

Mercedes-Benz Powertrain
PORTFOLIO BUS EURO VI

Mercedes-Benz
The standard for buses.

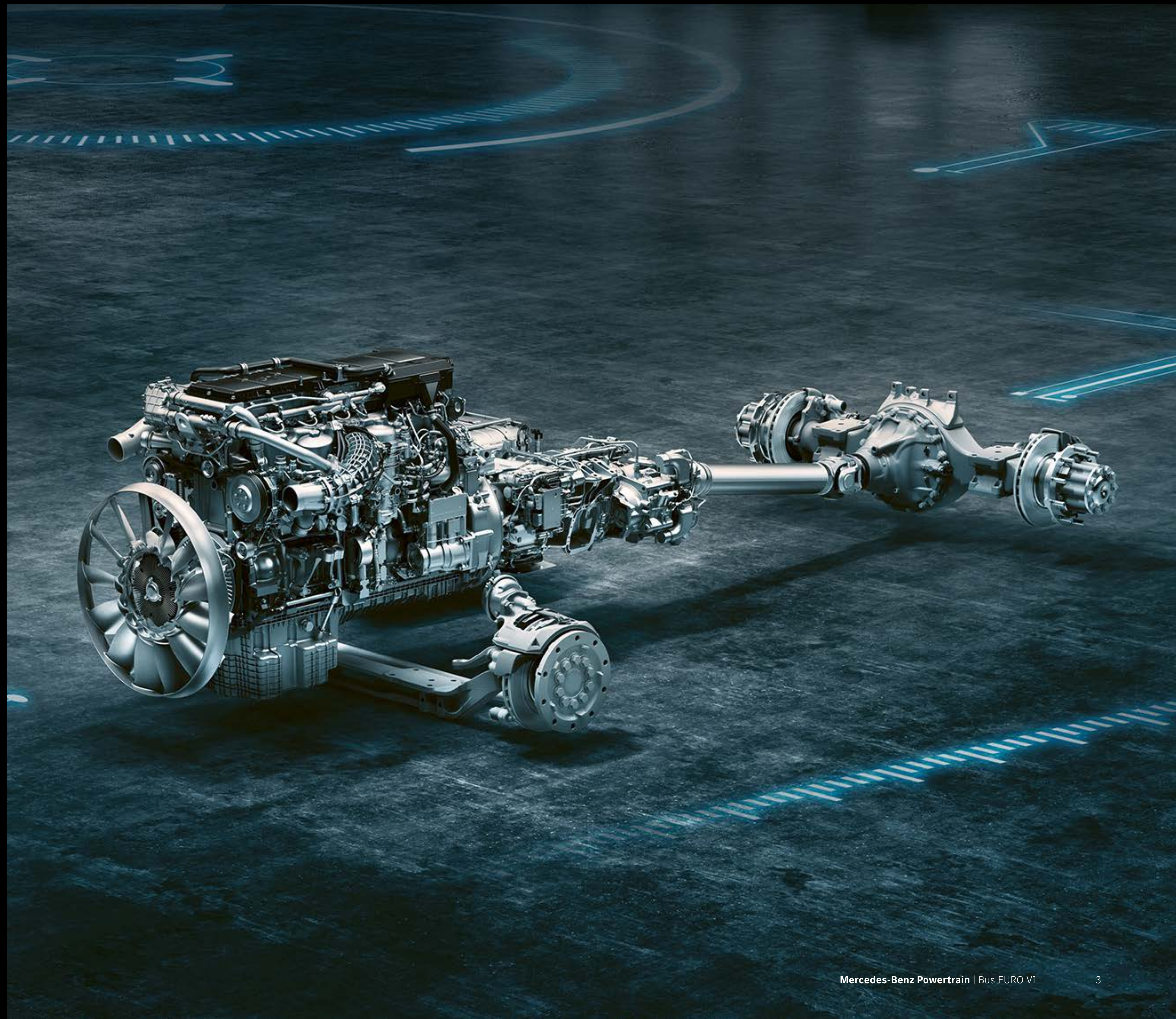


OVERVIEW



MERCEDES-BENZ POWERTRAIN

Global leader. In technology
and efficiency.



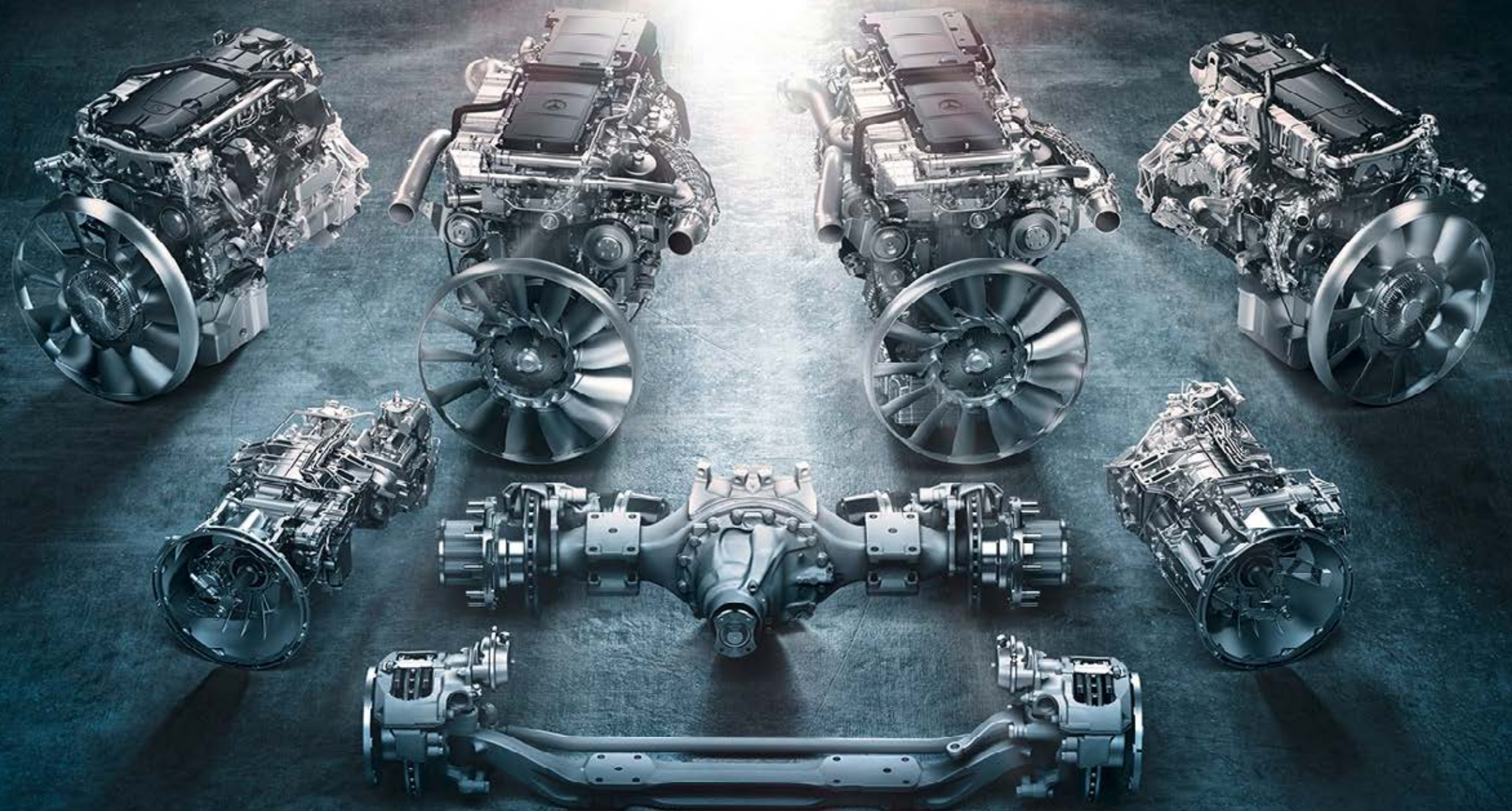
Mercedes-Benz Powertrain

GOING THE EXTRA MILE. MERCEDES-BENZ POWERTRAIN.

Mercedes-Benz Powertrain offers outperforming and individually engineered powertrain components: engine systems, transmissions and axles – each will provide our customers with the highest durability and quality at the same time.

Together, they compose an even more sophisticated, technologically advanced and, with regards to efficiency, unbeatable powertrain.

Let's develop the best individual solution for your success together.



BENEFITS FOR YOU. AND FOR YOUR CUSTOMERS.

Benefits for you

Integrated powertrain:

- Reduces integration efforts
- One Key Account Manager as main contact partner
- One system supplier for your individual powertrain solution
- One contractual partner

All powertrain components:

- Premium Mercedes-Benz quality standards due to the production on our high-volume production lines
- Overall, robust and reliable powertrain solutions provide a long lifetime for your powertrain components
- Leads to an optimized system set-up due to common electric and electronic architecture (EE architecture) for efficient interaction of all powertrain components
- One electronic tool for end-of-line commissioning and diagnosis requires less training for your engineering group and after-sales team
- High investment in Mercedes-Benz R&D ensures state-of-the-art quality

Benefits for your customers

- Provides optimized fuel efficiency through specially composed powertrain solutions
- Ensures robust and reliable performance in every scenario of operation
- Minimizes downtimes as our worldwide After-Sales network covers warranty and policy from one source
- Synchronized maintenance intervals and repair worldwide via our one-stop shop logic for the complete powertrain
- Increases the resale value of the vehicles due to the highest quality standards offered by Mercedes-Benz
- Greater driver comfort due to the high level of integration of all assistant systems and features

OUR ENGINE SYSTEMS PRODUCT PORTFOLIO: TCO REDUCTION AT ITS BEST.

The perfect combination of engine systems, transmissions and axles yields the greatest possible efficiency and the **best quality** made by Mercedes-Benz Powertrain.

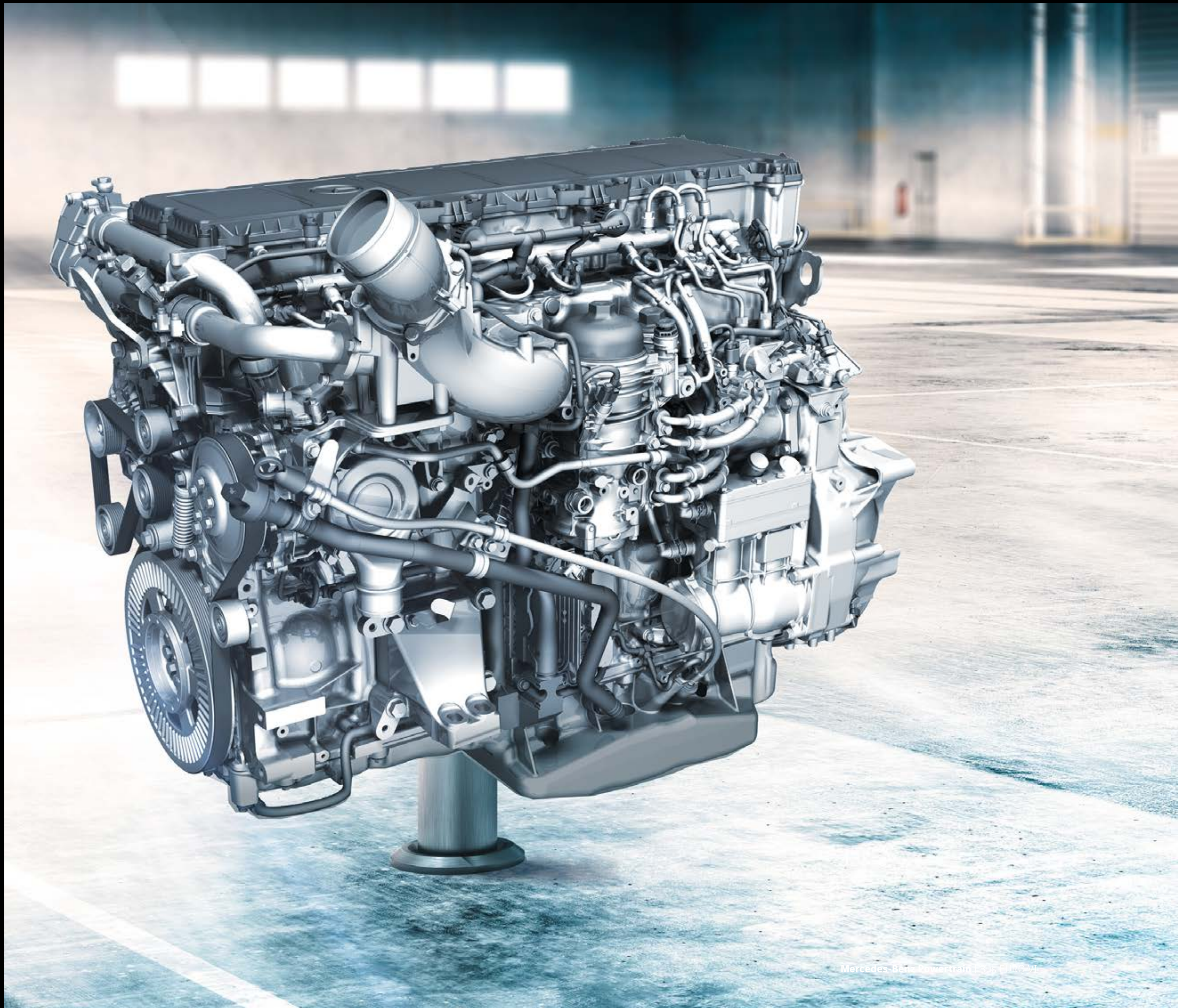
Our perfectly matched powertrain delivers you the best possible performance and fuel savings, while maintaining low overall operating costs. Through close collaboration with you as our customer, we can perfectly customize the powertrain components to your individual requirements.

In this way, **optimum fuel efficiency and low TCO** (Total Cost of Ownership) can be achieved. This is an important contribution and our responsibility to your business and also to the environment.



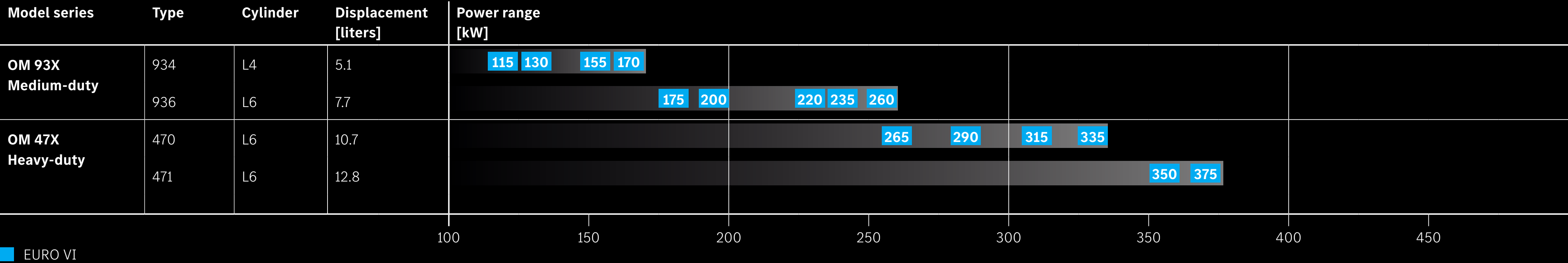
ENGINE SYSTEMS

Our engines set benchmarks.

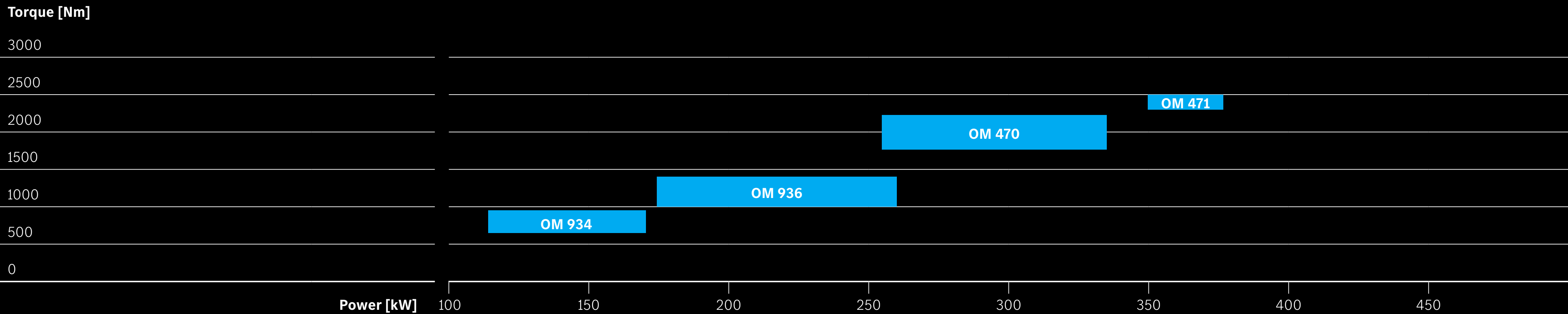


ENGINE SYSTEMS FOR EURO VI.

Portfolio of EURO VI engine systems for buses



Power range of EURO VI engine systems for buses



Engine systems

MEDIUM-DUTY ENGINE SYSTEMS.



THE PERFECT COMBINATION OF POWER AND EFFICIENCY.

Your product benefits for medium-duty engine systems:

- 4- and 6-cylinder diesel engines in an in-line arrangement with **cooled exhaust gas recirculation**
- **Displacement** of 5.1 and 7.7 litres
- **Output** of 115 kW up to 260 kW
- Special combustion system to **minimize fuel consumption**
- **Common rail injection system** of up to 2400 bar and multiple injection
- **Tailor-made turbo charging system** with 1- and 2-stage turbochargers
- Future-proof **valve timing gear** with 2 overhead camshafts and 4-valve technology
- Powerful and dynamic **engine brakes** with up to 300 kW brake power
- Multiple **power take-off** options
- **“One box”** exhaust after-treatment with SCR and DPF

Medium-duty engine systems

OM 934

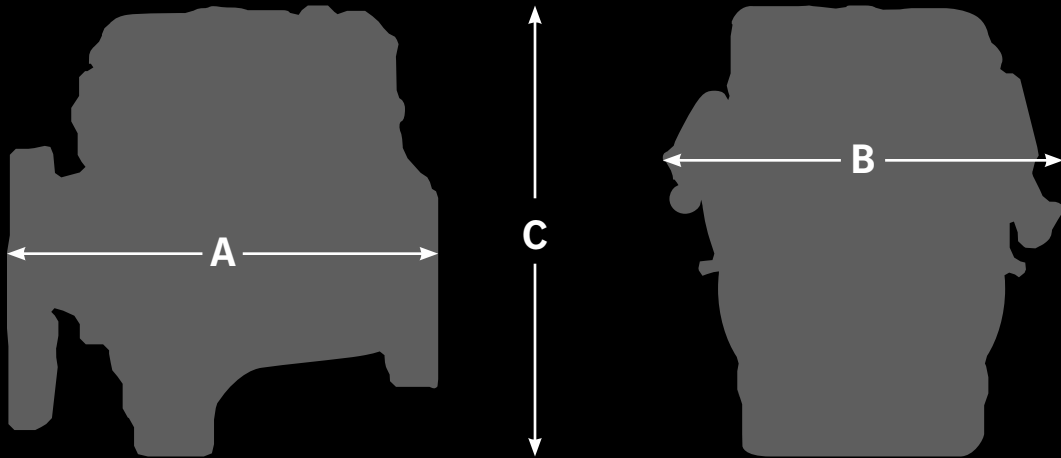
Arrangement: In-line 4
Displacement: 5.1 l



Weight and dimensions*

Weight
DIN 70020 - GZ 495 kg (single stage charger)
DIN 70020 - GZ 510 kg (dual stage chargers)

Dimensions
A = length 810 mm
B = width 680 mm
C = height 900 mm

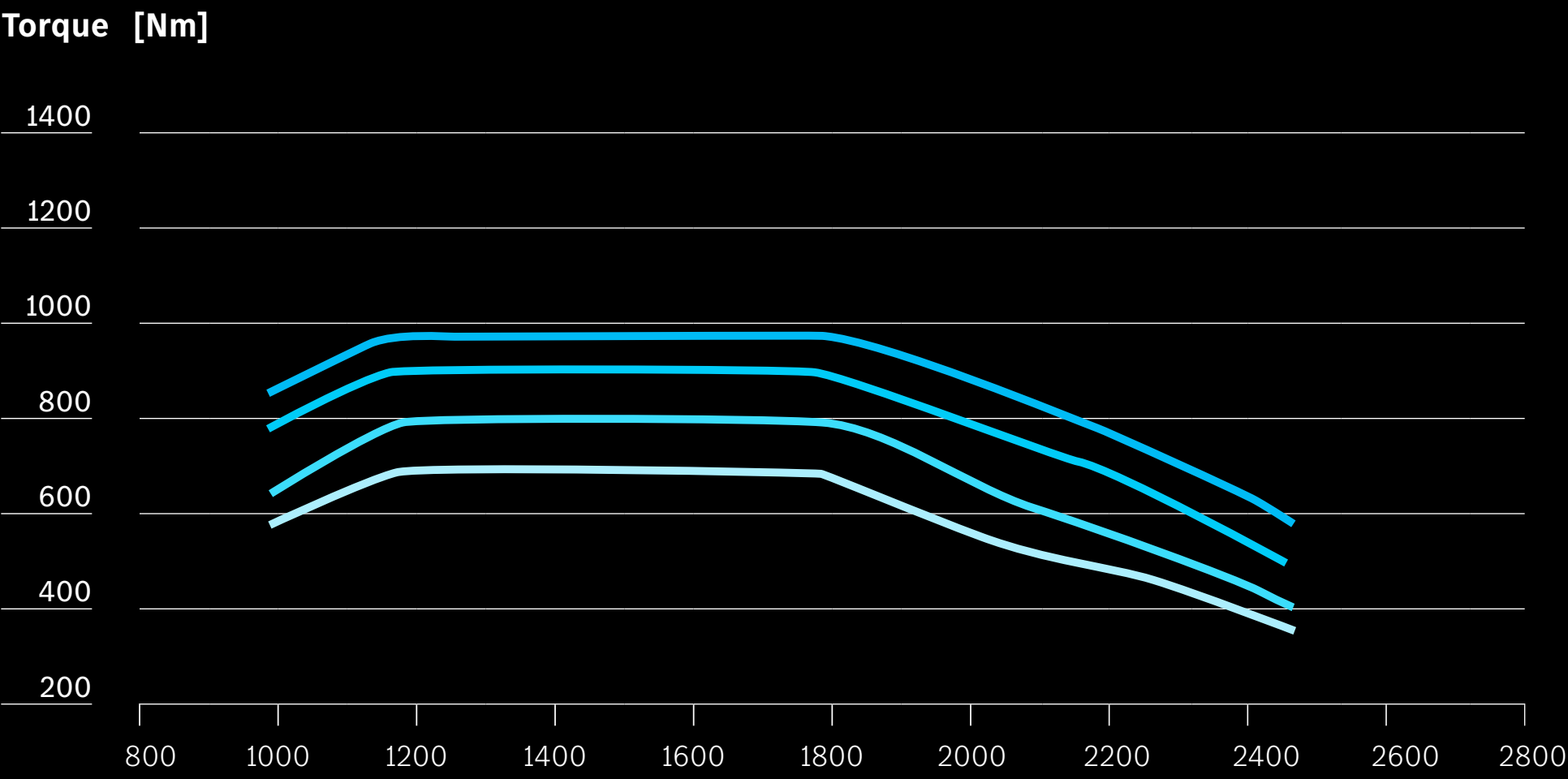
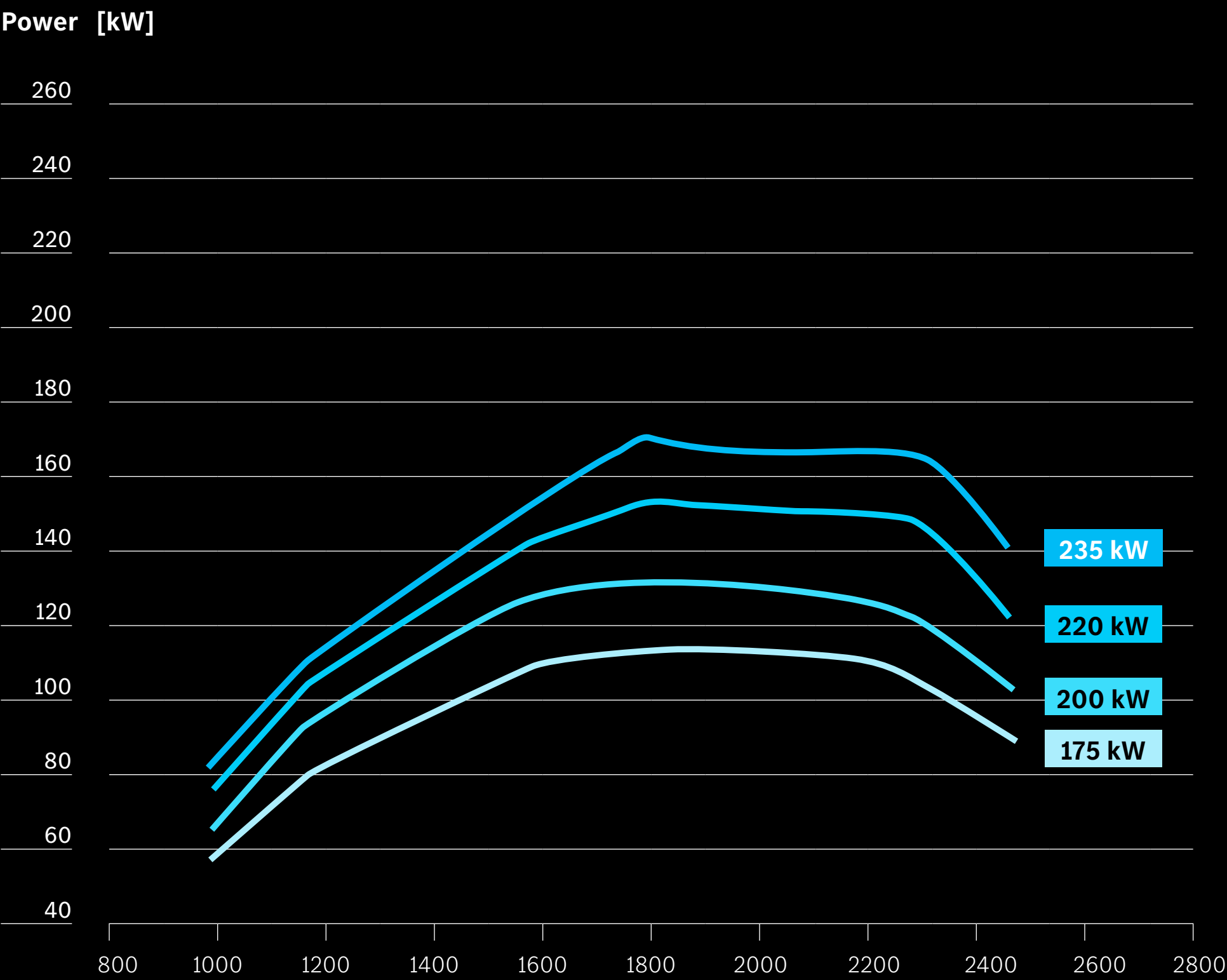


* depending on equipment installed

Rated power and maximal torque

		115/156	130/177	155/211	170/231
Rated power	[kW/hp]	115/156	130/177	155/211	170/231
at engine speed	[rpm]	1800	1800	1800	1800
Maximal torque	[Nm]	650	750	850	900
at engine speed	[rpm]	1200-1600	1200-1600	1200-1600	1200-1800

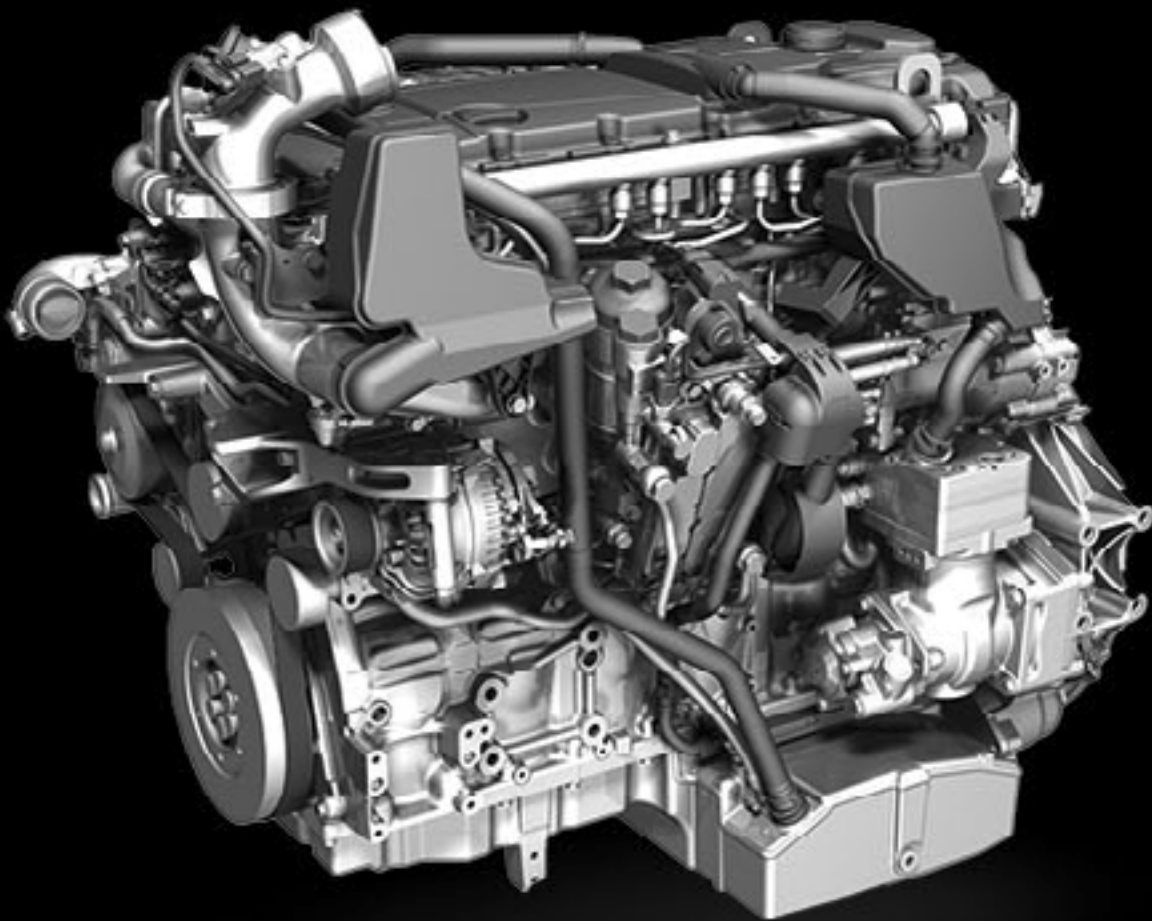
Performance



Medium-duty engine systems

OM 936

Arrangement: In-line 6
Displacement: 7.7 l

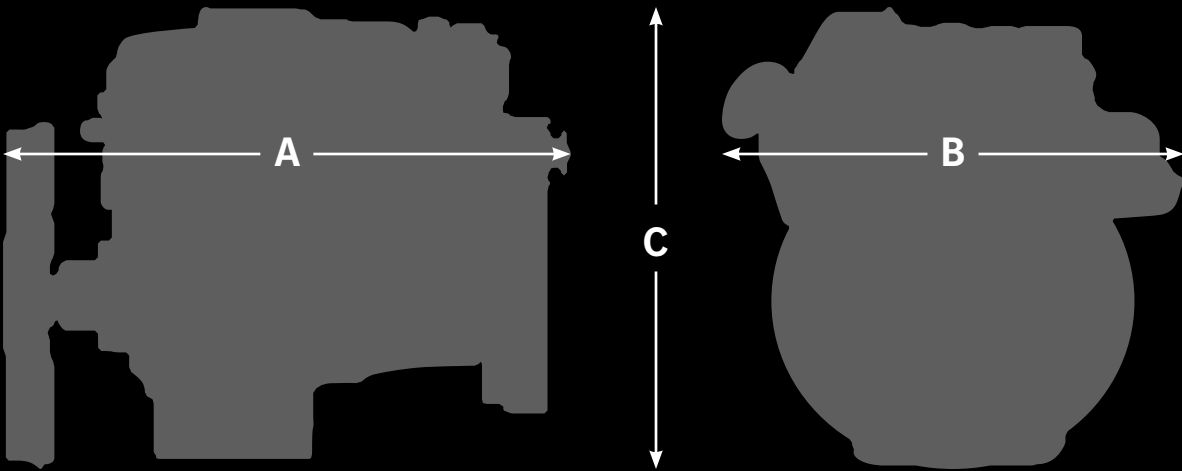


Weight and dimensions*

Weight
DIN 70020 - GZ 652 kg (single stage charger)
DIN 70020 - GZ 666 kg (dual stage chargers)

Dimensions
A = length 1057 mm
B = width 680 mm
(excl. charge air pipe)
C = height 1050 mm

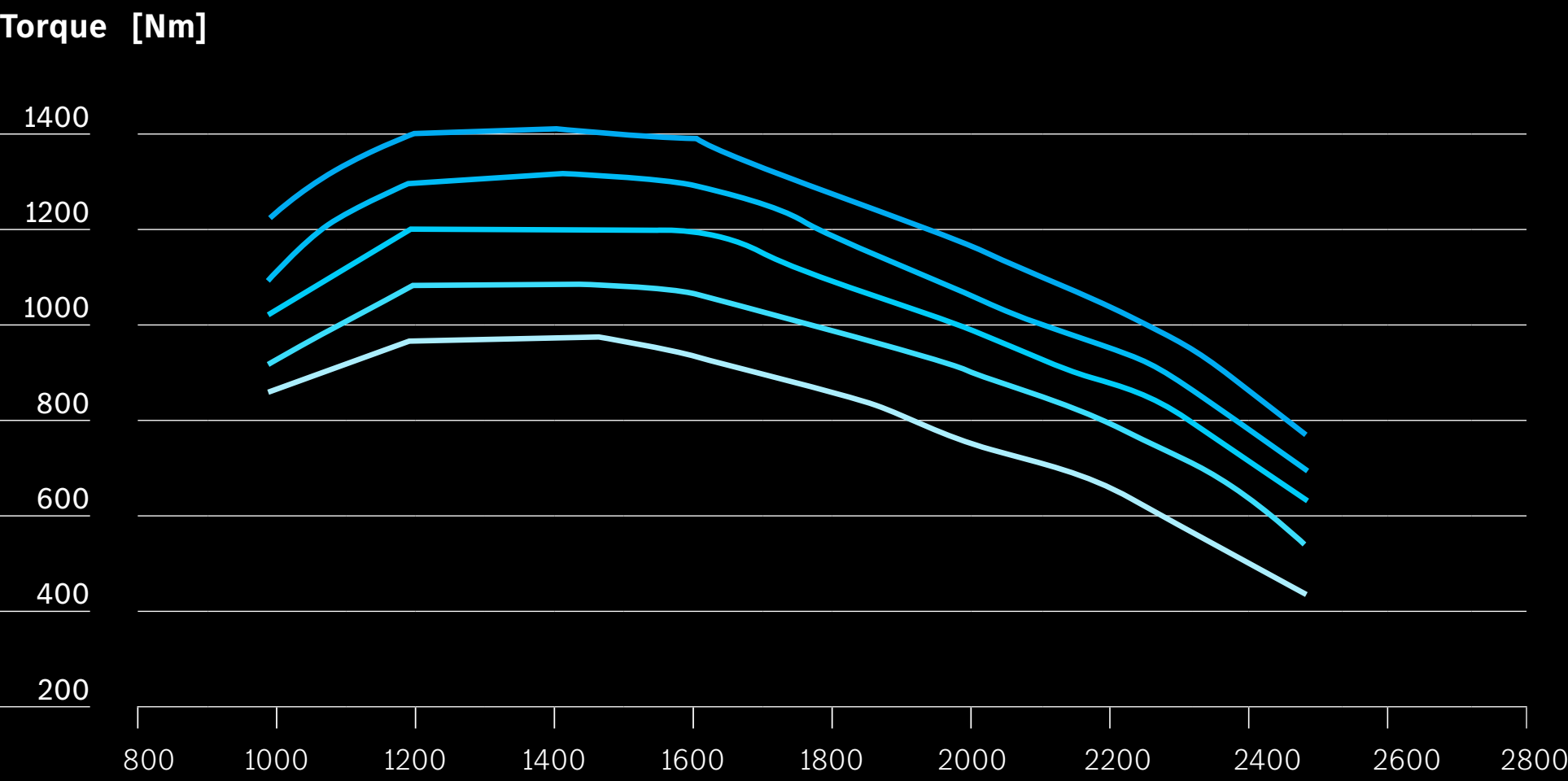
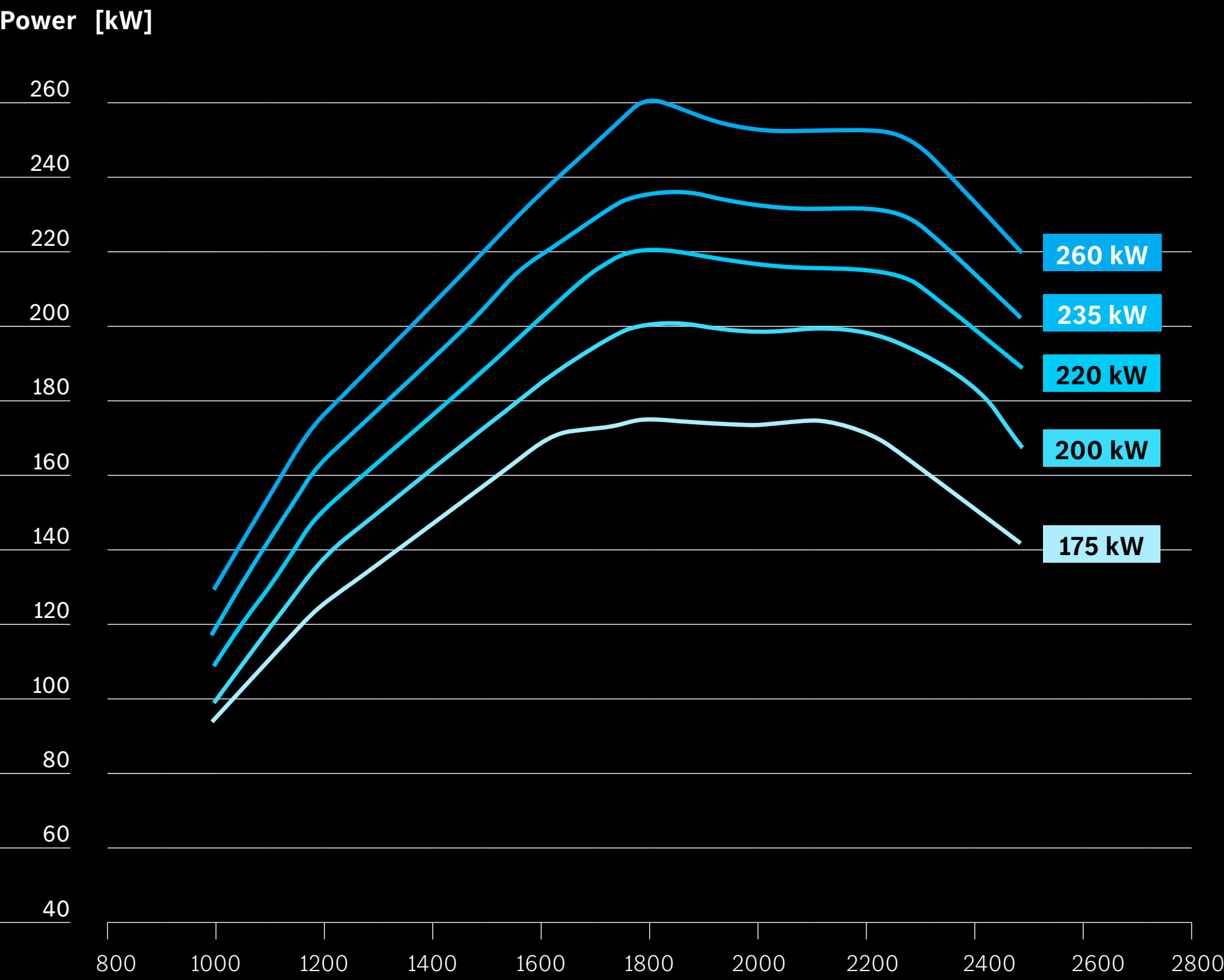
* depending on equipment installed



Rated power and maximal torque

Rated power	[kW/hp]	175/238	200/272	220/299	235/320	260/354
at engine speed	[rpm]	1800	1800	1800	1800	1800
Maximal torque	[Nm]	1000	1100	1200	1300	1400
at engine speed	[rpm]	1200-1600	1200-1600	1200-1600	1200-1600	1200-1600

Performance



Engine systems

HEAVY-DUTY ENGINE SYSTEMS.



ALWAYS GIVING 100%. EFFICIENTLY.

Your product benefits for heavy-duty engine systems:

- **6-cylinder** diesel engines in **in-line arrangement** with **cooled exhaust gas recirculation**
- **Displacement** between **10.7** and **12.8 litres**
- **Output** of **265** up to **375 kW**
- **Special combustion system** to minimize fuel consumption
- This engine generation combines **high performance** with **low fuel consumption**
- **Captive 1-stage asymmetric turbocharger** with outstanding efficiency
- Future-proof **valve timing gear** with 2 overhead camshafts and 4-valve technology
- Powerful and dynamic **engine brakes** with up to 375 kW brake power
- Additional **power take-off** options
- **“One box”** exhaust after-treatment with SCR and DPF
- Common **rail injection system** of up to 2700 bar

OM 470

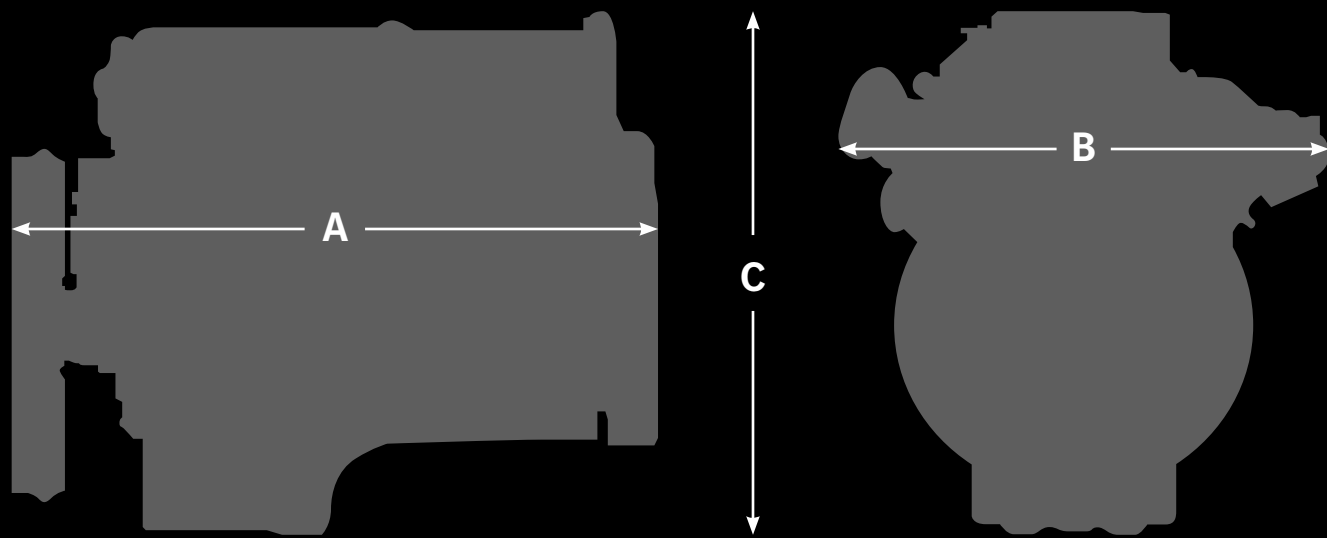
Arrangement: In-line 6
Displacement: 10.7 l



Weight and dimensions*

Weight
DIN 70020 - GZ 952 kg

Dimensions
A = length 1289 mm
B = width 750 mm
(excl. charge air pipe)
C = height 1029 mm

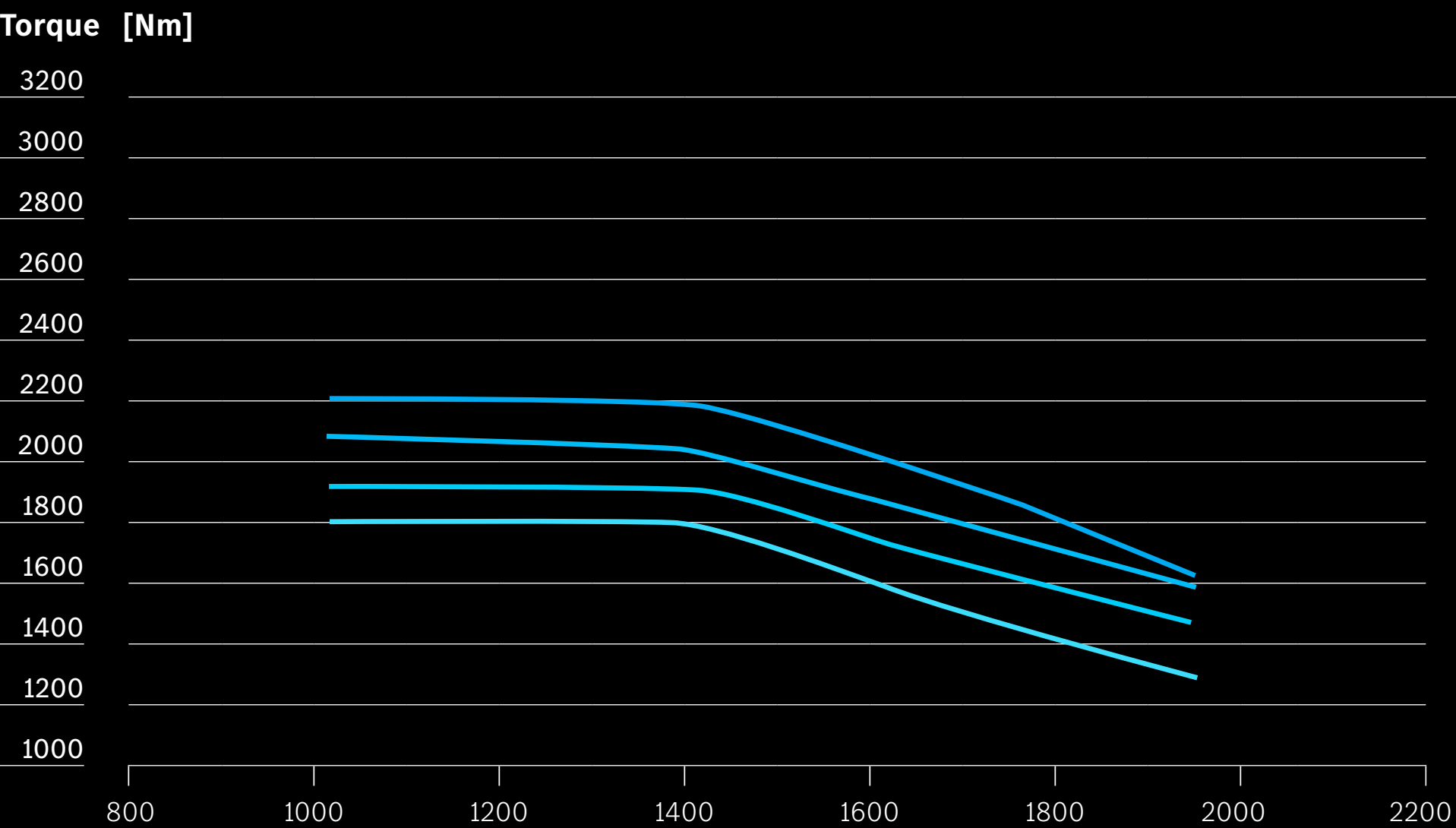
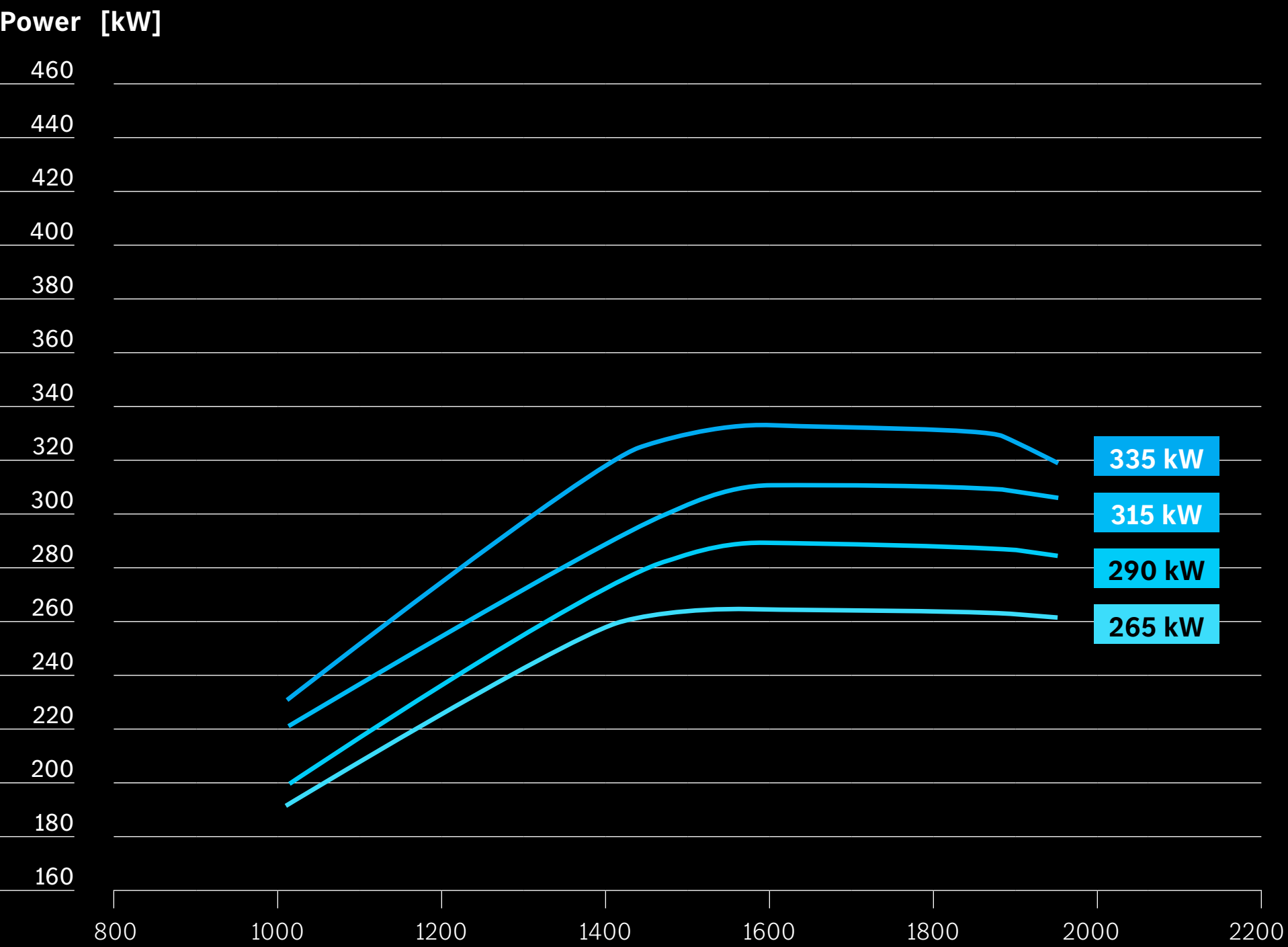


* depending on equipment installed

Rated power and maximal torque

Rated power	[kW/hp]	265/360	290/394	315/428	335/456
at engine speed	[rpm]	1600	1600	1600	1600
Maximal torque	[Nm]	1800	1900	2100	2200
at engine speed	[rpm]	1100	1100	1100	1100

Performance



OM 471

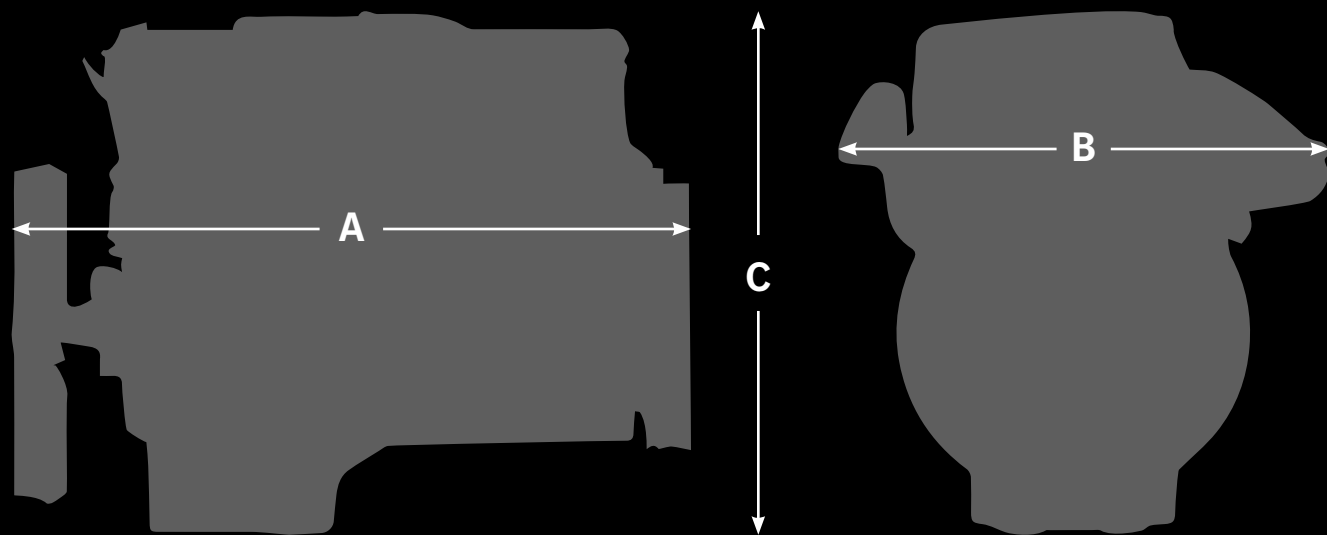
Arrangement: In-line 6
Displacement: 12.8 l



Weight and dimensions*

Weight
DIN 70020 - GZ 1104 kg

Dimensions
A = length 1307 mm
B = width 770 mm
(excl. charge air pipe)
C = height 1058 mm

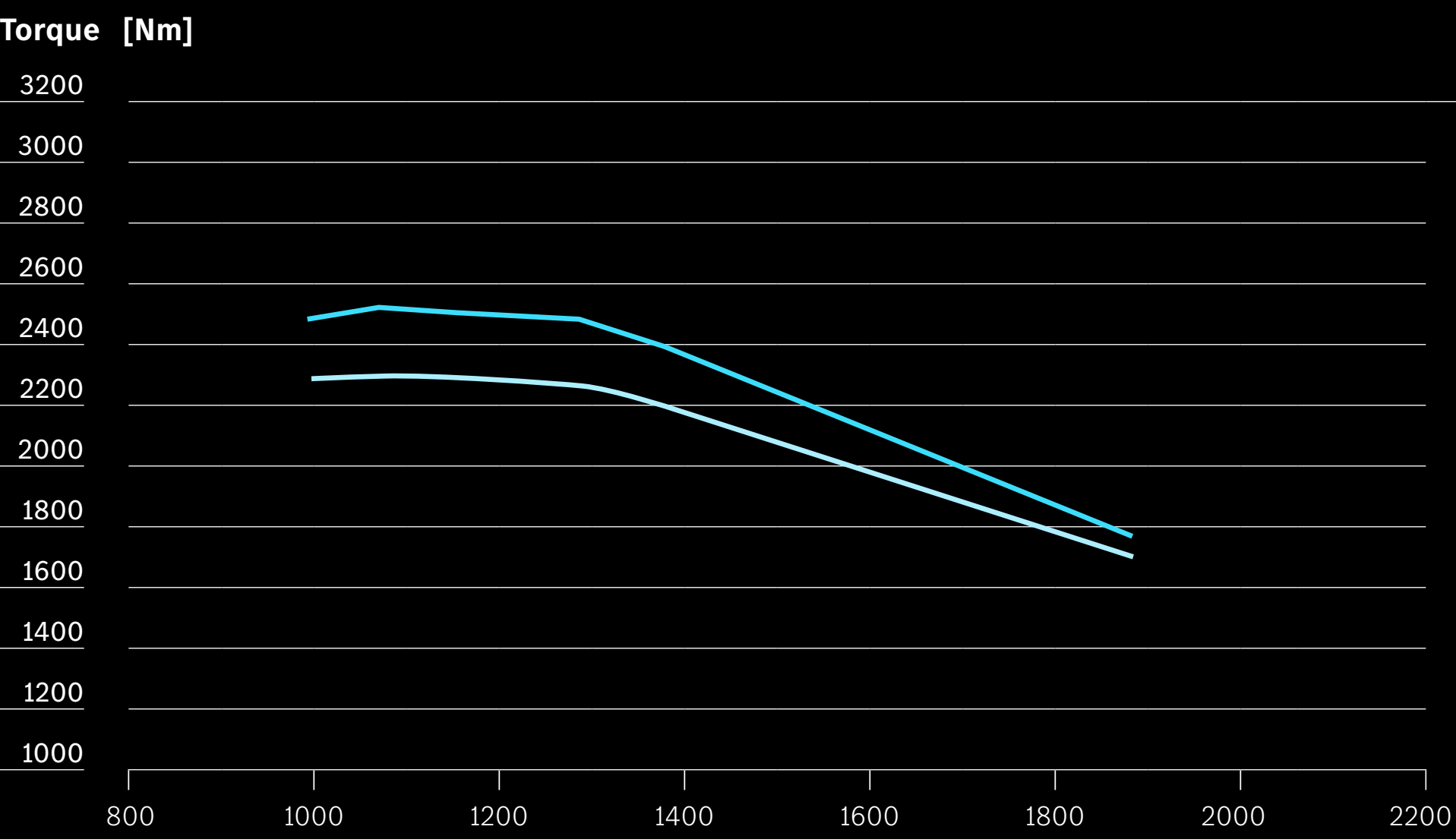
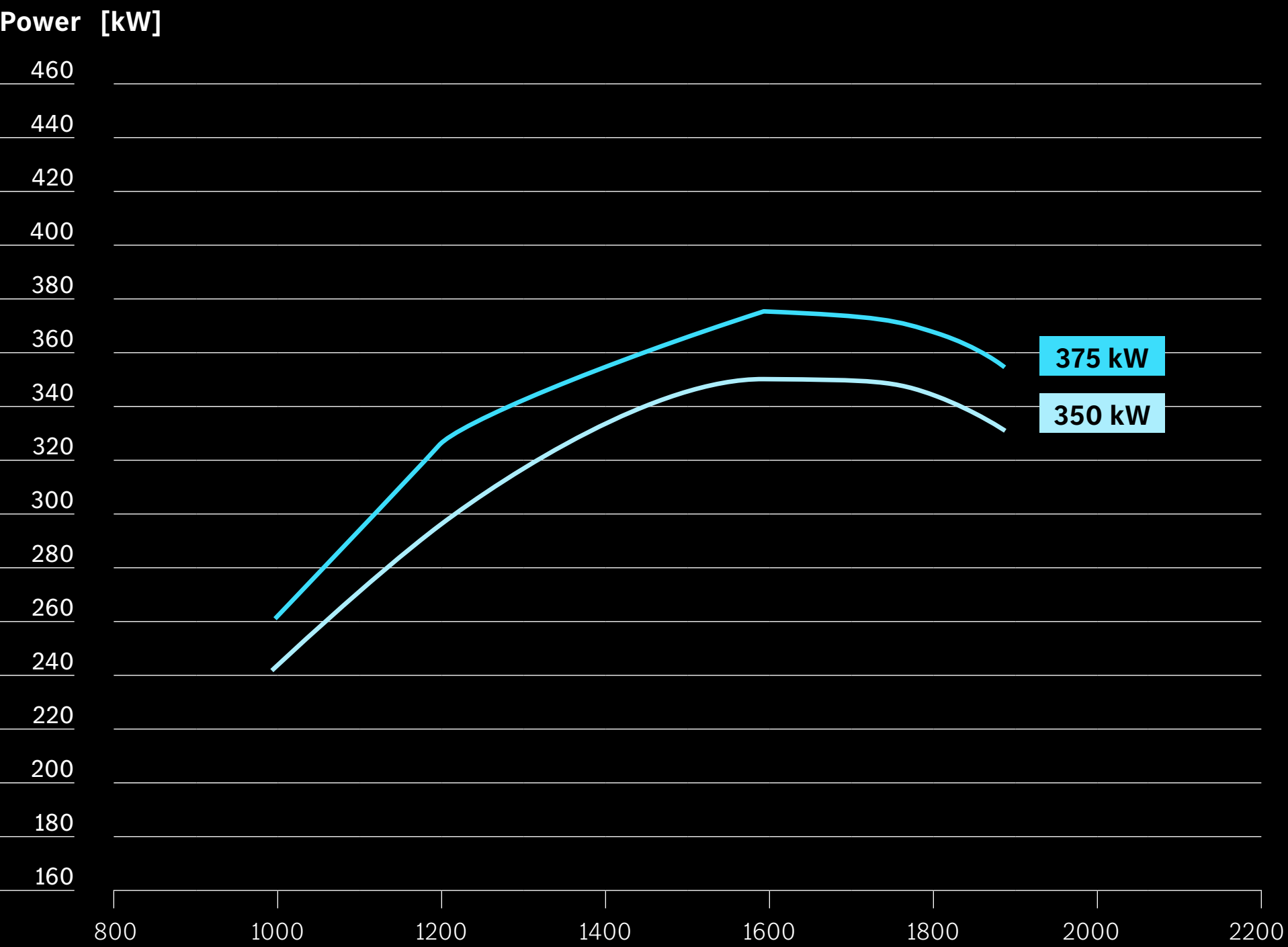


* depending on equipment installed

Rated power and maximal torque

Rated power	[kW/hp]	350/476	375/510
at engine speed	[rpm]	1600	1600
Maximal torque	[Nm]	2300	2500
at engine speed	[rpm]	1100	1100

Performance



Engine systems

EXHAUST AFTER-TREATMENT SYSTEM.



CLEAN FROM START TO FINISH.

Your product benefits for the after-treatment system:

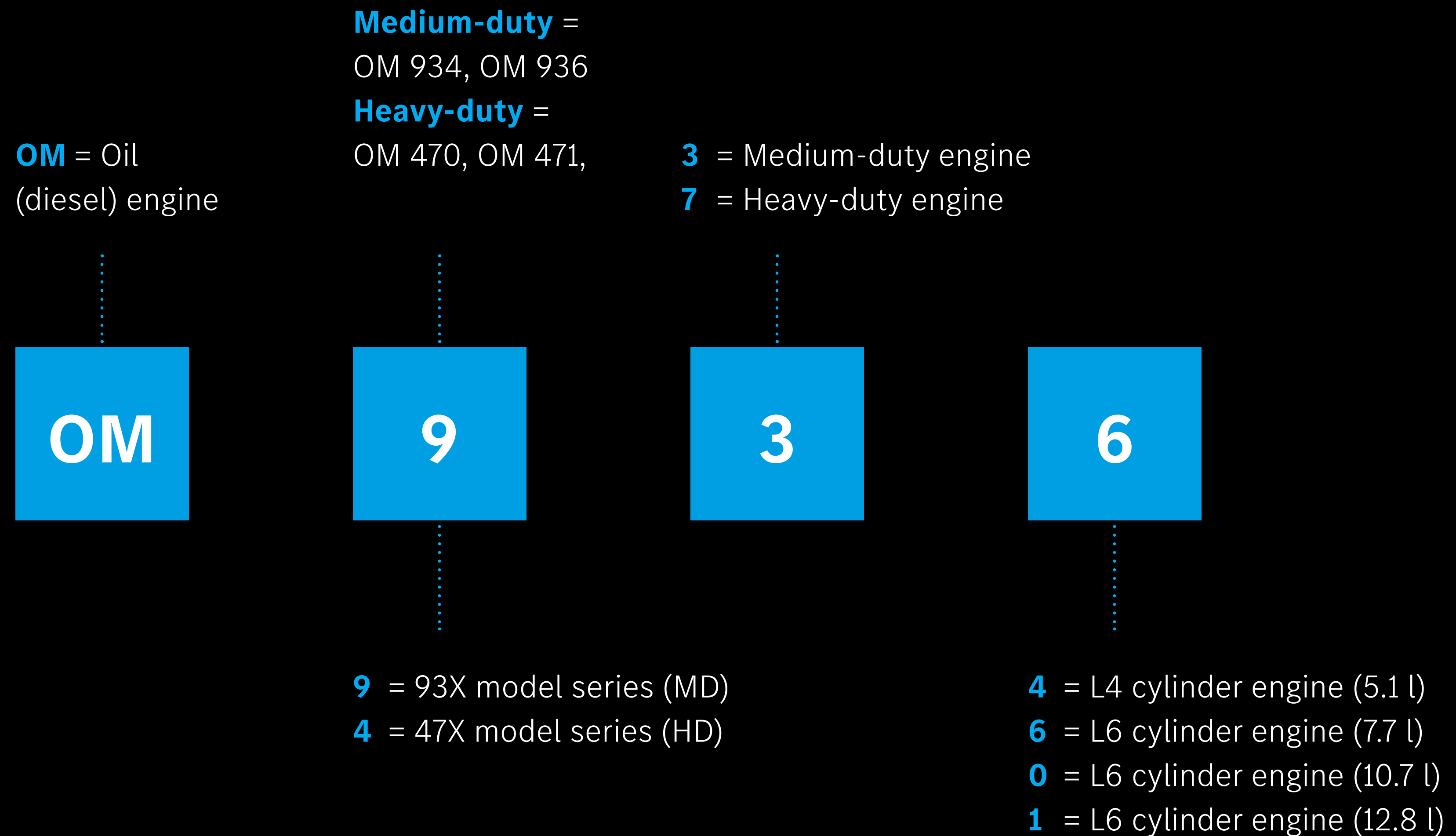
- Low exhaust **back pressure**
- Significant **NOx reduction** at a broad range of exhaust gas volume flows and exhaust gas temperatures
- Maximum possible **soot burn-off** in the diesel particulate filter (DPF) by means of automatic regeneration
- In addition, adaptive **regeneration of the DPF** in all relevant driving cycles
- Large capacity for **ash storage** in the DPF to make maintenance intervals as long as possible
- Small **installation space** and low weight
- Long **service lifetime**, adapted to the engine's service lifetime

- Consistent common parts strategy
- Many different **variants** for exhaust gas inlet and outlet
- Metering of **AdBlue®** without compressed air; very low AdBlue® consumption

The 4- and 6-cylinder Euro VI engines from Mercedes-Benz impress with consistently low fuel consumption, reduced CO₂, particulate matter and low nitrogen oxide emissions.

The overall system is trimmed for superior efficiency as early as the design and engineering phase. As an example, **the intelligent combination of selective catalytic reduction (SCR), cooled and controlled exhaust-gas recirculation (EGR) and a diesel particulate filter (DPF) reduces emissions** to a fraction of previous emission standards.

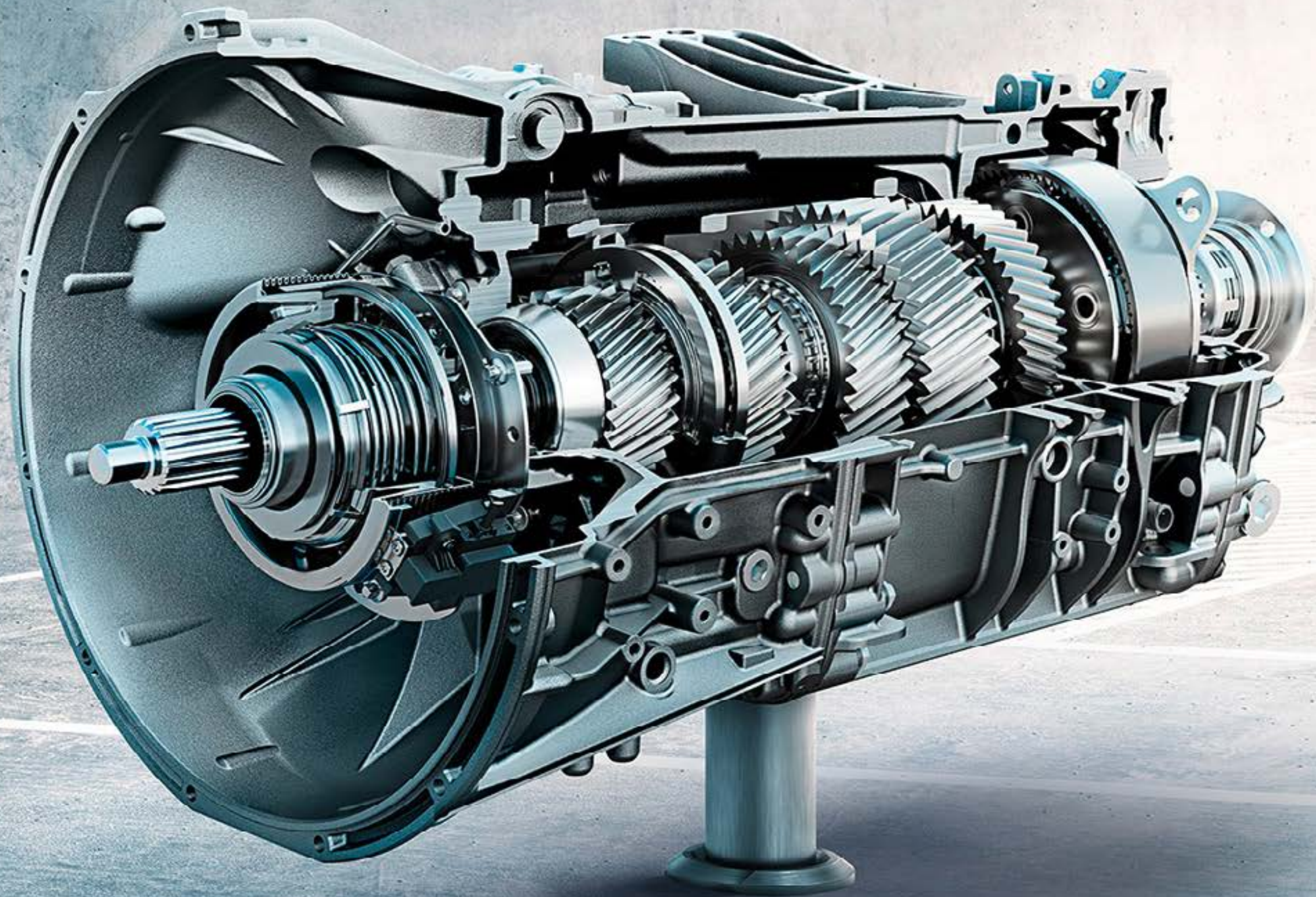
DERIVATION “NOMENCLATURE” - ENGINE SYSTEMS.



* BR = Baureihe = model series

TRANSMISSIONS

Reliable transmissions for a wide range of applications.



SMOOTH AND EFFICIENT OPERATION IN EVERY SITUATION.

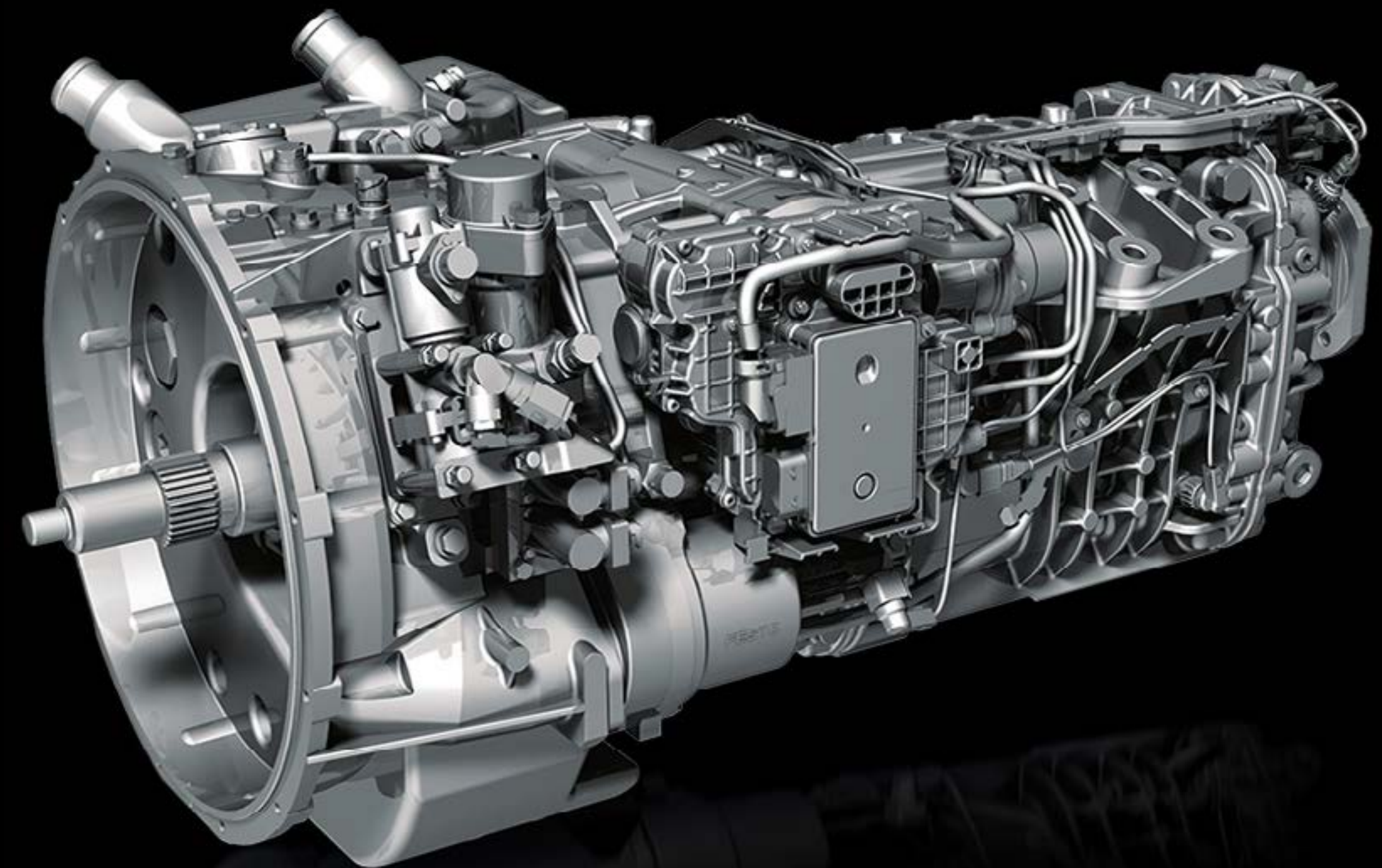
Our range of service includes an 8-speed automated manual shifted transmission for buses and coaches. Our transmissions are manufactured on a large scale by Mercedes-Benz Commercial Vehicles and are engineered to meet the highest standards of technology and quality.

To meet the demands of our customers is the focus of our work. We feel committed to advance the design of our systems in a consistent and innovative way in line with market and customer requirements.

Our know-how is based on decades of experience in the manufacturing and development of commercial vehicle transmissions. This manufacturing expertise distinguishes our transmissions today through three features in particular:

- **Very smooth running characteristics**
- **Low weight**
- **Extreme durability**

In future, we will continue to stand for innovative products focused on customer-oriented applications.



TRANSMISSIONS FOR EURO VI ENGINE SYSTEMS.

Portfolio of transmissions for buses

Model series	Type	Ratio	Forward gears	Max. input torque [Nm]					
Heavy-duty	GO 250-8 PowerShift 3	6.57 - 0.63/10.38	8						
				50010001500200025003000					

■ automated

Transmissions

HEAVY-DUTY TRANSMISSIONS.



HARD-WORKING AND RESILIENT.

Your product benefits for heavy-duty transmission:

- **8-speed automated shifted** manual transmissions
- Resilient to **2500 Nm max. input torque**
- **Gear ratio spread** of 10.38
- Permissible max. gross **vehicle weight (GVW) up to 28.5 t**
- **Secondary water retarder available** for high efficiency
- Bus specific degressive gradation characteristics for **high driving comfort**
- **Quiet running characteristics and long service life** through optimized gear set geometry and high-precision processing technologies
- **Long service intervals and low operating costs** due to a fuel-efficient design optimized for specific operating condition
- **More comfortable vibration behavior** due to integrated engine suspension

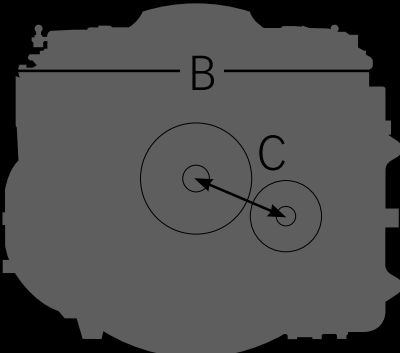
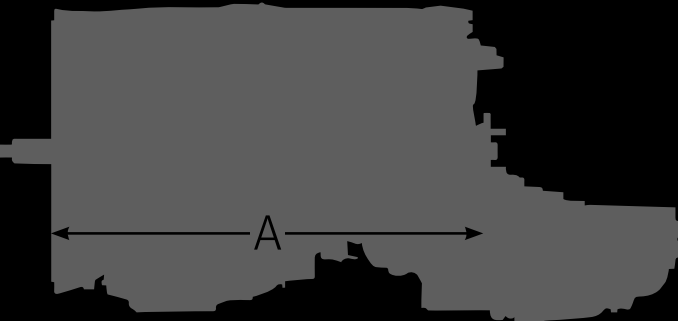
GO 250-8 POWERSHIFT 3



- 8 degressive stepped gears
- 8-speed none synchronized transmission with a wide gear ratio spread
- Double-overdrive configuration
- Secondary water retarder can be adapted

Specifications and dimensions

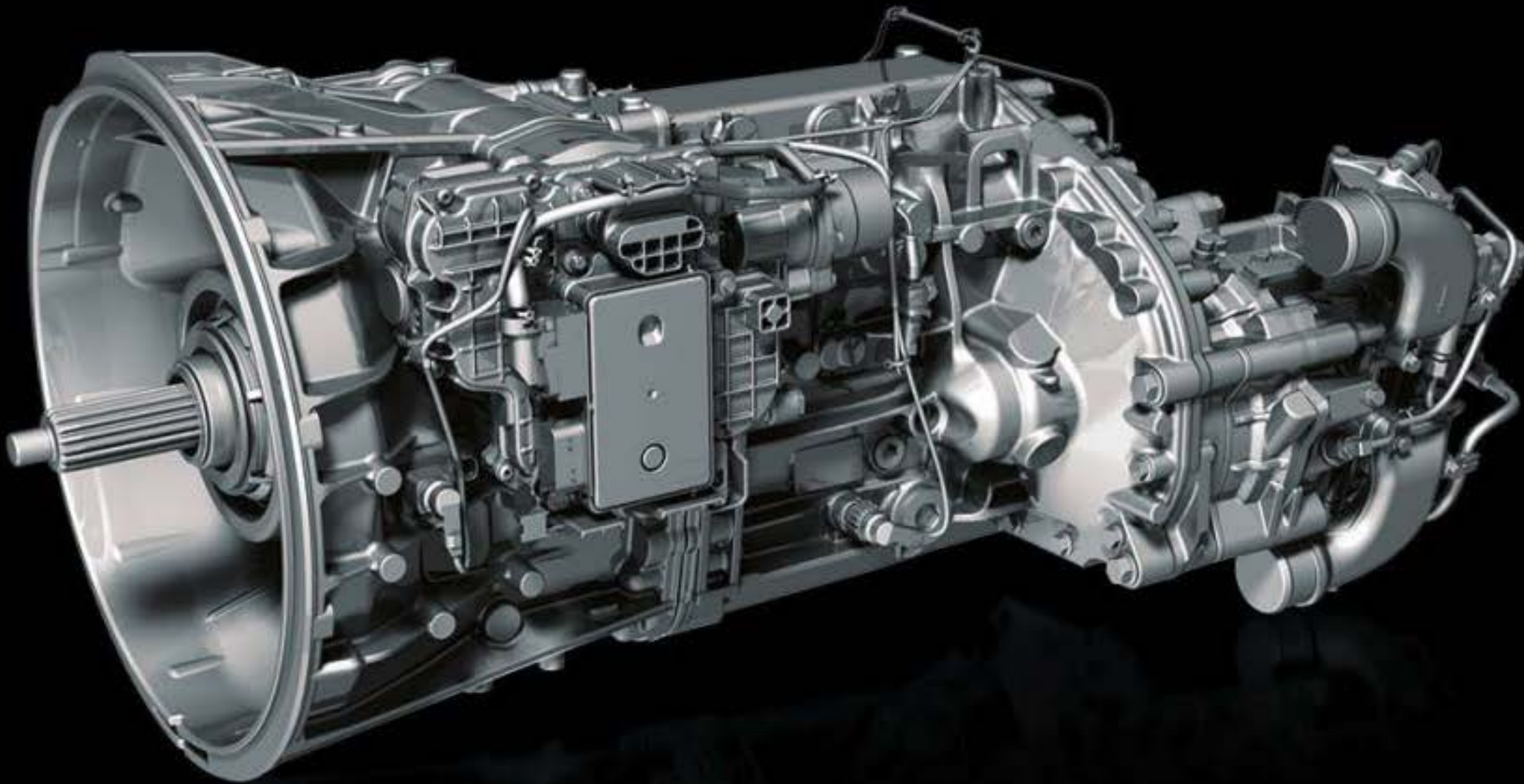
Max. input torque	2500 Nm
Permissible gross combination weight (GCW)	28.5 t
Transmission weight excl. oil	221 kg/ 264 kg*
Oil filling capacity	13.5 l



A = length	846 mm
B = width	630 mm
C = centre to center	52 mm

* with retarder

Gear	1	2	3	4	5	6	7	8	R 1	R 2	Gear ratio spread
Ratio	6.571	4.158	2.748	1.739	1.259	1.000	0.797	0.633	6.176	3.909	10.38



Transmissions

RETARDER.

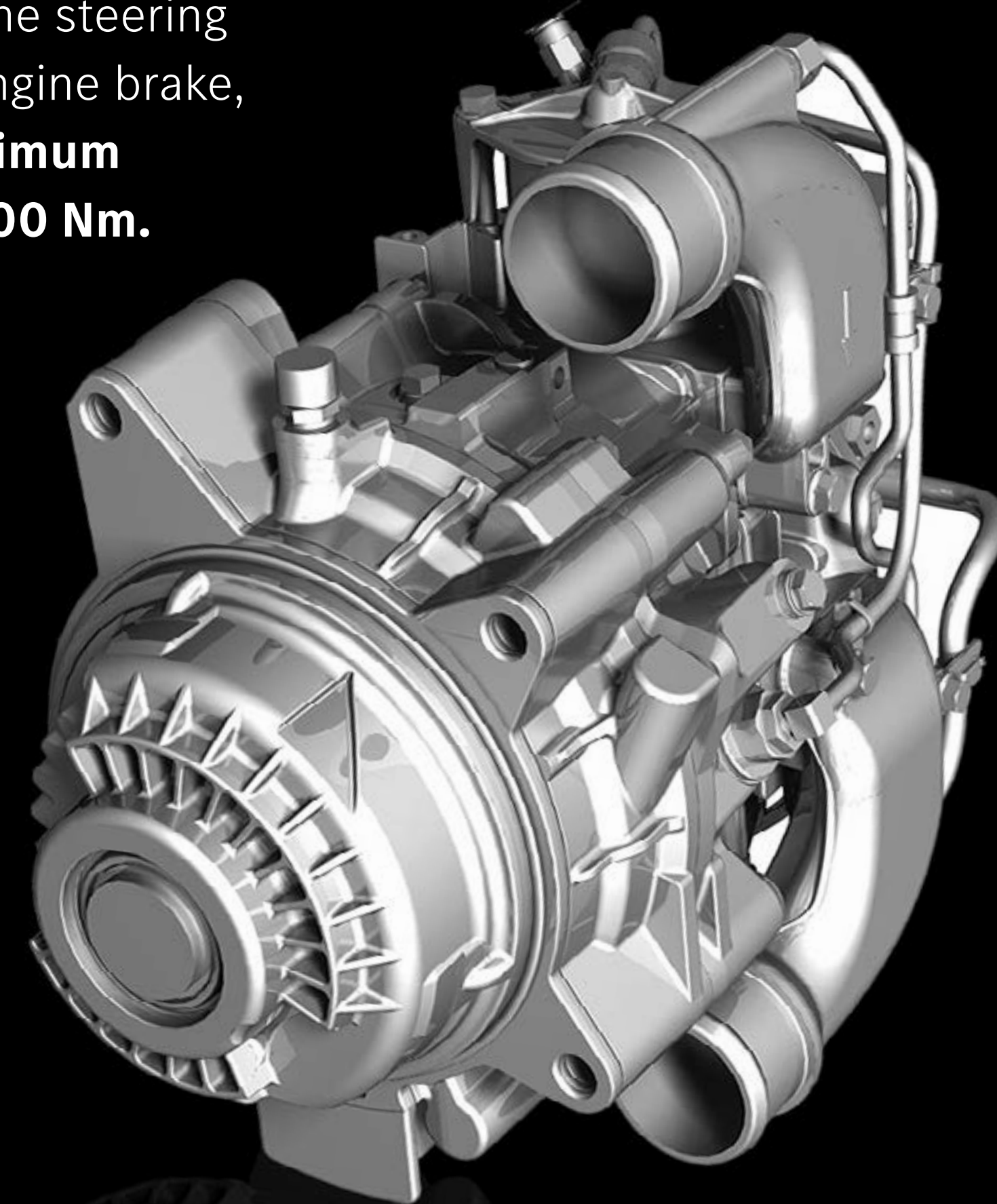


INTEGRATED SECONDARY WATER RETARDER.

The integrated secondary water retarder offers **high braking torque in combination with a compact, weight-saving design**. The weight advantages of the new retarders are 43 kg (SWR) compared to previous oil retarders. The braking power of the retarder is also independent of selected gear or current engine speed.

A gear change does **not** result in **any interruption** in the retarder braking action and the retarder braking power depends only on the current driving speed.

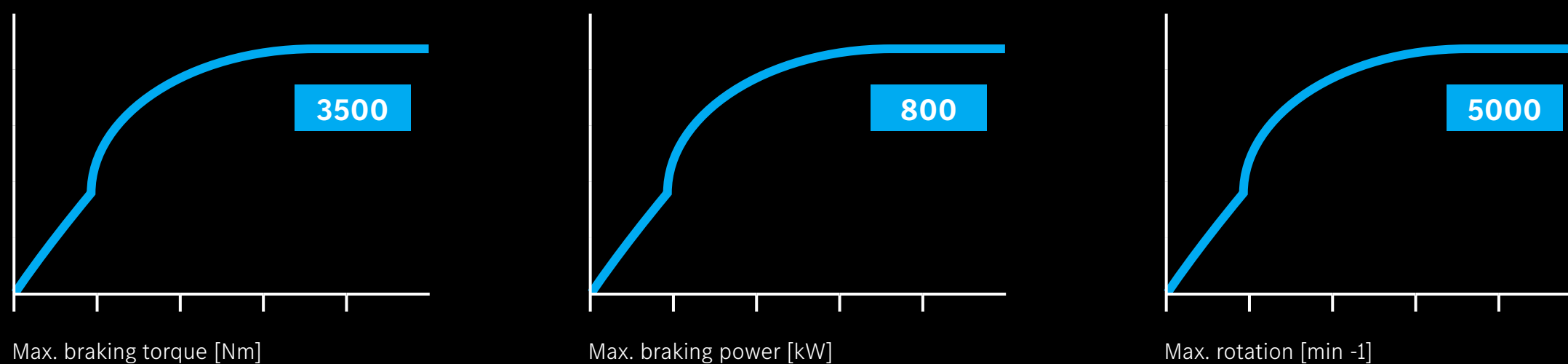
The braking power can be controlled precisely in **five stages** using the right-hand control stalk on the steering column. In addition to the engine brake, the retarder provides a **maximum braking torque of up to 3500 Nm**.



SECONDARY WATER RETARDER.*

Your product benefits:

- **Reduction of friction** by **axial rotor displacement**
- **No heat exchanger** required since the cooling water is used as the operating medium directly
- Compact unit requires only **minimal installation space**
- **Freedom from maintenance** for reduced vehicle service costs
- **Significantly lighter** than comparable hydrodynamic retarder
- **Increased comfort** through low noise emission
- **Integration** into the vehicle management
- Between 20 and 30% higher **constant brake power** than current oil retarders



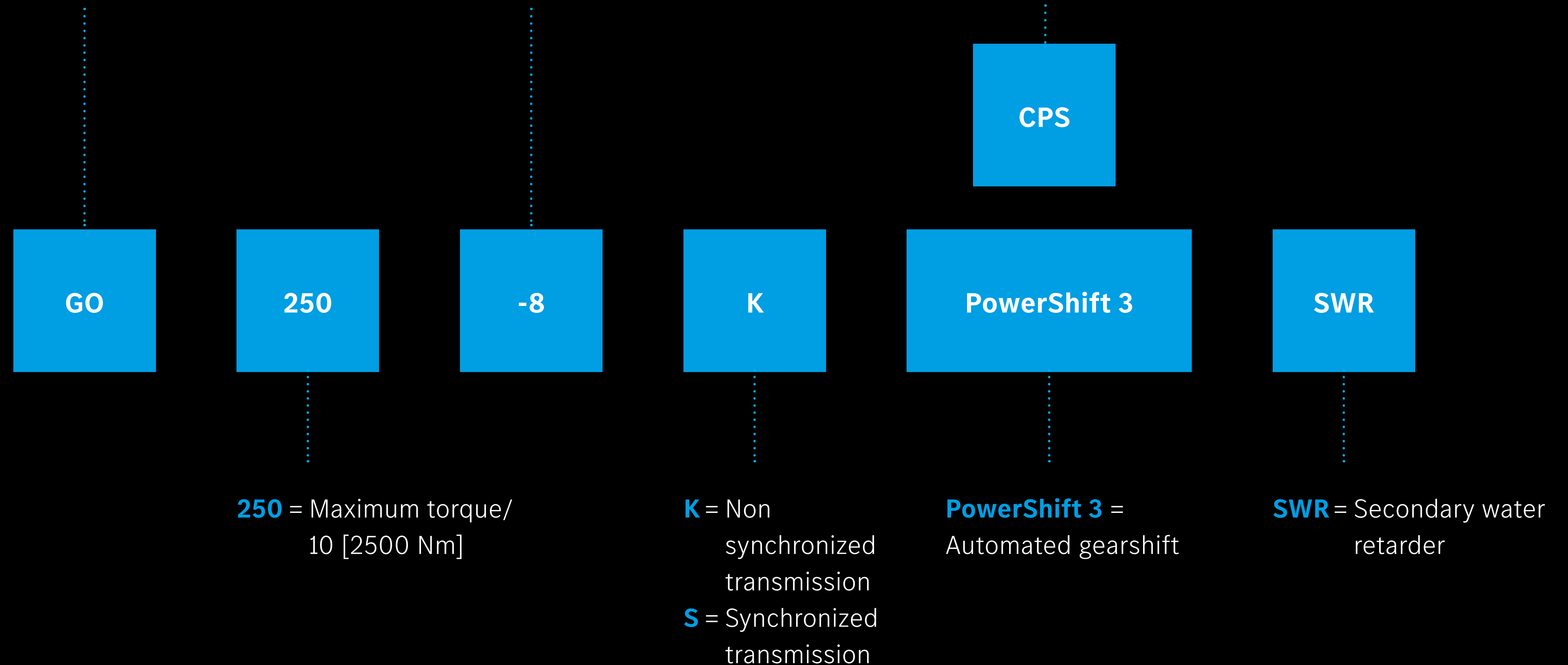
* Not available with TRC

DERIVATION “NOMENCLATURE” - TRANSMISSIONS.

G = Mercedes-Benz transmission
for buses and coaches

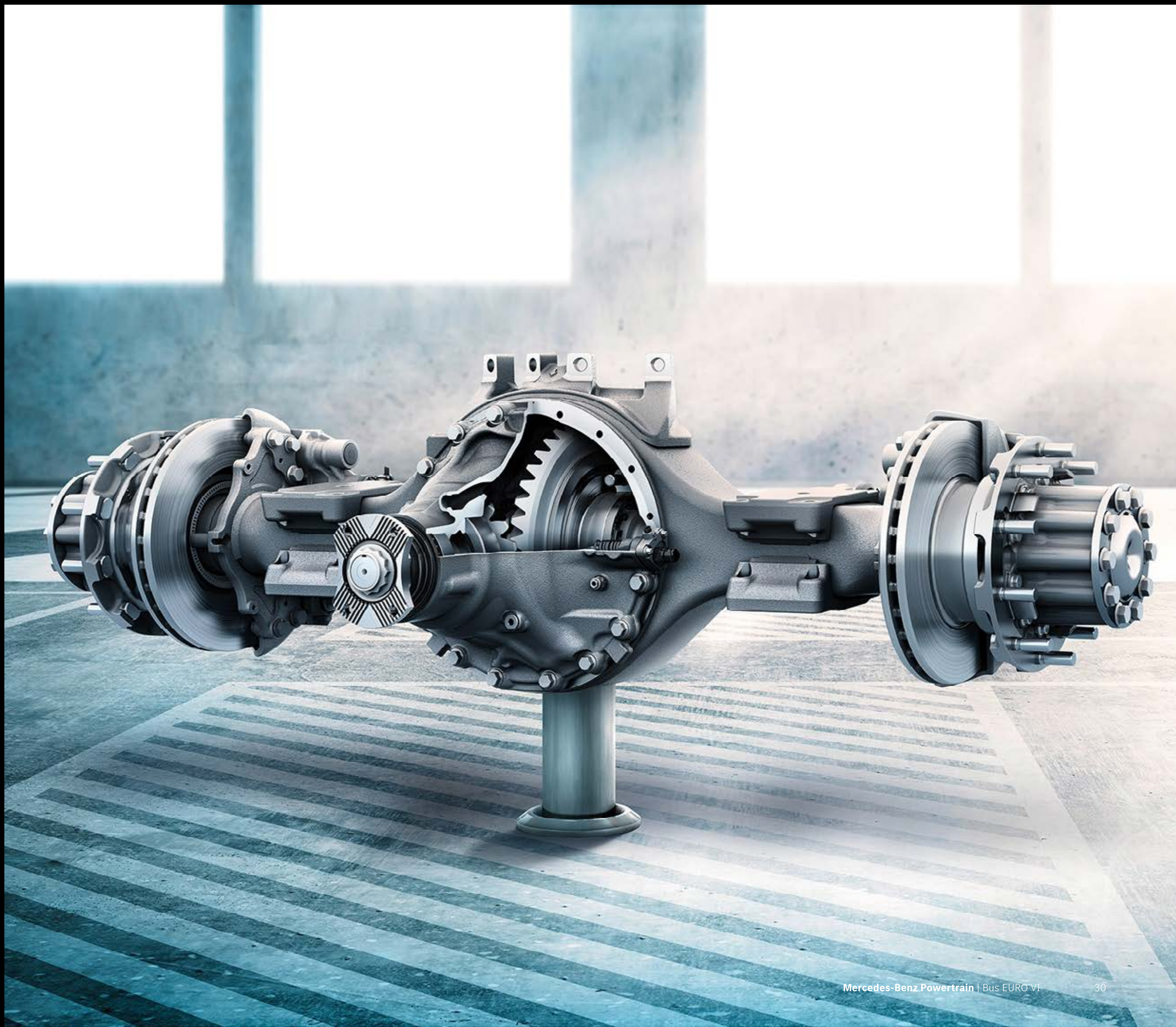
Number = gears

CPS = Cable PowerShift



AXLES

Reliable axles
for every application.



THE MOST EFFICIENT WAY OF PUTTING POWER ON THE ROAD.

Our product range consists of axles for a broad range of commercial vehicles. This portfolio is highly suitable for nearly all commercial categories, in urban areas or overland, from delivery to heavy-duty trucks.

We use our customers' experience, requirements and demands as an essential precondition for the development of new axle technologies.

Our innovative state-of-the-art engineering and our quality-driven plants in Germany give our axles outstanding performance in:

- **Durability**
- **Fuel efficiency**
- **Quiet operation**

Top vehicle manufacturers around the world trust the outstanding quality and performance of our axles and the

reliability of our services. We are one of the world's biggest producers of commercial axles and we want to share our experience and technology with you.

See for yourself and discover the advantages of Mercedes-Benz axles.



THE RIGHT AXLE FOR EVERY APPLICATION.

Axle portfolio: front axles* and rear axles

	Vehicle category	Front axles*	Size [inches]	Axle load [t]	Rear axles	Size [inches]	Axle load [t]
	Minibus (7m)	F 4.1-F 4.4	17.5		R 325	17.5	
	Midibus (8-10m)	F 5.3-F 6.1	19.5		R 390	19.5/22.5	
	City bus/ coach (12m)	FO 7.5	22.5		R 440*	22.5	
		F 7.5-10	20/22.5		RO 440*	22.5	
* only applicable with front engine configuration				246810		51015202530	

Meaning of symbols:

FA

Front axles

RA

Rear axles



Axles for minibuses



Axles for midibuses



Axles for city buses & coaches

LF



Low floor chassis

LE



Low entry chassis

HF



High floor chassis

Axles

FRONT AXLES.



Front axles

FLEXIBILITY AT A HIGH LEVEL.

Your product benefits for front axles:

- Wheel-end sizes **from 17.5 to 22.5 inches**
- Axle loads from **4.1 to 9 t** (per axle)
- Gross vehicle weight rating (GVWR) from **6.5 to 26 tons**
- **Longer lifetime** and easy maintenance
- **Additional payload** due to weight-optimized design
- **Left or right handed** applications possible
- **Maintenance free** wheel hub

F 4.1-F 4.4

- Steered rigid axle with forged front axle beam
- Recommended for minibuses



Data and dimensions

Axle load	4.1-4.4 t
Wheel-end size	17.5 inches
Brake	disk brake
Axle weight*	245 kg
A = overall width	2293-2303 mm
B = track width	1949-1975 mm
C = spring track	830 mm
D = max. steering angle	52°

Two technical diagrams of the axle. The top diagram is a top-down view showing the overall width (A) and track width (B) with dimension lines. The bottom diagram is a side view showing the spring track (C) and the maximum steering angle (D) with dimension lines and an arc indicating the angle.

* varies depending on configuration

Front axles

F 5.3-F 6.1

- Steered rigid axle with forged front axle beam
- Recommended for medium-duty application



Data and dimensions

Axle load	5.3-6.1 t
Wheel-end size	19.5 inches
Brake	disk brake
Axle weight*	357 kg
A = overall width	2346-2389 mm
B = track width	1955-1991 mm
C = spring track	830 mm
D = max. steering angle	52°

Two technical diagrams of the axle assembly. The top diagram shows the axle from a side-on perspective with dimension lines for 'A' (overall width) and 'B' (track width). The bottom diagram shows the axle from a front-on perspective, highlighting the steering knuckle and dimension 'D' (max. steering angle) with an arc. Dimension 'C' (spring track) is also indicated between the spring mounting points.

* varies depending on configuration

Front axles

F0 7.5

- Steered rigid axle with forged front axle beam
- Low-floor option owing to a large drop
- Recommended for city buses and coaches



Data and dimensions

Axle load	7.5 t
Wheel-end size	22.5 inches
Brake	disk brake
Drive type	single-stage
Axle weight*	430* kg

A = overall width 2495 mm
B = track width 2101 mm
C = spring track 1094 mm
D = max. steering angle 55°

* varies depending on configuration

Front axles

F 7.5-F 10

- Steered rigid axle with forged front axle beam
- Recommended for city-buses and coaches



Data and dimensions

Axle load	7.5-10 t
Wheel-end size	22.5 inches
Brake	disk brake/drum brake
Axle weight*	463 kg
A = overall width	2486-2583 mm
B = track width	2046-2153 mm
C = spring track	840 mm
D = max. steering angle	48°

* varies depending on configuration

Axles

REAR AXLES.



MASTER EVERY CHALLENGE.

Your product benefits for rear axles:

- **Wheel-end sizes** from **17.5** to **22.5 inches**
- **Hypoid driven**
- **Ring gear diameter** from **325** to **440 mm**
- **Axle loads** from **6.2** to **13 t** (per axle)
- **Gross vehicle weight rating (GVWR)** from **6.5** to **26 t**
- **High fuel efficiency**
- **Easy maintenance** and long oil change intervals
- **Long lifetime** and **quiet operation** due to optimized gear set design
- **Additional payload** due to weight-optimized design
- **Adaption to the transport task** through numerous ratio variants
- **Maintenance-free** wheel hub
- **Applicable for front and rear** engine configuration

R 325

- Fabricated axle housing
- Recommended for minibuses
- For front engine coniguration



Data and dimensions

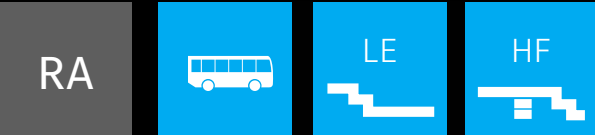
Axle load	6.2-8.3 t
Wheel-end size	17.5 inches
Brake	disk brake
Suspension	air springs/steel springs
Drive type	single reduction/hypoid
Axle weight*	350 kg
A = overall width	2232-2330 mm
B = track width	1760-1775 mm
C = spring track	1022 mm
Ring gear diameter	325 mm

A technical diagram of the axle assembly showing three dimensions: A (overall width), B (track width), and C (spring track). Dimension A is the total width of the axle housing. Dimension B is the distance between the centers of the wheels. Dimension C is the distance between the spring mounting points.

* varies depending on configuration

R 390

- Fabricated axle housing
- Recommended for medium-duty application
- For front engine coniguration



Data and dimensions

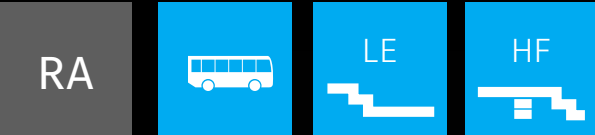
Axle load	7.7 - 11 t*
Wheel-end size	19.5 inches
Brake	disk brake/drum brake
Suspension	air springs/steel springs
Drive type	single reduction/hypoid
Axle weight**	541 kg
A = overall width	2284-2489 mm
B = track width	1753-1840 mm
C = spring track	1022 mm
Ring gear diameter	390 mm
* 7.7 t single tire 9.2 t swiss width ** varies depending on configuration	

A technical diagram of the axle assembly showing dimensions A (overall width), B (track width), and C (spring track). Dimension A is the total width between the outermost wheel ends. Dimension B is the distance between the centers of the two wheels. Dimension C is the distance between the two spring mounting points.

A second technical diagram of the axle assembly, similar to the first, showing dimensions A, B, and C.

R 440/RO 440

- Fabricated axle housing
- Recommended for category city buses and coaches
- With R 440 for front engine configuration
- With RO 440 for rear engine configuration



Data and dimensions

Axle load	11.5 - 13 t
Wheel-end size	22.5 inches
Brake	disk brake
Suspension	air springs
Drive type	single reduction/hypoid
Axle weight*	683* kg
A = overall width	2419-2482 mm
B = track width	1802-1804 mm
C = spring track	930/940 mm
Ring gear diameter	440 mm

A technical diagram of the axle assembly showing the overall width (A), track width (B), and spring track (C). The diagram is a top-down view of the axle housing and wheel ends.

A technical diagram of the axle assembly showing the spring track (C). The diagram is a top-down view of the axle housing and wheel ends, focusing on the spring track dimension.

* varies depending on configuration

DERIVATION “NOMENCLATURE” - AXLES.

Non-driven axles

F = Front axle
FO = Front axle omnibus

FO

7.5

Number = Axle load [t]

Driven axles

R = Rear axle
RO = Rear axle omnibus

RO

440

Number =
Ring gear diameter [mm]

SERVICE

More than products.



Service

OUR GLOBAL MERCEDES-BENZ SERVICE NETWORK.

Optimizing customer support while minimizing downtimes of your trucks and buses is highly relevant for us. Enjoy the advantages of our network with more than 2,400 authorized Mercedes-Benz Truck Service Centers worldwide.



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Service

SPARE PARTS SUPPLY.

We will ensure spare parts availability for many years after your initial investment. Your vehicle can only deliver top performance if it's kept in shape at all times. It is only the use of high-quality GenuineParts that ensures that the explicit and implied warranty is maintained.

For our price-sensitive customers, we also offer a large portfolio of Genuine Remanufactured Parts – to save costs but maintain the same quality level.

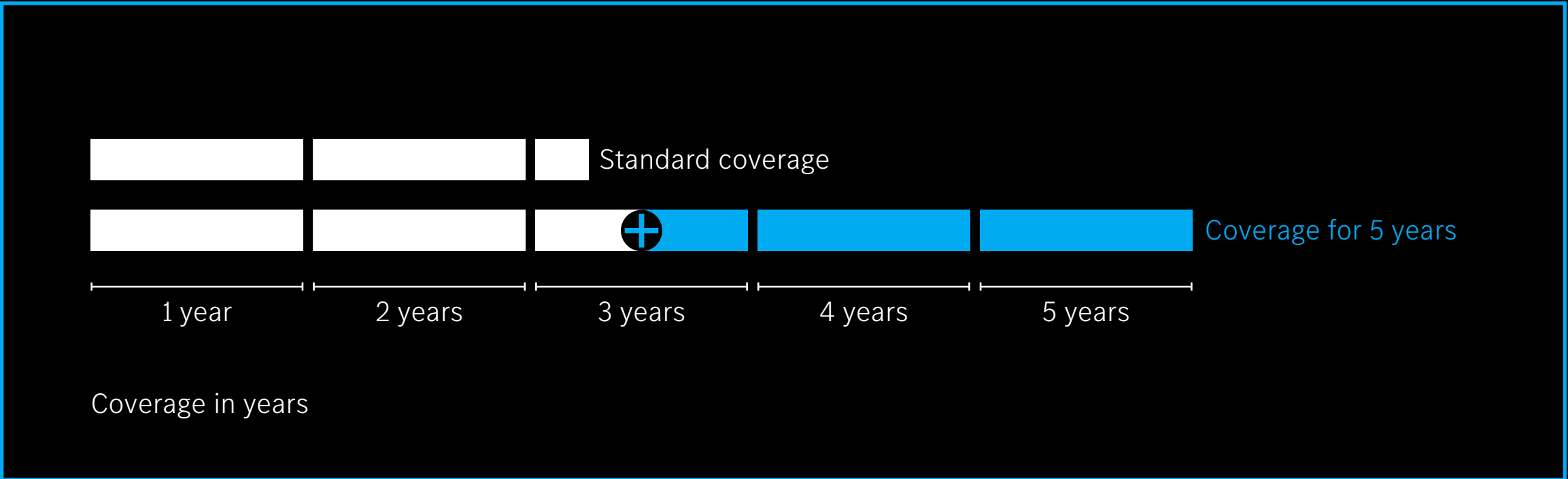


EXTENDED WARRANTY. WE BELIEVE IN OUR QUALITY.

Our extended coverage programme takes you to a higher level. Mercedes-Benz Powertrain engine system owners enjoy overall coverage, which can be extended to five years and therefore adds even more value to your engine system.

Benefit from five years of manufacturer’s coverage for your powertrain components – our new coverage programme with 500,000 km and 300,000 Stop-Starts: five years of manufacturer’s coverage for your powertrain components.

Coverage types



Extended warranty - your advantages* at a glance:

Integrated Powertrain:

- ✓ 5 years’ coverage
- ✓ Up to 500,000 km
- ✓ 300,000 Stop-Starts
- ✓ After-treatment system covered
- ✓ Alternator + starter + accessories covered
- ✓ Crankshaft radial sealing rings covered
- ✓ Electronic control units covered
- ✓ Valid in matured markets

Service

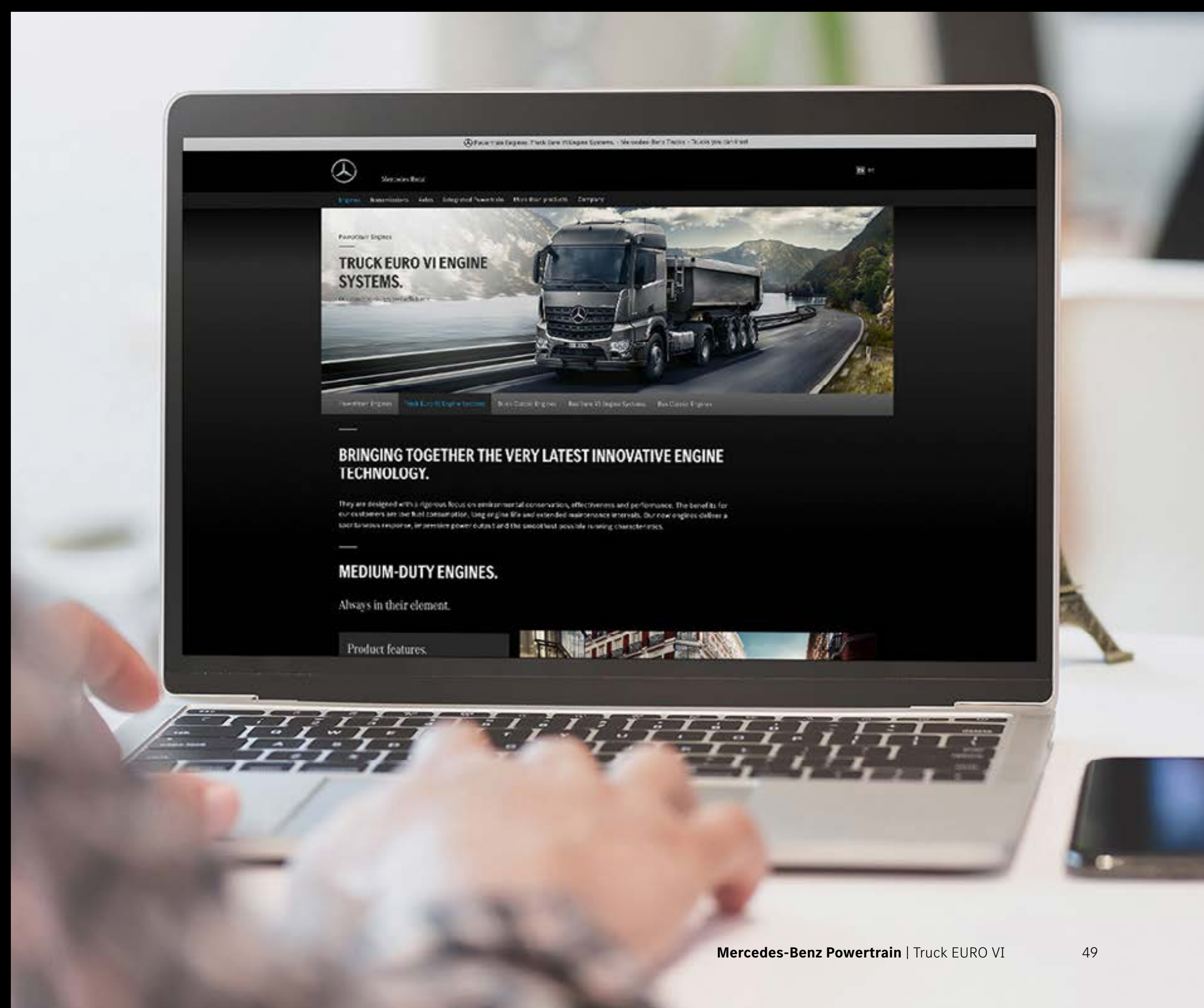
MORE THAN PRODUCTS.

Our perfectly matched powertrain delivers you the best possible performance and fuel savings, while maintaining low overall operating costs. The perfect combination of engine systems, transmissions and axles yields the greatest possible efficiency and the best quality made by Mercedes-Benz Powertrain. We tailor Mercedes-Benz Powertrain component configurations to the needs of our customers for sales in the on-highway segment.

If you have technical questions, would like additional information or wish to request installation drawings, please do not hesitate to contact our sales team.

Sales External Customers
Daimler Truck AG
HPC DTF3B
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Germany

powertrain.mercedes-benz-trucks.com



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Components at a glance.



ENGINES.

Type	Cylinder	Displacement [litres]	Power [kW]	Torque [Nm]	TRUCKS	BUSES
OM 934	L4	5.1	115. 130	650. 750	x	
OM 934 LA	L4	5.1	115. 130. 155. 170	650. 750. 850. 900		x
OM 936	L6	7.7	175. 200. 220. 235. 260	1000. 1100. 1200. 1300. 1400	x	
OM 936 LA	L6	7.7	175. 200. 220. 235. 260	1000. 1100. 1200. 1300. 1400		x
OM 470	L6	10.7	240 ¹ . 265. 290. 315. 335	1700. 1800 ¹ . 1900. 2100. 2200 ²	x	x
OM 471	L6	12.8	310 ¹ . 330 ¹ . 350. 375. 390 ¹	2100 ¹ . 2200 ¹ . 2300. 2500. 2600 ¹	x	x
OM 473	L6	15.6	380. 425. 460	2600. 2800. 3000	x	

¹ Output level only available for trucks. ² Output level only available for buses.

TRANSMISSIONS.

Type	Ratio	Forward gears	Max. input torque [Nm]	TRUCKS	BUSES
GO 250-8 PowerShift 3	6.57-0.63/10.38	8	2500		x
G 211-12 PowerShift 3	14.93-1.00/14.93	12	2200	x	
G 230-12 PowerShift 3	11.67-0.78/14.93	12	2400	x	
G 281-12 PowerShift 3	14.93-1.00/14.93	12	2800	x	
G 330-12 PowerShift 3	11.64-0.78/14.93	12	3300	x	
G 280-16 PowerShift 3	11.72-0.69/16.99	16	2800	x	
G 280-16 TRC	11.72-0.69/16.99	16	3000	x	

RETARDER.

	TRUCKS	BUSES
Secondary Water Retarder		x

AXLES.

			TRUCKS	BUSES
Type [front axles]	Wheel-end size [inches]	Axle load [t]		
F 4.1-F 4.4	17.5	4.1-4.4	x	x
F 5.3-F 6.1	19.5	5.3-6.1	x	x
FD 346-FD 360	19.5	4.7-6	x	
FO 7.5	22.5	7.5		x
F 7.5-F 10	22.5	7.5-10	x	x
FD 233 P	22.5	7.5-9	x	
FD 233 P + FT 233 P	22.5	18	x	

			TRUCKS	BUSES
Type [rear axles]	Wheel-end size [inches]	Axle load [t]		
R 325	17.5	6.2-8.3	x	x
R 390	19.5/22.5	11	x	x
R 440	22.5	11.5-13	x	x
R 485	22.5	13	x	
R 233 P-R 300 P	22.5	13.4-16	x	
RT 233 P + R 233 P-RT 300 P + R 300 P	22.5	26.8-32	x	
RT 390 + RT 390 T	22.5	20	x	
RT 440 + R 440	22.5	26	x	

09/ 2024

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