630-826lb.ft)
Transmission	G 85-6 speed 238hp G 131-9 speed 286hp	G 85-6 speed 238hp G 131-9 speed 286hp	G 85-6 speed 238hp G 131-9 speed 286hp	G 85-6 speed 238hp G 131-9 speed 286hp
Transmission option	Allison automatic	Allison automatic	Allison automatic	Allison automatic
Clutch (Single dry plate)	395mm diameter	395mm diameter	395mm diameter	395mm diameter
Slim cab	Std	Std	Std	Std
Extended cab	Option	Option	Option	Option
Sleeper cab	Option	Option	Option	Option
Crew cab	Option	Option	Option	Option
Axle, front capacity	5,300kg	6,100kg	6,100kg	6,100kg
Axle, rear type	Hypoid reduction	Hypoid reduction	Hypoid reduction with lazy axle	Hypoid reduction
Axle, rear capacity	11,000kg	11,000kg	11,000kg & 10,500kg lazy	11,000kg
Differential lock	Optional	Optional	Standard	Standard
Axle ratio	3.909:1 G 85-6 2.846:1 G131-9	3.909:1 G 85-6 2.846:1 G131-9	3.909:1 G 85-6 2.846:1 G131-9	5.222:1 G 85-6 3.909:1 G131-9
Suspension, front type	2 leaf parabolic spring	2 leaf parabolic spring	2 leaf parabolic spring	2 leaf parabolic spring
Suspension, front capacity	4,400kg	6,100kg	6,100kg	6,100kg
Optional front type	Air suspension	Air suspension	Air suspension	-
Optional front capacity	4,400kg	5,100kg	5,100kg	-
Suspension, rear type	2 bag air	2 bag air	4 bag air	4 leaf parabolic springs
Suspension, rear capacity	8,100kg	10,500kg	2 x 10,500kg	10,500kg
Optional rear type	-	-	-	-
Optional rear capacity	-	-	-	-
Fuel tank capacity (litres)	325lt	325lt	325lt	325lt
AdBlue tank capacity (litres)	35lt	35lt	35lt	35lt
Chassis main rail (mm)	274 x 65 x 7	274 x 65 x 7	274 x 65 x 7	234 x 65 x 7
Exhaust	Downswept frame mounted	Downswept frame mounted	Downswept frame mounted	Downswept frame mounted
Brakes type & size	Disc, 377mm diameter	Disc, 377mm diameter	Disc, 377mm diameter	Drum, 410mm front, 364mm rear
Trailer brakes	Optional with 286hp	Optional with 286hp	Optional with 286hp	Optional with 286hp
Wheelbase	4160mm – 5360mm	4160mm – 5360mm	4160mm – 5360mm	3610mm – 5060mm
Wheels	8 stud 6.75x 19.5 steel disc	8 stud 8.25x 19.5 steel disc	8 stud 8.25x 19.5 steel disc	8 stud 7.5 x 22.5 steel disc
Front tyres	265/70 R 19.5	305/70 R 19.5	305/70 R 19.5w	11 R 22.5
Rear tyres	265/70 R 19.5	305/70 R 19.5	305/70 R 19.5	11 R 22.5
Voltage	24V	24V	24V	24V
Batteries	2 x 12V/115Ah	2 x 12V/115Ah	2 x 12V/115Ah	2 x 12V/165Ah
Alternator	28V/80A	28V/80A	28V/80A	28V/80A
Starter motor	4kW/24V	4kW/24V	4kW/24V	4kW/24V
Turning circle (m)	19.4 (5360mm w/base)	19.4 (5360mm w/base)	19.4 (5360mm w/base)	17.4 (3860mm w/base)
Frame height laden (mm)	892mm	921mm	921mm	1,096mm
Frame height unladen (mm)	931mm	961mm	961mm	1,194mm
GVM	11,990kg	16,000kg	16,000kg	16,000kg
GCM	16,390kg	20,400kg	20,400kg	20,400kg
Optional GCM	28,000kg with trailer brakes	34,000kg with trailer brakes	34,000kg with trailer brakes	34,000kg with trailer brakes

AXOR	1833 L 4x2	2533 L 6x2	26XX 6x4	1833 A 4x4
Engine	Mercedes-Benz OM926LA 7.2 litre in-line 6 cylinder, turbo			
Emission	ADR80/03, Euro 5 + EEV	ADR80/03, Euro 5 + EEV	ADR80/03, Euro 5 + EEV	ADR80/03, Euro 5 + EEV
kW (hp) @ 2200rpm	240kW (326hp)	240kW (326hp)	210-24kW (286-326hp)	240kW (326hp)
Nm (lb.ft) @ 1200-1600rpm	1,300Nm (960lb.ft)	1,300Nm (960lb.ft)	1,120-1,300Nm (826-960lb.ft)	1,300Nm (960lb.ft)
Transmission	G 131-9 speed 286hp	G 131-9 speed 286hp	G 131-9 speed 286hp	G 131-9 speed 286hp
Transmission option	G 211-16 speed	G 211-16 speed	G 211-16 speed	-
Clutch (Single dry plate)	430mm diameter	430mm diameter	430mm diameter	430mm diameter
Slim cab	Std	Std	Std	Std
Extended cab	Option	Option	Option	Option
Sleeper cab	Option	Option	Option	Option
Crew cab	Option	Option	Option	Option
Axle, front capacity	7,500kg	7,500kg	7,500kg	7,500kg
Axle, rear type	Hypoid reduction	Hypoid reduction with lazy axle	Planetary hub reduction	Planetary hub reduction
Axle, rear capacity	13,000kg	13,000kg & 10,500kg lazy	2 x 13,000kg	13,000kg
Differential lock	Standard	Standard	Standard	Standard
Axle ratio	3.077:1	3.077:1	3.077:1	3.077:1
Suspension, front type	2 leaf parabolic spring	2 leaf parabolic spring	2 leaf parabolic spring	3 leaf parabolic spring
Suspension, front capacity	7,100kg	7,100kg	7,100kg	7,500kg
Optional front type	Air suspension	Air suspension	-	-
Optional front capacity	7,100kg	7,100kg	-	-
Suspension, rear type	2 bag air	8 bag air	6 rod parabolic springs	4 leaf parabolic spring
Suspension, rear capacity	11,500kg	2 x 10,000kg	2 x 9,500kg	11,500kg
Optional rear type	-	-	8 bag air	-
Optional rear capacity	-	-	2 x 10,000kg	-
Fuel tank capacity (litres)	400lt	400lt	400lt	400lt
AdBlue tank capacity (litres)	95lt	95lt	95lt	95lt
Chassis main rail (mm)	286 x 70 x 7	284 x 70 x 7	289 x 70 x 7	286 x 70 x 7
Exhaust	Downswept frame mounted	Downswept frame mounted	Downswept frame mounted	Downswept frame mounted
Brakes type & size	Disc, 430mm diameter	Disc, 430mm diameter	Disc, 430mm diameter	Drum, 410mm diameter
Trailer brakes	Standard	Standard	Standard	Standard
Wheelbase	5700-6300mm	5400-5700mm	4200-4500mm	4200-4500mm
Wheels	10 stud 8.25x22.5 steel disc	10 stud 8.25x22.5 steel disc	10 stud 8.25x22.5 steel disc	10 stud 9.00x22.5 steel disc
Front tyres	295/80 R 22.5	295/80 R 22.5	295/80 R 22.5	315/80 R 22.5
Rear tyres	295/80 R 22.5	295/80 R 22.5	295/80 R 22.5	315/80 R 22.5
Voltage	24V	24V	24V	24V
Batteries	2 x 12V/165Ah	2 x 12V/165Ah	2 x 12V/165Ah	2 x 12V/220Ah
Alternator	28V/80A	28V/80A	28V/80A	28V/80A
Starter motor	4kW/24V	4kW/24V	4kW/24V	4kW/24V
Turning circle (m)	23.4m (6300mm w/base)	22.3m (5700mm w/base)	19.8m (4500mm w/base)	18.2m (4500mm w/base)
Frame height laden (mm)	968mm	990mm	966mm	1,177mm
Frame height unladen (mm)	991mm	1,061mm	1,075mm	1,303mm
GVM	18,000kg	25,000kg	26,000kg	18,000kg
GCM	36,000kg	36,000kg	36,000kg	36,000kg
Optional GCM	39,000kg with G 211-16	39,000kg with G 211-16	39,000kg with G 211-16	-



IMPORTANT! This brochure has been compiled by Mercedes-Benz Australia/Pacific Pty Ltd to provide a general indication of the models available in Australia. Some of the features, optional extras and/or colours shown may not be available in Australia or may only be available in a different specification. Additionally, some models, features, optional extras and/or colours may only be available in combination with others. Some equipment depicted either on vehicle illustrations or separately may be non standard or options and may, where applicable, be available at an additional cost. For current information on the availability, design features and prices of all models, features, optional extras and/or colours available in Australia, you should contact your authorised Mercedes-Benz Dealer at [www.mercedes-benz.com.au/dealers](http://www.mercedes-benz.com.au/dealers) or go to [www.mercedes-benz.com.au/trucks](http://www.mercedes-benz.com.au/trucks)

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Mercedes-Benz Australia/Pacific Pty Ltd, ABN 23 004 411 410. Lexia Place, Mulgrave, Victoria 3170. Telephone: (03) 9566 9266. Facsimile: (03) 9562 6282. LMCT 6776. MER0305