Mercedes-Benz Powertrain

Bus Classic: EURO III, EURO V, EEV.

Mercedes-Benz
Welcome to the Global Leader. Mercedes-Benz Powertrain.

### Content

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mercedes-Benz Powertrain</td>
<td>04</td>
</tr>
<tr>
<td>Mercedes-Benz engine systems</td>
<td>06</td>
</tr>
<tr>
<td>Nomenclature engines</td>
<td>10</td>
</tr>
<tr>
<td>Engine portfolio</td>
<td>11</td>
</tr>
<tr>
<td>Medium-duty engine systems</td>
<td>12</td>
</tr>
<tr>
<td>Heavy-duty engine systems</td>
<td>16</td>
</tr>
<tr>
<td>Exhaust after-treatment system</td>
<td>20</td>
</tr>
<tr>
<td>Mercedes-Benz transmissions</td>
<td>22</td>
</tr>
<tr>
<td>Nomenclature transmissions</td>
<td>24</td>
</tr>
<tr>
<td>Transmission portfolio</td>
<td>25</td>
</tr>
<tr>
<td>Bus transmissions</td>
<td>28</td>
</tr>
<tr>
<td>Retarder</td>
<td>32</td>
</tr>
<tr>
<td>Mercedes-Benz axles</td>
<td>34</td>
</tr>
<tr>
<td>Nomenclature axles</td>
<td>36</td>
</tr>
<tr>
<td>Axle portfolio</td>
<td>37</td>
</tr>
<tr>
<td>Front axles</td>
<td>40</td>
</tr>
<tr>
<td>Rear axles</td>
<td>46</td>
</tr>
<tr>
<td>Service benefits at a glance</td>
<td>52</td>
</tr>
<tr>
<td>One-stop shop</td>
<td>53</td>
</tr>
</tbody>
</table>

Mercedes-Benz Powertrain.
Going the extra mile. Mercedes-Benz Powertrain.

Mercedes-Benz Powertrain offers outperforming and individually engineered aggregates: engines, 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 fuel efficiency, unbeatable powertrain.

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

Benefits for you.

✓ Reduces integration efforts
✓ Leads to an optimized system setup due to common electric and electronic architecture (EE architecture) for efficient interaction of all aggregates
✓ One electronic tool for end of line commissioning and diagnosis requires less training for your engineering group
✓ Guarantees our premium Mercedes-Benz quality standards due to the production on our high-volume production lines
✓ High invest in Mercedes-Benz R&D assures state-of-the-art quality
✓ Overall robust and reliable powertrain solutions provide a long lifetime for your aggregates
✓ One Key Account Manager as main contact partner
✓ One system supplier for your individual powertrain solution
✓ One contractual partner

Benefits for your customers.

✓ Provides optimized fuel efficiency by tailor-made powertrain solutions
✓ Ensures robust and reliable performance in every scenario of operation
✓ Increases the resale value of the vehicles due to the highest quality standards offered by Mercedes-Benz
✓ Minimizes downtimes as our worldwide after-sales network covers warranty and policy from one source
✓ Optimizes maintenance and repair worldwide via our one-stop-shop logic for the complete powertrain

1 + 1 + 1 > 3
Mercedes-Benz engine systems.

OM 92X and 457 model series.
Approved engines for a variety of applications.
Our EURO III, V and EEV engines are synonymous with strength, economy and durability. Based on these characteristics, our engines in all series are ideal for city buses and touring coaches. They can be modified to create customer-specific variants for use in different bus applications. From the 4/6 cylinder in-line models the EURO III, V and EEV engines represent superior function and efficiency. The EURO V, EURO III and EEV 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 CO₂ emissions and extremely low concentrations of nitrogen oxide (NOx) and particulates, to meet emission standards at the tailpipe. Besides low consumption, the BlueTec® engines also have impressive maintenance intervals and a long engine life. At Mercedes-Benz, we have spent decades bringing our diesel engines to perfection. Our dedication to excellence has earned Mercedes-Benz loyal customers around the world, in the most demanding industries.

Our engine product portfolio:
TCO reduction at its best.

Our EURO III, V and EEV engines are synonymous with strength, economy and durability. Based on these characteristics, our engines in all series are ideal for city buses and touring coaches. They can be modified to create customer-specific variants for use in different bus applications. From the 4/6 cylinder in-line models the EURO III, V and EEV engines represent superior function and efficiency. The EURO V, EURO III and EEV 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 CO₂ emissions and extremely low concentrations of nitrogen oxide (NOx) and particulates, to meet emission standards at the tailpipe. Besides low consumption, the BlueTec® engines also have impressive maintenance intervals and a long engine life. At Mercedes-Benz, we have spent decades bringing our diesel engines to perfection. Our dedication to excellence has earned Mercedes-Benz loyal customers around the world, in the most demanding industries.
Derivation "Nomenclature" – engines.

OM = Oil (diesel) engine
M = Gas (goline) engine
2 = Enhanced displacement
LA = Charged and charge-air-cooled
4 = 400 BR\(^*\) (HD)
9 = 900 BR\(^*\) (MD)

2 = 4 cylinder engine (4.8 l)
6 = 6 cylinder engine (7.2 l)
7 = 6 cylinder engine (12 l)

 Engines for EURO III, EURO V and EEV.

** Portfolio of EURO III, EURO V and EEV engines for buses **

<table>
<thead>
<tr>
<th>Model series</th>
<th>Type</th>
<th>Cylinder</th>
<th>Displ.</th>
<th>Power range [kW] EURO III</th>
<th>Power range [kW] EURO V/EEV</th>
</tr>
</thead>
<tbody>
<tr>
<td>BR 900</td>
<td>M</td>
<td>L4</td>
<td>4.8</td>
<td>924</td>
<td>240</td>
</tr>
<tr>
<td>BR 926</td>
<td>M</td>
<td>L6</td>
<td>7.2</td>
<td>926</td>
<td>265</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Torque [Nm] EURO III</th>
<th>Torque [Nm] EURO V/EEV</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>150</td>
<td>150</td>
</tr>
<tr>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>250</td>
<td>250</td>
</tr>
<tr>
<td>300</td>
<td>300</td>
</tr>
<tr>
<td>350</td>
<td>350</td>
</tr>
</tbody>
</table>

* BR = Baureihe = model series; ** lower power ratings on request

4 = L4 cylinder engine (4.8 l)
6 = L6 cylinder engine (7.2 l)
7 = L6 cylinder engine (12 l)
Performance. Even on challenging terrain.

Your product benefits for medium-duty engine systems:

- 4- and 6-cylinder diesel engines in an in-line arrangement
- Displacement of 4.8 to 7.2 liters
- Output of 115 up to 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 924 LA
Arrangement: In-line 4
Displacement: 4.8 l

Weight and dimensions*

<table>
<thead>
<tr>
<th></th>
<th>EUROS III</th>
<th>EUROS V/EEV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry weight</td>
<td>395 kg</td>
<td>405 kg</td>
</tr>
<tr>
<td>Dimensions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A (length)</td>
<td>808 mm</td>
<td></td>
</tr>
<tr>
<td>B (width excl. charge air pipe)</td>
<td>600 mm</td>
<td></td>
</tr>
<tr>
<td>C (height)</td>
<td>805 mm</td>
<td></td>
</tr>
</tbody>
</table>

* depending on equipment installed

Rated power and nominal torque

<table>
<thead>
<tr>
<th></th>
<th>EUROS III</th>
<th>EUROS V/EEV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rated power [kW/hp]</td>
<td>160/218</td>
<td>115/156</td>
</tr>
<tr>
<td>at engine speed [rpm]</td>
<td>2200</td>
<td>2200</td>
</tr>
<tr>
<td>Nominal torque [Nm]</td>
<td>810</td>
<td>610</td>
</tr>
<tr>
<td>at engine speed [rpm]</td>
<td>1400 -1600</td>
<td>1200 -1600</td>
</tr>
</tbody>
</table>

OM 926 LA
Arrangement: In-line 6
Displacement: 7.2 l

Weight and dimensions*

<table>
<thead>
<tr>
<th></th>
<th>EUROS III</th>
<th>EUROS V/EEV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry weight</td>
<td>530 kg</td>
<td>540 kg</td>
</tr>
<tr>
<td>Dimensions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A (length)</td>
<td>1045 mm</td>
<td></td>
</tr>
<tr>
<td>B (width)</td>
<td>640 mm</td>
<td></td>
</tr>
<tr>
<td>C (height)</td>
<td>895 mm</td>
<td></td>
</tr>
</tbody>
</table>

* depending on equipment installed

Rated power and nominal torque

<table>
<thead>
<tr>
<th></th>
<th>EUROS III</th>
<th>EUROS V/EEV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rated power [kW/hp]</td>
<td>240/326</td>
<td>175/238</td>
</tr>
<tr>
<td>at engine speed [rpm]</td>
<td>2200</td>
<td>2200</td>
</tr>
<tr>
<td>Nominal torque [Nm]</td>
<td>1300</td>
<td>850</td>
</tr>
<tr>
<td>at engine speed [rpm]</td>
<td>1200 -1600</td>
<td>1200 -1600</td>
</tr>
</tbody>
</table>
A drive that stands out.

**Your product benefits** for heavy-duty engine systems:

- 6-cylinder diesel engines in in-line arrangement
- Displacement of 12 liters
- Output of 260 up to 310 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
- Wide range of potential adaptations due to extensive modular system
OM 457 LA
Arrangement: In-line 6
Displacement: 12 l

Weight and dimensions*

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Type</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry weight</td>
<td>EURO III</td>
<td>1005 kg</td>
</tr>
<tr>
<td></td>
<td>EURO V</td>
<td>1015 kg</td>
</tr>
<tr>
<td>Dimensions</td>
<td>Length</td>
<td>1267 mm</td>
</tr>
<tr>
<td></td>
<td>Width (excl. charge air pipe)</td>
<td>750 mm</td>
</tr>
<tr>
<td></td>
<td>Height</td>
<td>945 mm</td>
</tr>
</tbody>
</table>

* depending on equipment installed

Rated power and nominal torque

<table>
<thead>
<tr>
<th>Motor</th>
<th>Rated power [kW]</th>
<th>Nominal torque [Nm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>EURO III</td>
<td>260/348</td>
<td>1600</td>
</tr>
<tr>
<td>EURO III</td>
<td>310/416</td>
<td>1900</td>
</tr>
<tr>
<td>EURO III</td>
<td>265/360</td>
<td>1850</td>
</tr>
<tr>
<td>EURO III</td>
<td>295/401</td>
<td>2000</td>
</tr>
<tr>
<td>EURO III</td>
<td>315/428</td>
<td>2100</td>
</tr>
</tbody>
</table>

* depending on engine speed

<table>
<thead>
<tr>
<th>Engine speed</th>
<th>Rated power</th>
<th>Nominal torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 rpm</td>
<td>260 kW</td>
<td>1600 Nm</td>
</tr>
<tr>
<td>1900 rpm</td>
<td>265 kW</td>
<td>1850 Nm</td>
</tr>
<tr>
<td>1900 rpm</td>
<td>295 kW</td>
<td>2000 Nm</td>
</tr>
<tr>
<td>1900 rpm</td>
<td>315 kW</td>
<td>2100 Nm</td>
</tr>
</tbody>
</table>

OM 457 LA
Arrangement: In-line 6
Displacement: 12 l

Power [kW]
Torque [Nm]
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

**EURO V and EEV 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 CO₂ emissions.
Reliable transmissions for a wide range of applications.
Derivation "Nomenclature" - transmissions.

**GO** = Mercedes-Benz transmission for buses & coaches

- **8** = 8 gears

**GO 240-8**

- **240** = Maximum torque/10 [2400 Nm]
- **K** = Non synchronized transmission
- **S** = Synchronized transmission

**VR115E** = Hydrodynamic oil retarder

**PowerShift 2** = Automated gearshift

**CPS** = Mechanical manual transmission

Transmissions for EURO III, EURO V and EEV.

<table>
<thead>
<tr>
<th>Model series</th>
<th>Type</th>
<th>Ratio</th>
<th>Forward gears</th>
<th>Max. input torque [Nm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buses</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GO 190-6</td>
<td>8.17 - 1.00/8.17</td>
<td>6</td>
<td>1900</td>
<td></td>
</tr>
<tr>
<td>GO 230-6E</td>
<td>6.53 - 0.80/8.16</td>
<td>6</td>
<td>2300</td>
<td></td>
</tr>
<tr>
<td>GO 240-8 EPSIII K</td>
<td>6.57 - 0.62/10.38</td>
<td>8</td>
<td>2400</td>
<td></td>
</tr>
</tbody>
</table>

*Automated & manual*
Our range of service extends from 6-speed manual shifted to 8-speed automated shifted manual transmissions for buses and coaches. All transmissions are manufactured on a large scale by Mercedes-Benz buses and coaches 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 bus and coach transmissions. This manufacturing expertise distinguishes our transmissions today particularly by three features:

- Very smooth running characteristics
- Low weight
- Extreme durability

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

Our transmission product portfolio:
Smooth operation in every situation.

Meaning of symbols:

- Manual shifted transmission
- Fully automated manual transmission
- Transmission for buses and coaches
Redefining efficiency.

Your product benefits for bus transmissions made by Mercedes-Benz:

- Manual 6-speed transmissions and automated 8-speed transmission
- Resilient from 1.750 Nm to 2400 Nm max. input torque
- Gear ratio spread from 8.17 to 10.38
- Permissible max. gross combination weight (GCW) from 20 t to 28.5 t
- Integrated hydrodynamic retarder available
- Quiet running characteristics and long service life through optimized gear set geometry and high-precision processing technologies
- Compact design and weight-optimized light-alloy housings for ideal mounting dimensions and an ideal power/weight ratio
- More comfortable vibration characteristics due to an integrated engine suspension on transmission housing
- Highly variable modular system for customer-specific system solutions
GO 190-6

• 6 progressively stepped gears
• Direct-drive variant
• External taper synchronization
• All components optimized specifically for use in buses
• Hydrodynamic retarder can be adapted

GO 230-6E

• 6 progressively stepped gears
• Overdrive-variant
• External taper synchronization
• All components optimized specifically for use in buses
• Hydrodynamic retarder can be adapted

GO 240-8 EPS3K

• 8-speed constant mesh transmission with wide gear ratio spread
• 2-way fast execution
• All components optimized specifically for use in buses
• Hydrodynamic retarder can be adapted

Specifications and dimensions

Max. input torque 1900 Nm
Permissible gross combination weight (GCW) 20 t
Transmission 225 kg
Transmission oil filling capacity 13 l

A = length 788 mm
B = width 626 mm
C = centre to center 152 mm
D = diameter SAE 1

* with retarder

Specifications and dimensions

Max. input torque 2300 Nm
Permissible gross combination weight (GCW) 28.5 t
Transmission 254 kg
Transmission oil filling capacity 13 l

A = length 788 mm
B = width 626 mm
C = centre to center 152 mm
D = diameter SAE 1

* with retarder

Specifications and dimensions

Max. input torque 2400 Nm
Permissible gross combination weight (GCW) 28 t
Transmission 234 kg
Transmission oil filling capacity 13 l

A = length 788 mm
B = width 626 mm
C = centre to center 152 mm
D = diameter SAE 1

* with retarder
The integrated hydrodynamic oil retarder offers a high braking torque in combination with a compact, weight-saving design. 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 up to 3500 Nm (VR 115 E).

**VR 115 E**
Hydrodynamic retarder

**Your product benefits:**
- Stainless steel heat exchanger
- Reduction of friction by axial rotor displacement
- Optimized hydrodynamics
- Integration into the vehicle management
- Same prop shaft length with and without retarder

<table>
<thead>
<tr>
<th>max. braking torque [Nm]</th>
<th>max. braking power [kW]</th>
<th>max. rotation [min⁻¹]</th>
</tr>
</thead>
<tbody>
<tr>
<td>3500</td>
<td>400</td>
<td>4900</td>
</tr>
</tbody>
</table>
Mercedes-Benz axle systems.

Reliable axles for every application.
Derivation "Nomenclature" – axles.

Non-driven axles

F = Front axle
FO = Front axle omnibus

Driven axles

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

Number = Axle load [t]
Number = Ring gear diameter [mm]

<table>
<thead>
<tr>
<th>Vehicles (m)</th>
<th>Vehicle category</th>
<th>Front axle/axles</th>
<th>Tire size (inches)</th>
<th>Axle load [t]</th>
<th>Rear axle</th>
<th>Tire size (inches)</th>
<th>Axle load [t]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minibus (7 m)</td>
<td>F 3.5 – F 4.4</td>
<td>17.5 RO 325</td>
<td>17.5</td>
<td>3 – 4.4</td>
<td>6 – 0.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midibus (8 – 10 m)</td>
<td>F 5.3 – F 6.1</td>
<td>19.5/20/22.5</td>
<td>22.5</td>
<td>3.5 – 6.1</td>
<td>7.5 – 11.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City bus/coach (12 m)</td>
<td>FO 7.5</td>
<td>22.5</td>
<td>22.5</td>
<td>7.5 – 9</td>
<td>8.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F 7.5 – F 8</td>
<td>20/22.5 RO 440</td>
<td>22.5</td>
<td>7.5 – 8</td>
<td>11.5 – 13</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F9</td>
<td>20/22.5/24</td>
<td>24</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The right axle for every application.

Axle portfolio: front axles* and rear axles.

* Front axles are applicable as steered tag and pusher axles.
For further applications see truck axle portfolio.
Our axle product portfolio: Efficiency on demand.

Our product range consists of various axle systems which are highly suitable for nearly all bus categories from minibuses through to coaches, in urban areas or overland. We use our customers’ experience, their requirements and demands as an essential precondition in the development and technology of new axle concepts.

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 on 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.

Convince yourself and discover the advantages of Mercedes-Benz axles.

Meaning of symbols:

- **FA** Front axles
- **RA** Rear axles
- **M** Axles for minibuses
- **M** Axles for midibuses
- **M** Axles for city buses & coaches
Reliability at high level.

Your product benefits for front-axles:

- Tire sizes from 17.5 to 22.5 inches
- Axle loads from 3.5 to 9 tons (per axle)
- Gross vehicle weight rating (GVWR) from 6.5 to 24 tons
- Longer lifetime and easy maintenance
- Optimum power/weight ratio due to weight-optimized technical design
- Modular concept provides maximum flexibility to customer request
**Data and dimensions**

- **Axle load**: F 3.5–F 4.4: 3.5–4.4 t
- **Tire size**: 17.5 inches
- **Brake**: disk brake
- **Axle weight**: 245 kg
- **Overall width**: 2293–2303 mm
- **Track width**: 1949–1975 mm
- **Springs track**: 830 mm
- **Max. turning angle**: 52°

*varies depending on configuration

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

---

**Data and dimensions**

- **Axle load**: F 5.3–F 6.1: 5.3–6.1 t
- **Tire size**: 19.5/20/22.5 inches
- **Brake**: disk brake
- **Axle weight**: 357 kg
- **Overall width**: 2346–2389 mm
- **Track width**: 1955–1991 mm
- **Springs track**: 830 mm
- **Max. turning angle**: 52°

*varies depending on configuration

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

---

**Data and dimensions**

- **Axle load**: FO 7.5: 7.5 t
- **Tire size**: 22.5 inches
- **Brake**: disk brake
- **Axle weight**: 430 kg
- **Overall width**: 2495 mm
- **Track width**: 2101 mm
- **Springs track**: 1094 mm
- **Max. turning angle**: 55°

*varies depending on configuration

- 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

**F 7.5–F 8**

<table>
<thead>
<tr>
<th>Category</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Axle load</td>
<td>7.5–8 t</td>
</tr>
<tr>
<td>Tire size</td>
<td>20/22.5 inches</td>
</tr>
<tr>
<td>Brake</td>
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<td>B = track width</td>
<td>2046–2140 mm</td>
</tr>
<tr>
<td>C = spring track</td>
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</tr>
<tr>
<td>D = max. turning angle</td>
<td>48°</td>
</tr>
</tbody>
</table>

* varies depending on configuration

**F 9**

<table>
<thead>
<tr>
<th>Category</th>
<th>Specification</th>
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</thead>
<tbody>
<tr>
<td>Axle load</td>
<td>9 t</td>
</tr>
<tr>
<td>Tire size</td>
<td>20/22.5/24 inches</td>
</tr>
<tr>
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<td>disk brake/drum brake</td>
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* varies depending on configuration

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

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**Engine Systems**

- Axles
- Transmissions
Comfort and safety in every situation.

Your product benefits for rear axles:

- Tire sizes from 17.5 to 22.5 inches
- Hypoid driven
- Ring gear diameter from 325 to 440 mm
- Axle loads from 6 to 13 tons (per axle)
- Gross vehicle weight rating (GVWR) from 6.5 to 24 tons
- High fuel efficiency
- Easy maintenance and long oil change intervals
- Longer lifetime and quieter operation due to our optimized gear set design
- Optimum power / weight ratio due to weight-optimized technical design
- Modular concept provides maximum flexibility to customer request
**RO 325**

**Data and dimensions**

- **Axle load**: 6–8.3 t
- **Tire size**: 17.5 inches
- **Brake**: disk brake
- **Suspension**: air springs/steel springs
- **Drive type**: single-stage/hypoid
- **Axle weight***: 350 kg

*A varies depending on configuration

- **A** = overall width: 2232–2330 mm
- **B** = track width: 1760–1775 mm
- **C** = spring track: 1022 mm
- **Ring Gear Diameter**: 325 mm

*Fabricated axle housing

*Recommended for minibuses

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**RO 440**

**Data and dimensions**

- **Axle load**: 11.5–13 t
- **Tire size**: 22.5 inches
- **Brake**: disk brake
- **Suspension**: air springs
- **Drive type**: single-stage/hypoid
- **Axle weight***: 683 kg

*A varies depending on configuration

- **A** = overall width: 2419–2482 mm
- **B** = track width: 1802–1804 mm
- **C** = spring track: 940 mm
- **Ring Gear Diameter**: 440 mm

*Fabricated axle housing

*Recommended for category city buses and coaches

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**Engine systems**

- Axles
- Transmissions
### R 325

- Fabricated axle housing
- Recommended for midibuses with front engine

<table>
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* varies depending on configuration

### R 440 NFD

- Fabricated axle housing
- Recommended for category city buses and coaches with front engine

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* varies depending on configuration
Service benefits at a glance.

Application engineering consultancy service

Our experts will help you to select the right powertrain components and additional equipment to create an engineered solution that suits your bus application-specific requirements, no matter how tough the conditions are.

Customer training

Uniquely tailored training courses can be held in Germany and other countries around the world to ensure that you receive the necessary expert knowledge in regards to installing, operating and maintaining your powertrain in accordance with our high standards.

Spare parts supply

We will ensure spare parts remain available for many years after your initial investment. The quality level and reliability of our spare parts meet the same high standards that are set with our aggregate systems. This promise means lasting protection of your capital investment in our powertrain solutions.

Service network

Our global network of highly qualified service centers can assist in the maintenance of our most advanced systems.

One-stop shop.

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 in 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:

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+49 (0)711 17-54186
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www.mercedes-benz.com/powertrain