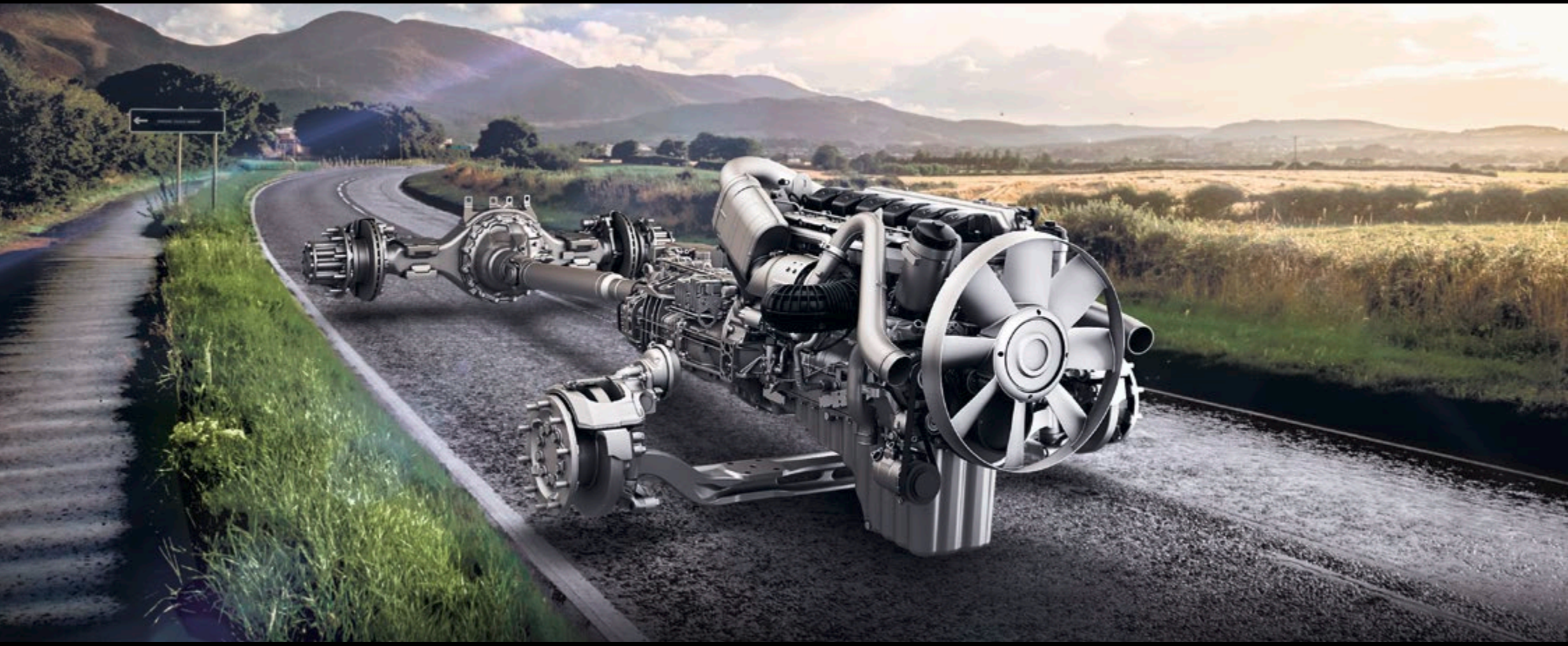
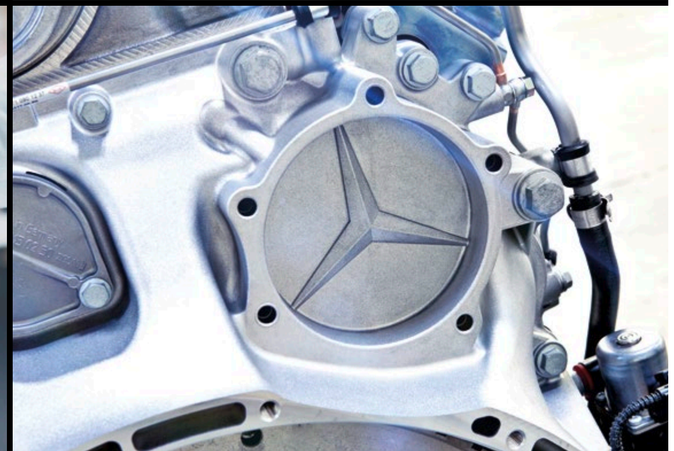
Mercedes-Benz Powertrain



Portfolio Truck Classic: EURO III and EURO V.

Mercedes-Benz

Welcome to Mercedes-Benz Powertrain. Leading in technology and efficiency.



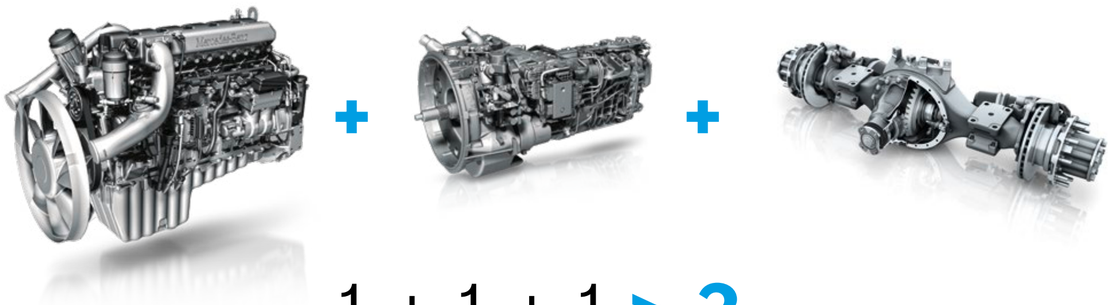
Contents

Going the extra mile. Mercedes-Benz Powertrain.

Mercedes-Benz Powertrain offers outperforming and individually engineered aggregates: 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.



1 + 1 + 1 > 3

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

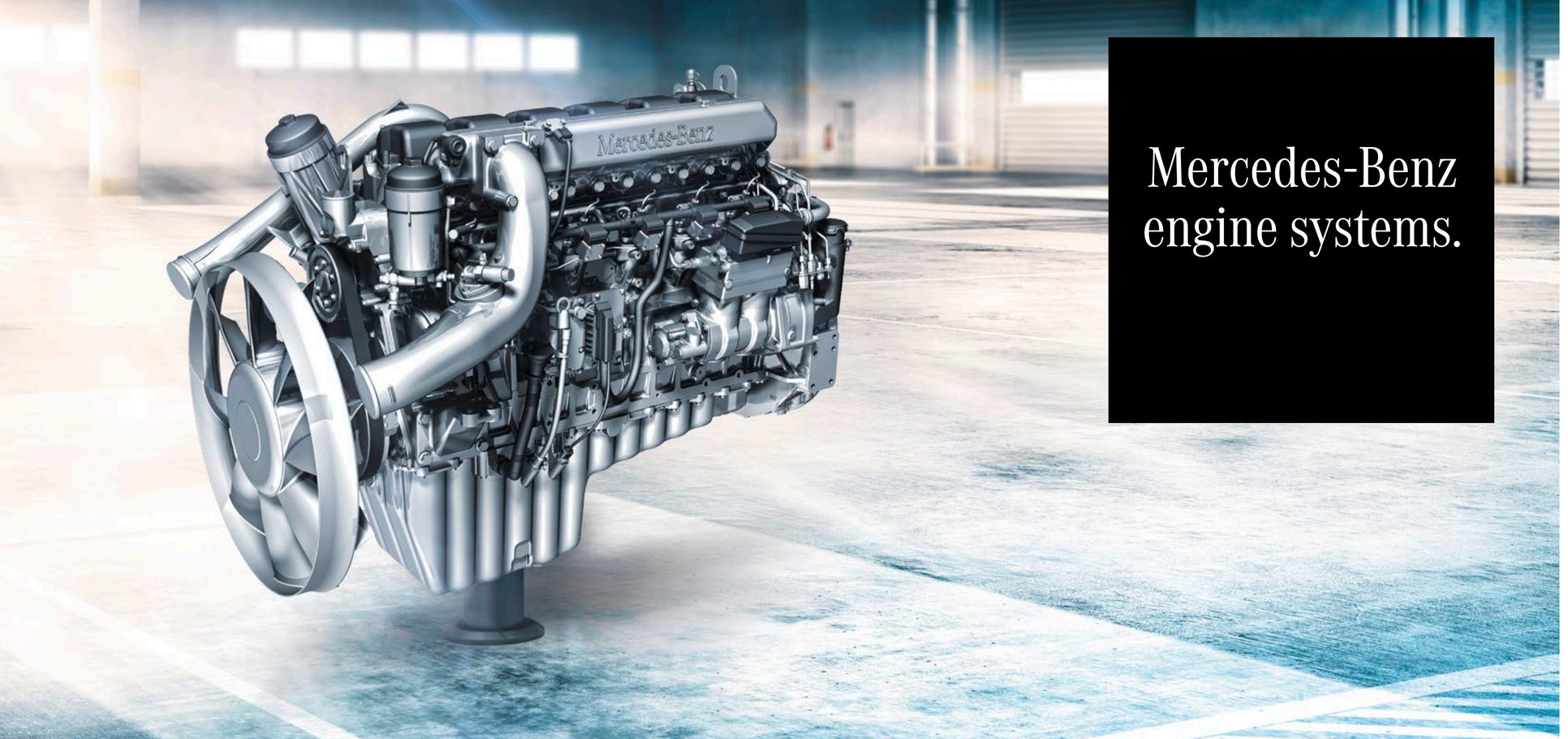
Benefits for **your customers**

- ✓ 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.

Our classic engine systems are synonymous with **strength, economy and durability.** Based on these characteristics, our engine systems in all series are ideal for short radius distribution, construction site transport and long-distance haulage. They can also be modified to create customer-specific variants for use in different truck applications. The 4-/6-cylinder in-line models with EURO III, V and EEV engines represent **superior function and efficiency. The EURO V engines operate at the highest levels of efficiency and ensure superior power output.**

Thanks to BlueTec®, Mercedes-Benz's SCR diesel technology, they operate in a particularly eco-friendly way. BlueTec® ensures low CO_2 emissions and extremely low concentrations of nitrogen oxide (NOx) and particulates, to meet emission standards at the exhaust pipe. **Besides low consumption, the BlueTec® engines also have impressive maintenance intervals and a long engine life system.** At Mercedes-Benz, we have spent decades bringing our diesel engine systems to perfection. Our dedication to excellence has earned Mercedes-Benz loyal customers around the world, in the most demanding industries and applications.

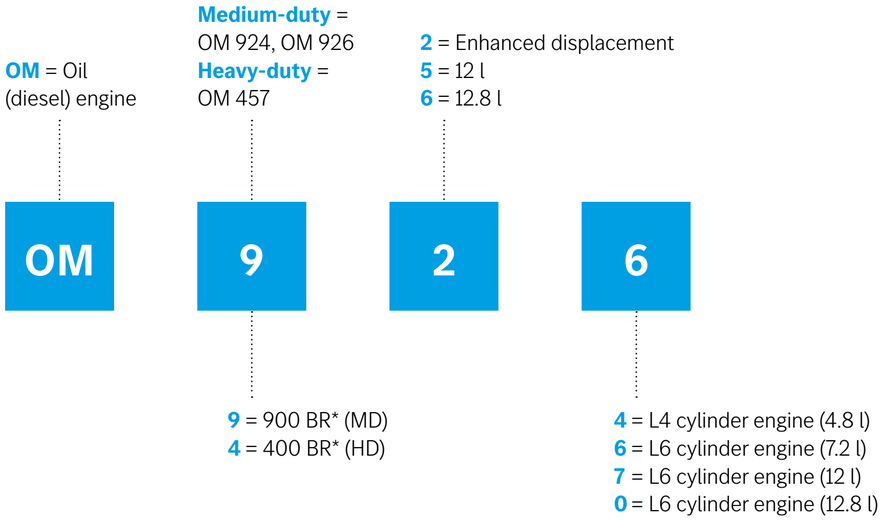


Mercedes-Benz engine systems.

OM 926, OM 457 and OM 460 model series.

Proven engine systems
for a wide range of applications.

Derivation “Nomenclature” – engine systems.



* BR = Baureihe = model series

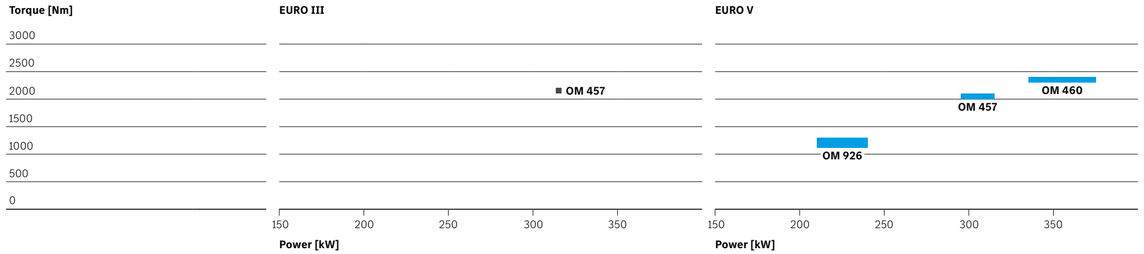
Engine systems for EURO III and EURO V.

Portfolio of EURO III and EURO V engine systems for trucks

Model series	Type	Cylinder	Displacement [liters]	Power range [kW] EURO III	Power range [kW] EURO V
OM 926 Medium-duty	926	In-line 6	7.2		210 – 240
OM 457 Heavy-duty	457	In-line 6	12	315	295 – 315
OM 460 Heavy-duty	460	In-line 6	12,8		335 – 375

■ EURO III ■ EURO V

Power range of EURO III and EURO V engine systems for trucks



Medium-duty engine systems.

Always a good choice.

Your product benefits for medium-duty engine systems:

- **6-cylinder** diesel engines in an **in-line arrangement**
- **Displacement** of **7.2 litres**
- **Output** of **240 kW**
- **Low fuel consumption** due to proven **SCR technology**
- Compact **installation space**
- Cylinder head with **3-valve technology**
- Powerful and **dynamic engine brakes** due to **decompression technology**
- Additional **power take-off** options
- **“One box”** SCR exhaust after-treatment
- **Wide range** of potential **adaptations** due to extensive **modular system**

OM 926

Arrangement: In-line 6
Displacement: 7.2 l

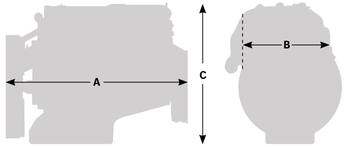
Weight and dimensions*

Dry weight

EURO III:	530 kg
EURO V/EEV:	540 kg

Dimensions

A = length	1228 mm
B = width	640 mm
C = height	930 mm

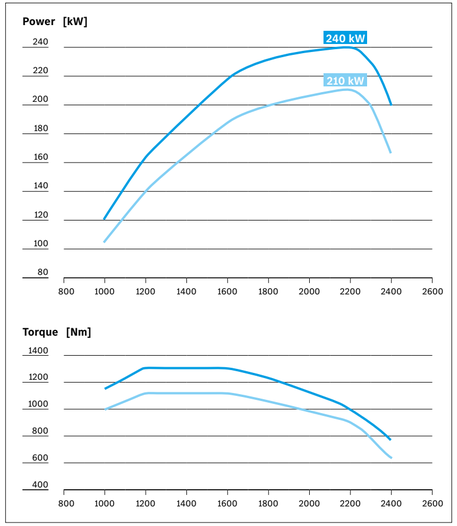


* depending on equipment installed

Rated power and maximal torque

		EURO V	EURO V
Rated power	[kW/hp]	**210/286**	**240/326**
at engine speed	[rpm]	2200	2200
Maximal torque	[Nm]	1120	1300
at engine speed	[rpm]	1200-1600	1200-1600

Performance



Heavy-duty engine systems.

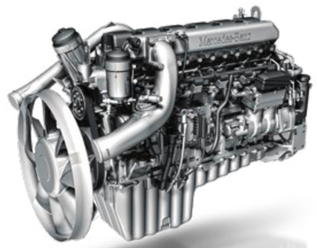
Climb every mountain.

Your product benefits for heavy-duty engine systems:

- **6-cylinder** diesel engines in **in-line arrangement**
- **Displacement** of **12** and **12.8 litres**
- **Output** of **295** up to **375 kW**
- **Low fuel consumption** due to proven **SCR technology**
- Compact **installation space**
- Cylinder head with **4-valve technology**
- Powerful and **dynamic engine brakes** due to **decompression technology**
- Additional **power take-off** options
- **“One box”** SCR exhaust after-treatment

OM 457

Arrangement: In-line 6
Displacement: 12 l

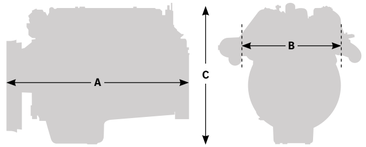


Weight and dimensions*

Weight
EURO III: 1005 kg
EURO V/EEV: 1015 kg

Dimensions
A = length 1478 mm
B = width
(excl. charge air pipe) 750 mm
C = height 1095 mm

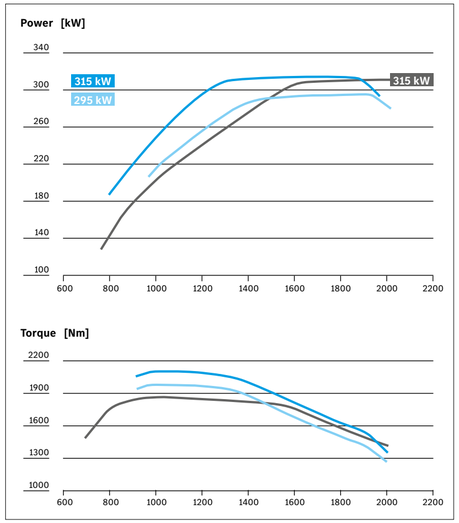
* depending on equipment installed



Rated power and maximal torque

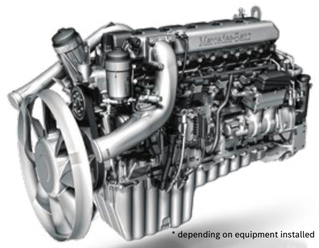
		EURO III	EURO V	EURO V
Rated power	[kW/hp]	**315/428**	**295/401**	**315/428**
at engine speed	[rpm]	2000	1900	1900
Nominal torque	[Nm]	2100	2000	2100
at engine speed	[rpm]	1100	1100	1100

Performance



OM 460

Arrangement: In-line 6
Displacement: 12.8 l



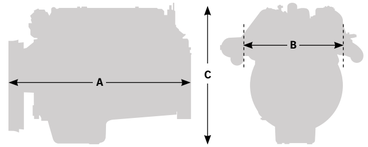
* depending on equipment installed

Weight and dimensions*

Dry weight
EURO V: 1015 kg

Dimensions
A = length 1478 mm
B = width 750 mm
C = height 1095 mm

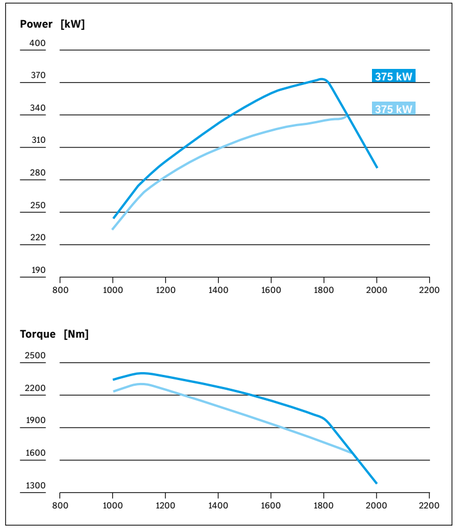
* depending on equipment installed



Rated power and maximal torque

		EURO V	EURO V
Rated power	[kW/hp]	**335/456**	**375/510**
at engine speed	[rpm]	1900	1800
Nominal torque	[Nm]	2300	2400
at engine speed	[rpm]	1100	1100

Performance



Clean from start to finish.

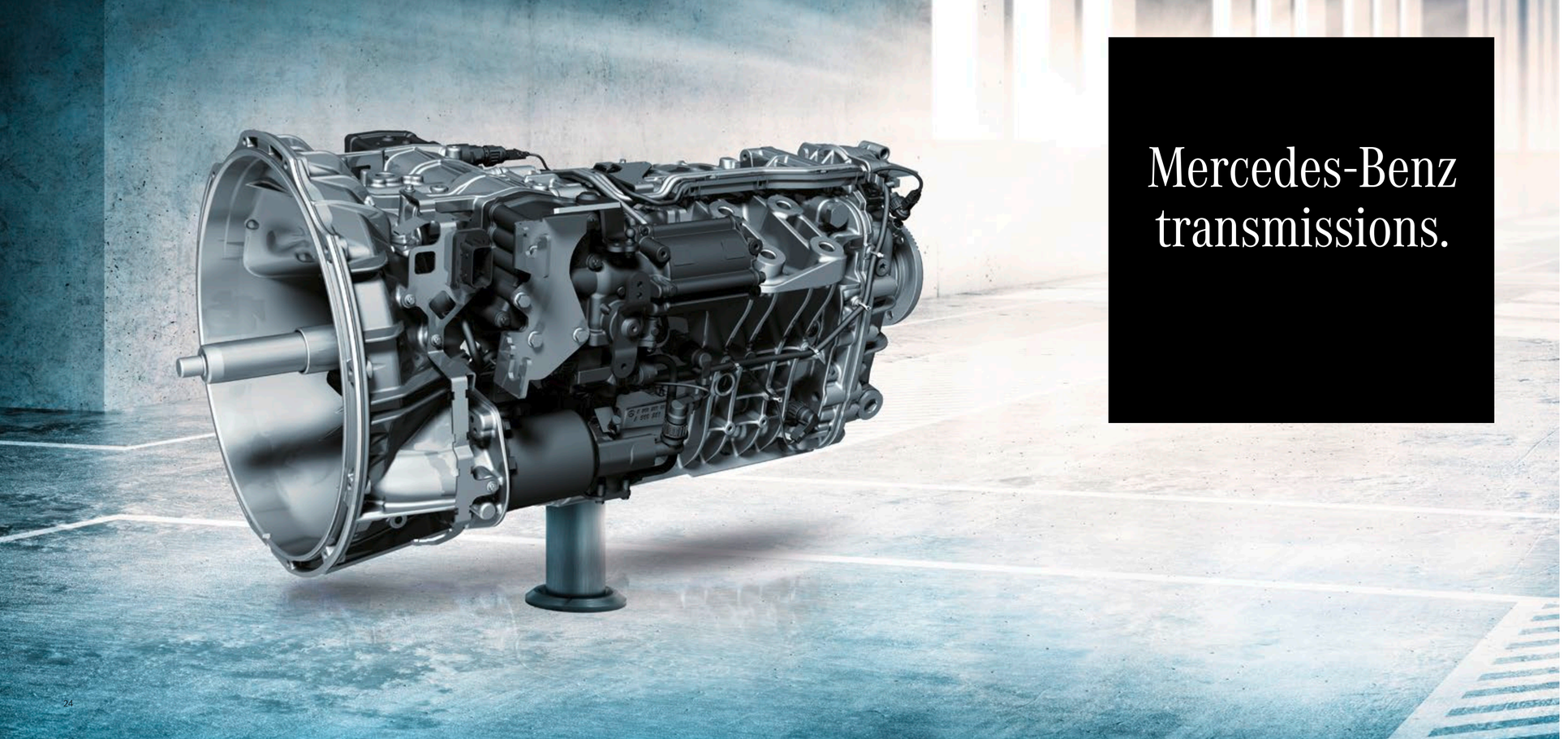
Your product benefits for the after-treatment system:

- **Low impact** on exhaust back pressure
- Significant **NOx reduction** at a broad range of exhaust gas volume flows and exhaust gas temperatures
- **Small installation space** and **low weight**
- **Long lifetime,** adapted to the engine's lifetime
- Consistent **common parts strategy**
- Many **different variants** for exhaust gas inlet and outlet
- **Different shapes:** cubic or oval geometry
- **Vertical and horizontal** variants

Exhaust after-treatment system.

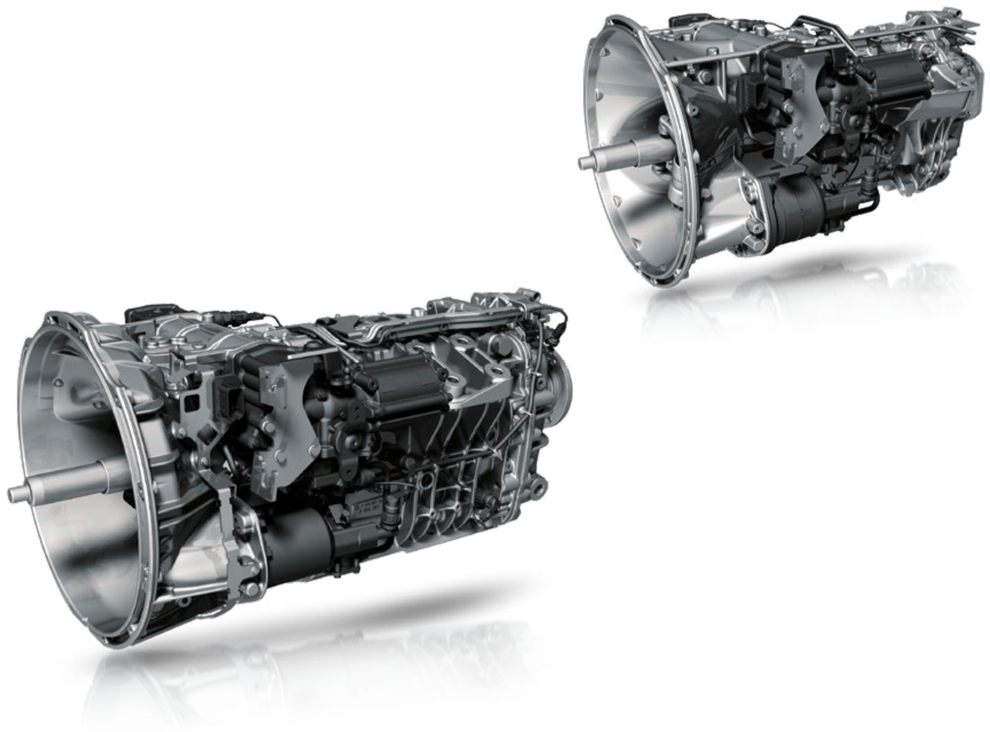
With BlueTec®, **Mercedes-Benz's SCR diesel technology,** the level of nitrogen oxide is reduced by a **catalytic converter** and **AdBlue®/Diesel Exhaust Fluid (DEF).**

The main advantages of **BlueTec®** are **cost-efficient compliance with EURO V and EEV,** low fuel consumption, low particulate matter emissions and low CO_2 emissions.



Mercedes-Benz transmissions.

Reliable transmissions for a wide range of applications.



Our transmission product portfolio: smooth operation in every situation.

Our range of service extends from 9-speed to 16-speed transmissions for heavy-duty commercial vehicles and cranes as well as for special vehicles. An extensive selection of power take-off units, transfer cases and several circuit variants ensure that a custom-made transmission can be developed from standardized components. All transmissions are manufactured on a large scale by Mercedes-Benz Commercial Vehicles and are engineered to meet the highest standards of technology and quality.

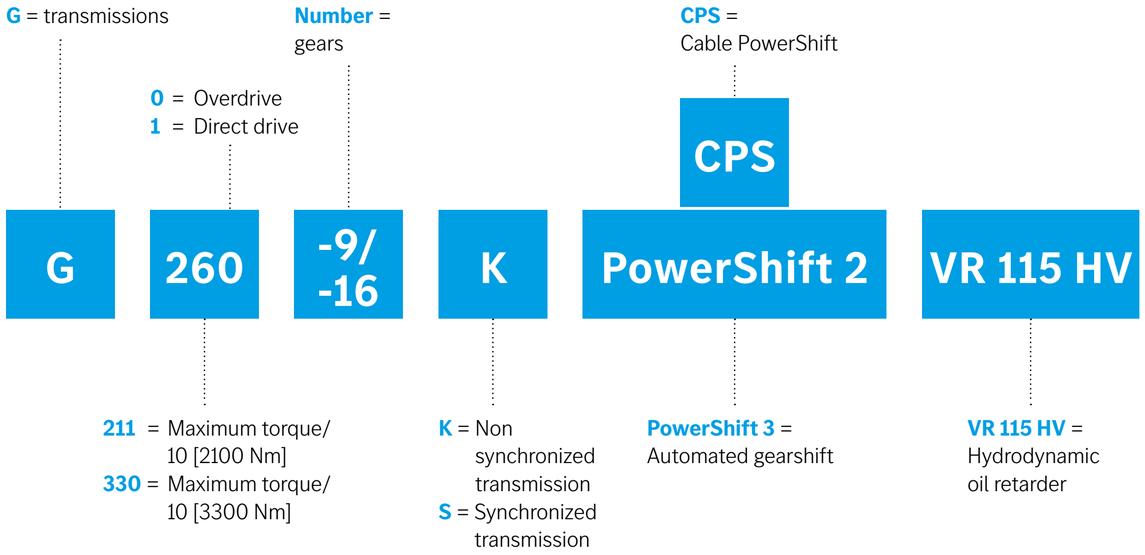
Meeting the demands of our customers is the focus of our work. We feel committed to advancing the design of our systems in a consistent and innovative way in line with market and customer requirements.

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.

Derivation “Nomenclature” – transmissions.



Transmissions for EURO III and EURO V engine systems.

Portfolio of transmissions for trucks

Model series	Type	Ratio	Forward gears	Max. input torque [Nm]
Heavy-duty	G 211-12 PowerShift 2	14.93- 1.00/14.93	12	2100
	G 281-12 PowerShift 2	14.93-1.00/14.93	12	2800
	G 330-12 PowerShift 2	11.64-0.78/14.93	12	3300

500 1000 1500 2000 2500 3000

automated

Meaning of symbols:

- AMT — Fully automated manual transmission
- Transmission for medium-duty trucks
- Transmission for heavy-duty trucks and special vehicles
- Transmission for cranes

Heavy-duty transmissions.

Performance driven to the extreme.

Your product benefits for heavy-duty transmissions:

- **9- to 12-speed** transmissions
- **Max. input torque** from **2100** to **3300 Nm**
- **Wide gear ratio** from **11.64** to **14.93**
- Max. permissible **gross combination weight** (GCW) from **44** to **60 t**
- Highly variable **modular systems** for customer-specific system solutions
- **Integrated** hydrodynamic retarder
- Quiet **running characteristics** and **long service life** through optimized gear set geometry and high-precision processing technologies
- **Compact design** and **weight-optimized** metal housing for ideal installation dimensions and an ideal power/weight ratio
- Long **service intervals** and low **operating costs** due to a **fuel-efficient design** optimized for customer-specific operating conditions
- More comfortable **vibration characteristics** due to integrated engine suspension

G 211-12 PowerShift 2

AMT

- 12-speed non synchronized transmission with large overall ratio
- Direct drive version
- Integrated powerpack mount on transmission housing
- Electronic-automated shift system EPS III K

Specifications and dimensions

Max. input torque 2100 Nm
Permissible gross combination weight (GCW) 44 t
Transmission weight excl. oil 235 kg
Oil filling capacity 10 l
A = length 962.5 mm
B = width 624 mm
C = center to center 142 mm

Gear	1	2	3	4	5	6	R	Gear ratio spread
iS	14.93	9.03	5.63	3.39	2.05	1.28	14.93	14.93
iL	11.67	7.06	4.40	2.65	1.60	1.00	11.67	14.93

G 281-12 PowerShift 2

AMT

- 12-speed non synchronized transmission with large overall ratio
- Overdrive versions
- Hydrodynamic retarder additional available
- Electronic-automated shift system EPS III K

Specifications and dimensions

Max. input torque 2800 Nm
Permissible gross combination weight (GCW) 60 t
Transmission weight excl. oil 287 kg
Oil filling capacity 14 l
A = length 1033 mm
B = width 624 mm
C = center to center 152 mm

Gear	1	2	3	4	5	6	R 1	R 2	Gear ratio spread
iS	14.93	9.024	5.644	3.393	2.051	1.283	16.386	3.724	14.93
iL	11.639	7.035	4.400	2.645	1.599	1.000	12.774	2.903	14.93

G 330-12 PowerShift 2

AMT

- 12-speed none synchronized transmission with large overall ratio
- Overdrive versions
- Hydrodynamic retarder additional available
- Electronic-automated shift system EPS III K

Specifications and dimensions

Max. input torque 3300 Nm
Permissible gross combination weight (GCW) 60 t
Transmission weight excl. oil 292 kg
Oil filling capacity 14 l
A = length 1033 mm
B = width 624 mm
C = center to center 152 mm

Gear	1	2	3	4	5	6	R 1	R 2	Gear ratio spread
iS	11.639	7.035	4.400	2.645	1.599	1.000	12.774	2.093	15.02
iL	9.020	5.452	3.410	2.050	1.239	0.775	9.900	2.250	15.02

Integrated hydrodynamic oil retarder

The integrated hydrodynamic oil retarder offers **high braking torque in combination with a compact, weight-saving design.** The braking power of the retarder is also **independent of the selected gear or current engine speed.**

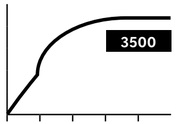
A gear change does **not** result in **any interruption** in the retarder braking action and the retarder braking power depends only on the current driving speed. The braking power can be controlled precisely in **five stages** using the right-hand control stalk on the steering column. In addition to the engine brake, the retarder provides a **maximum braking torque of up to 3500 Nm (VR 115 HV).**

Retarder.

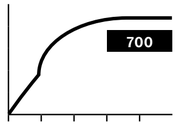
VR 115 HV hydrodynamic retarder.

Your product benefits:

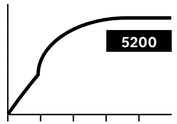
- **Stainless-steel** heat exchanger
- **Reduction of friction** by **axial rotor displacement**
- Optimized **hydrodynamics**
- **Integration** into the vehicle management
- Standard prop **shaft length** is determined by the **retarder unaffected**



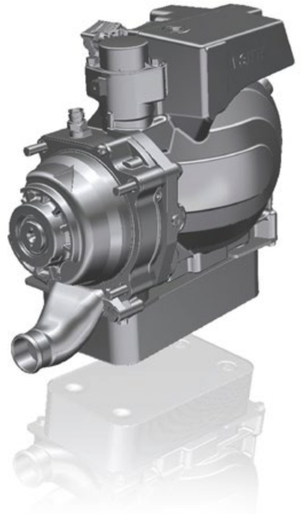
Max. braking torque [Nm]

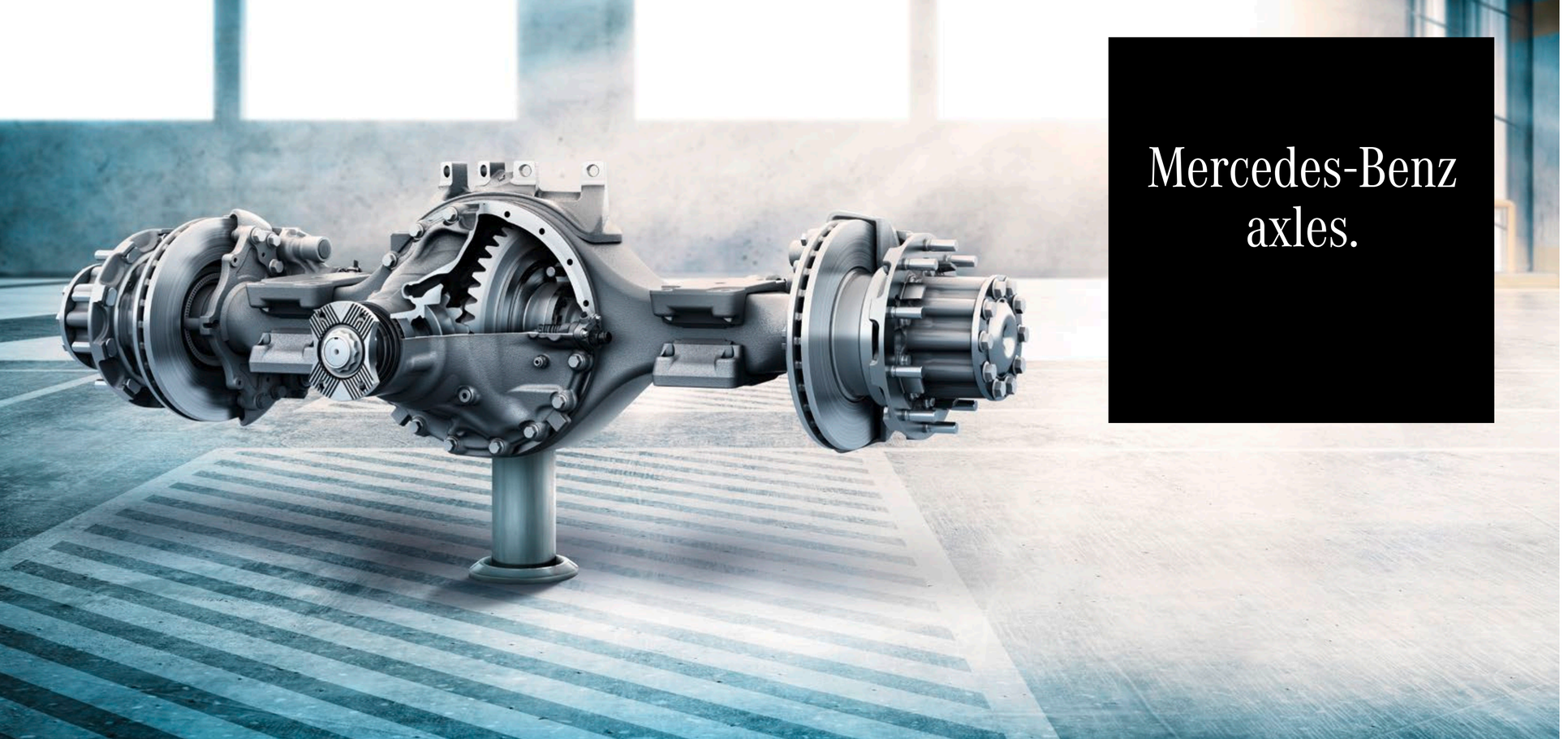


Max. braking power [kW]



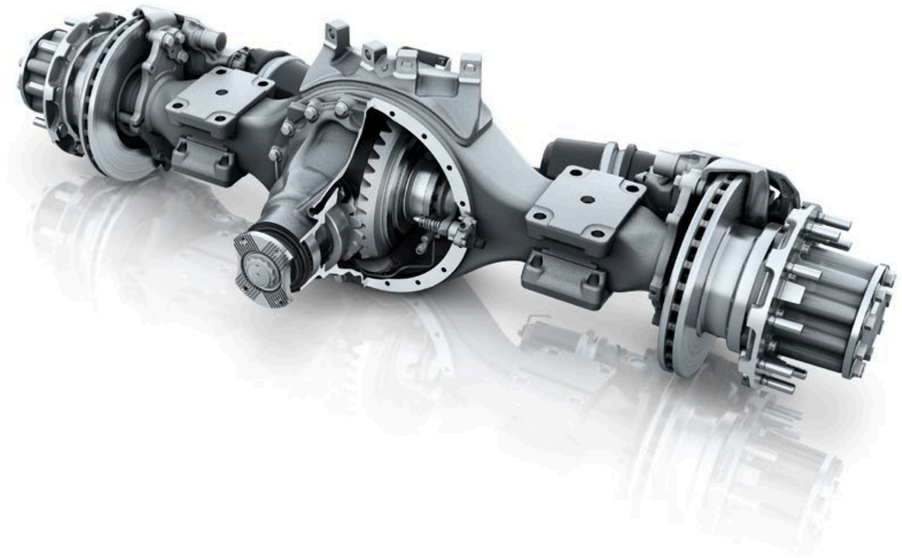
Max. rotation [min -1]





Mercedes-Benz axles.

Reliable axles for every application.



Our axle product portfolio: efficiency on demand.

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.

Derivation “Nomenclature” – axles.

Non-driven axles

F = Front axle

F **9**

Number =
Axle load [t]

Driven axles

R = Rear axle
RT = Rear axle tandem
FD = Front axle driven
FT = Front axle tandem driven

R **440**

Number =
Ring gear diameter [mm]

The right axle for every application.

Axle portfolio: front axles* and rear axles

Vehicle category	Front axles*	Size [inches]	Axle load [t]
Light-duty	F 4.1-F 4.4	17.5	4.1-4.4
Medium-duty	F 5.3-F 6.1	19.5	5.3-6.1
	FD 346-FD 360	19.5	4.7-6
Heavy-duty	F 7.5-F 8	22.5	7.5-8
	F 9-F 9.5	20/22.5	9-9.5
	FD 233 P	20/22.5	7.5-9
	FD 233 P + FT 233 P**	20/22.5	18

2 4 6 8

Rear axles	Size [inches]	Axle load [t]
R 325	17.5	6.2-8.3
R 390	19.5	11
R 440	22.5	13
R 485	22.5	13
R 233 P-R 300 P	20/22.5/24	13.4-16
RT 390 + RT 390 T**	22.5	20
RT 440 + R 440**	22.5	26
RT 233 P + R 233 P-RT 300 P + R 300 P**	20/22.5/24	26.8-32

5 10 15 20 25 30

* Front axles are applicable as steered tag and pusher axles ** Tandem

Meaning of symbols:

FA Front axles

RA Rear axles

Axles for light-duty trucks

Axles for medium-duty trucks

Axles for heavy-duty trucks

Front axles.

Flexibility at a high level.

Your product benefits for front axles:

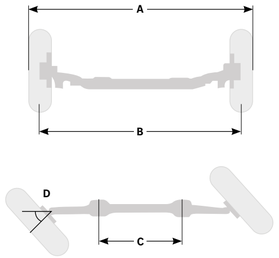
- **Wheel-end sizes** from **17.5** to **22.5 inches**
- Driven front axles **for light-, medium- and heavy-duty applications**
- **Axle loads** from **4.1** to **9 t** (per axle)
- **Gross vehicle weight rating** (GVWR) from **6.5** to **250 t**
- **Additional payload** due to compact design and weight-optimized technical design
- **Left- or right-hand drive** applications possible
- **High fuel efficiency design** to suit the operating conditions
- **Maintenance-free** wheel hubs
- Easy maintenance and **long oil change intervals**
- **Longer lifetime** and **quieter operation** due to our optimized gear set design

F 4.1-F 4.4

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

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°



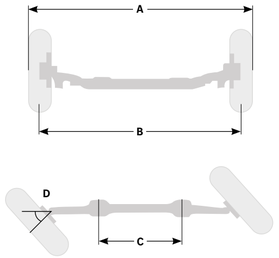
* varies depending on configuration

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°



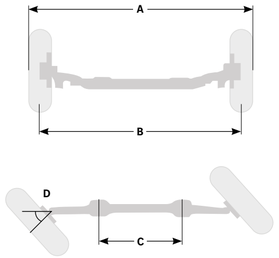
* varies depending on configuration

FD 346-FD 360

- Steered, driven salisbury-design axle
- Recommended for medium-duty application

Data and dimensions

Axle load	4.7-6 t
Wheel-end size	19.5 inches
Brak	drum brake
Drive type	single-stage
Axle weight*	492 kg
A = overall width	2190-2496 mm
B = track width	1886-2098 mm
C = spring track	830/1000 mm
D = max. steering angle	39°



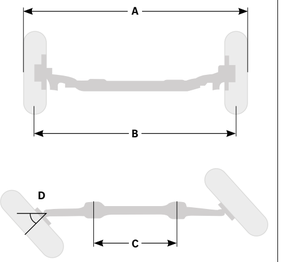
* varies depending on configuration

F 7.5-F 8

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

Data and dimensions

Axle load	7.5-8 t
Wheel-end size	22.5 inches
Brake	disk brake/drum brake
Axle weight*	461 kg
A = overall width	2486-2583 mm
B = track width	2046-2140 mm
C = spring track	840 mm
D = max. steering angle	52°



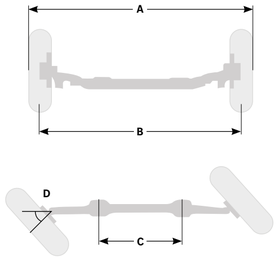
* varies depending on configuration

F 9-F 9.5

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

Data and dimensions

Axle load	9-9.5 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°



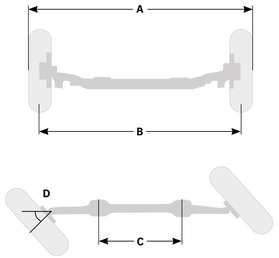
* varies depending on configuration

FD 233 P

- Steered, driven planetary axle with cast axle housing
- Recommended for heavy-duty application

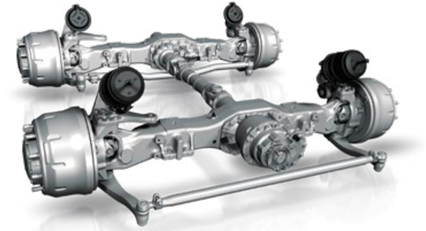
Data and dimensions

Axle load	7.5-9 t
Wheel-end size	22.5 inches
Brake	drum brake
Drive type	double reduction/ planetary
Axle weight*	738 kg
A = overall width	2480-2506 mm
B = track width	1997-2092 mm
C = spring track	840/875 mm
D = max. steering angle	42°



* varies depending on configuration

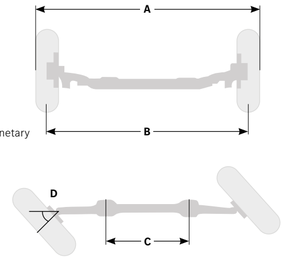
FD 233 P + FT 233 P



- Steered, driven planetary axle with cast axle housing, tandem
- Recommended for heavy-duty application

Data and dimensions

Axle load	18 t (tandem)
Wheel-end size	22.5 inches
Brake	drum brake
Through-drive axle	yes
Drive type	double reduction/planetary
Axle weight*	1621 kg
A = overall width	2480-2506 mm
B = track width	1997-2092 mm
C = spring track	840 mm
D = max. steering angle	38°



* varies depending on configuration

Rear axles.

Master every challenge.

Your product benefits for rear axles:

- **Wheel-end sizes** from **17.5** to **22.5 inches**
- **Hypoid- and planetary-driven**
- **Ring gear diameter** from **233** to **485 mm**
- **Axle loads** from **6.2** to **16 t** (per axle)
- **Gross vehicle weight rating** (GVWR) from **6.5** to **250 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
- **Maintenance-free** wheel hub
- New final drive axle with **optimized oil management** reduces fuel consumption

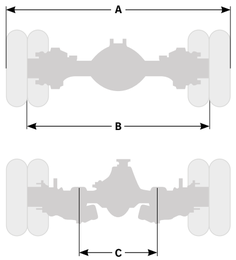
R 325

RA

- Fabricated axle housing
- Recommended for light-duty application

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	760-1775 mm
C = spring track	1022 mm
Ring gear diameter	325 mm



* varies depending on configuration

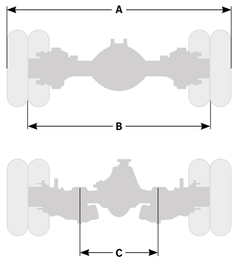
R 390

RA

- Fabricated axle housing
- Recommended for medium-duty application

Data and dimensions

Axle load	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



* varies depending on configuration

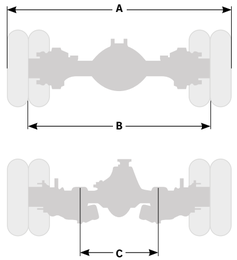
R 440

RA

- Fabricated axle housing
- Recommended for heavy-duty application

Data and dimensions

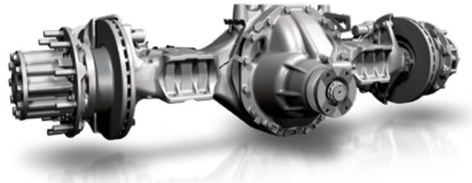
Axle load	13 t
Wheel-end size	22.5 inches
Brake	disk brake
Suspension	air springs/steel springs
Drive type	single reduction/hypoid
Axle weight*	680 kg
A = overall width	2410-2482 mm
B = track width	1802-1910 mm
C = spring track	930 mm
Ring gear diameter	440 mm



* varies depending on configuration

R 485

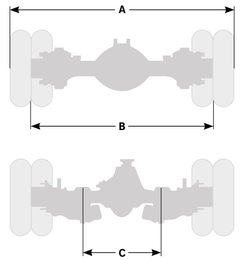
RA



- Cast axle housing for high engine torque
- Recommended for heavy-duty application

Data and dimensions

Axle load	13 t
Wheel-end size	22.5 inches
Brake	disk brake
Suspension	air springs/steel springs
Drive type	single reduction/hypoid
Axle weight*	765 kg
A = overall width	2422-2482 mm
B = track width	1802-1804 mm
C = spring track	930 mm
Ring gear diameter	485 mm



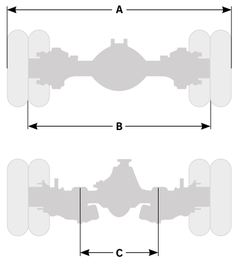
* varies depending on configuration

R 233 P-R 300 P

- Planetary axle with cast axle housing
- Recommended for heavy-duty application

Data and dimensions

Axle load	13.4-16 t
Wheel-end size	22.5 inches
Brake	disk brake/drum brake
Suspension	air springs/steel springs
Drive type	double reduction/planetary
Axle weight*	792 kg
A = overall width	2407-2775 mm
B = track width	1800-2039 mm
C = spring track	930 mm
Ring gear diameter	233/300 mm



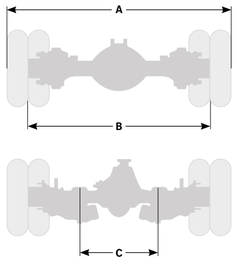
* varies depending on configuration

RT 233 P + R 233 P-RT 300 P + R 300 P

- Planetary axle with cast axle housing, tandem
- Recommended for heavy-duty application

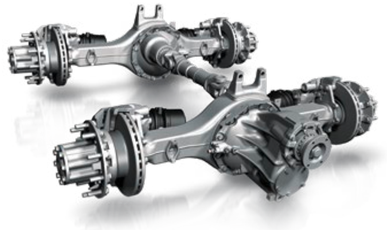
Data and dimensions

Axle load	26.8-32 t (tandem)
Wheel-end size	22.5 inches
Brake	disk brake/drum brake
Through-drive axle	yes
Suspension	air springs/steel springs
Drive type	two-stage/planetary
Axle weight*	1643 kg (tandem)
A = overall width	2407-2775 mm
B = track width	1800-2039 mm
C = spring track	930 mm
Ring gear diameter	233/300 mm



* varies depending on configuration

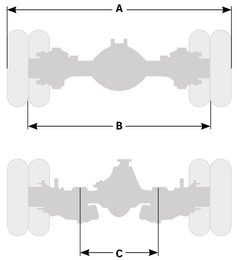
RT 390 + RT 390 T



- Fabricated axle housing, tandem
- Recommended for heavy-duty application

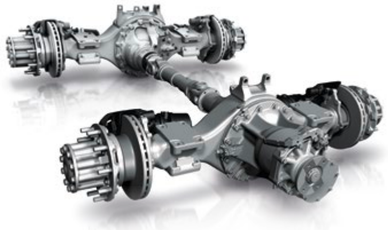
Data and dimensions

Axle load	20 t (tandem)
Wheel-end size	22.5 inches
Brake	disk brake
Through-drive axle	yes
Suspension	air springs/steel springs
Drive type	single-stage/hypoid
Axle weight*	1255 kg (tandem)
A = overall width	2441-2501 mm
B = track width	1821-1823 mm
C = spring track	990 mm
Ring gear diameter	390 mm



* varies depending on configuration

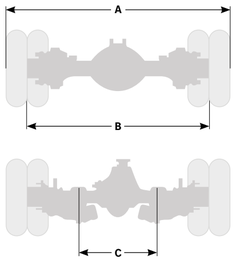
RT 440 + R 440



- Fabricated axle housing, tandem
- Recommended for heavy-duty application

Data and dimensions

Axle load	26 t (tandem)
Wheel-end size	22.5 inches
Brake	disk brake
Through-drive axle	yes
Suspension	air springs/steel springs
Drive type	single-stage/hypoid
Axle weight*	1482 kg (tandem)
A = overall width	2410-2482 mm
B = track width	1802-1910 mm
C = spring track	930 mm
Ring gear diameter	440 mm



* varies depending on configuration

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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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.

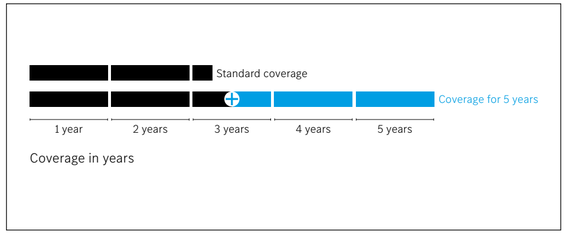
For our price-sensitive customers, we also offer a large portfolio of Genuine Remanufactured Parts – to save costs but maintain the same quality level.

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

* With Mercedes-Benz workshops only; with original parts only; not with B20.

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.

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Sales External Customers
Daimler Truck AG
HPC DTF3B
70771 Leinfelden-Echterdingen

aggregate-info@daimlertruck.com
powertrain.mercedes-benz-trucks.com

Index.

ENGINES

Type	Cylinder	Displacement [litres]	Power [kW]	Torque [Nm]	TRUCK	BUSES
OM 924	L4	4.8	130. 160	675. 810	x	x
OM 926	L6	7.2	175[2]. 188[2]. 210. 240	850[2]. 970[2]. 1120. 1300	x	x
OM 457	L6	12.0	260[2]. 265[2]. 295. 310[2]. 315	1600[2]. 1750[2]. 1850[2]. 1900[2]. 2000. 2100	x	x
OM 460	L6	12.8	335. 375	2300. 2400	x	

TRANSMISSIONS

Type	Ratio	Forward gears	Max. input torque [Nm]	TRUCK	BUSES
G 211-12 PowerShift 2	14.93-.00/14.93	12	2100	x	
G 281-12 PowerShift 2	14.93-.00/14.93	12	2800	x	
G 330-12 PowerShift 2	11.64-0.78/14.93	12	3300	x	

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

RETARDER

	TRUCK	BUSES
Hydrodynamic retarder	x	x

AXLES

Type [front axles]	Wheel-end size [inches]	Axle load [t]	TRUCK	BUSES
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 8	22.5	7.5-8	x	x
F 9-F 9.5	22.5	9-9.5	x	x
FD 233 P	22.5	7.5-9	x	
FD 233 P + FT 233 P	22.5	18	x	

Type [rear axles]	Wheel-end size [inches]	Axle load [t]	TRUCK	BUSES
R 325	17.5	6.2-8.3	x	x
R 390	19.5	11	x	x
R 440	22.5	13	x	x
R 485	22.5	13	x	
R 233 P-R 300 P	22.5	13.4-18	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	

November 2021

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