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Daimler AG, Mercedesstr. 137, 70327 Stuttgart, Germany, TG/LPS 5330 · 2000 · 09/2019 Printed in Germany
Welcome to the Mercedes-Benz Powertrain. Leading in technology and efficiency.
Going the extra mile. Mercedes-Benz Powertrain.

Mercedes-Benz Powertrain offers outperforming and individual 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 together the best individual solution for your success.

**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 aggregates:
- 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 aggregates
- 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 and After-Sales team
- High invest in Mercedes-Benz R&D assures state-of-the-art quality

**Benefits for your customers.**

- Provides optimized fuel efficiency by specially composed 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
- Synchronized maintenance intervals and repair worldwide via our one-stop shop logic for the complete powertrain
Mercedes-Benz engine systems.

OM 93X and OM 47X model series.
Outstanding design and efficiency. Specifically developed to comply with the EURO VI emission standard.
There are many factors in operating a bus or a coach that cost money. More than a third of these can be influenced. A cost factor of up to 30% can be attributed to energy consumption. Bringing together the very latest innovative engine technology, our engine systems are designed with a rigorous focus on environment conservation, effectiveness and performance.

The benefits for our customers are:
- low fuel consumption,
- long engine life,
- extended maintenance intervals.

Our engines deliver a spontaneous response, impressive power output and the smoothest running characteristics. Based on these characteristics our engines in all series are ideal for short radius distribution, construction site transport and long distance haulage.

With our BlueEfficiency Power engines we not only comply with the ambitious Euro VI standards, but also set new benchmarks for power, consumption and weight. The lower consumption and improved power delivery can be attributed to the highly efficient combustion strategy of the engine, supported among other things by the X-Pulse common-rail high-pressure fuel injection system.

Our engine product portfolio: TCO reduction at its best.
Engine systems for EURO VI.

Portfolio of EURO VI engines for buses

<table>
<thead>
<tr>
<th>Portfolio</th>
<th>Type</th>
<th>Cylinder</th>
<th>Displ. [liters]</th>
<th>Power range [kW]</th>
</tr>
</thead>
<tbody>
<tr>
<td>OM 93X</td>
<td>OM 934</td>
<td>L4</td>
<td>5.1</td>
<td>93 90 95 100 105 110 115 120 125 130</td>
</tr>
<tr>
<td>OM 936</td>
<td>OM 936</td>
<td>L6</td>
<td>7.7</td>
<td>93 90 95 100 105 110 115 120 125 130</td>
</tr>
<tr>
<td>OM 47X</td>
<td>OM 470</td>
<td>L6</td>
<td>10.7</td>
<td>47 50 55 60 65 70 75 80 85 90</td>
</tr>
<tr>
<td>OM 471</td>
<td>OM 471</td>
<td>L6</td>
<td>12.8</td>
<td>47 50 55 60 65 70 75 80 85 90</td>
</tr>
</tbody>
</table>

Power range

<table>
<thead>
<tr>
<th>Torque [Nm]</th>
<th>0</th>
<th>100</th>
<th>200</th>
<th>300</th>
<th>400</th>
</tr>
</thead>
<tbody>
<tr>
<td>2500</td>
<td>2500</td>
<td>2500</td>
<td>2500</td>
<td>2500</td>
<td>2500</td>
</tr>
<tr>
<td>3000</td>
<td>3000</td>
<td>3000</td>
<td>3000</td>
<td>3000</td>
<td>3000</td>
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<tr>
<td>3500</td>
<td>3500</td>
<td>3500</td>
<td>3500</td>
<td>3500</td>
<td>3500</td>
</tr>
<tr>
<td>4000</td>
<td>4000</td>
<td>4000</td>
<td>4000</td>
<td>4000</td>
<td>4000</td>
</tr>
</tbody>
</table>

Derivation "Nomenclature" - engines.

OM = Oil (diesel) engine

Medium-duty = OM 934, OM 936
Heavy-duty = OM 470, OM 471

3 = Medium-duty engine
5-7 = Heavy-duty engine

9 = 93x model series (MD)
4 = 47x model series (HD)

4 = L4 cylinder engine (5.1 l)
6 = L6 cylinder engine (7.7 l)
0 = L6 cylinder engine (10.7 l)
1 = L6 cylinder engine (12.8 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 with cooled exhaust gas recirculation
- Displacement of 5.1 and 7.7 liters
- Output of 115 up to 260 kW
- Special combustion system to minimize fuel consumption
- Common rail injection system up to 2400 bars and multiple injection
- Tailor-made 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
Mercedes-Benz 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 (excl. charge air pipe): 680 mm
  - C = height: 900 mm
* depending on equipment installed

Rated power and maximal torque:
- **Rated power [kW/hp]**
  - 115/156
  - 130/177
  - 155/211
  - 170/231
- **at engine speed [rpm]**
  - 1800

Maximal torque [Nm]
- **at engine speed [rpm]**
  - 650
  - 750
  - 850
  - 900

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 (excl. charge air pipe): 680 mm
  - C = height: 910 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

Maximal torque [Nm]
- **at engine speed [rpm]**
  - 1000
  - 1100
  - 1200
  - 1300
  - 1400

Performance

<table>
<thead>
<tr>
<th>Power [kW]</th>
<th>115</th>
<th>130</th>
<th>155</th>
<th>170</th>
</tr>
</thead>
<tbody>
<tr>
<td>Torque [Nm]</td>
<td>650</td>
<td>750</td>
<td>850</td>
<td>900</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Power [kW]</th>
<th>175</th>
<th>200</th>
<th>220</th>
<th>235</th>
<th>260</th>
</tr>
</thead>
<tbody>
<tr>
<td>Torque [Nm]</td>
<td>1000</td>
<td>1100</td>
<td>1200</td>
<td>1300</td>
<td>1400</td>
</tr>
</tbody>
</table>

Engine systems

Transmissions

Axles

Diesel engines
Heavy-duty engine systems.

Always giving 100%.

Your product benefits for heavy-duty engine systems:

- 6-cylinder diesel engines in an in-line arrangement with cooled exhaust gas recirculation
- Displacement of 10.7 to 12.8 liters
- Output of 265 up to 375 kW
- Special combustion system to minimize fuel consumption
- New engine generation combines higher performance with lower fuel consumption
- Common rail injection system up to 2700 bars and unrestricted choice of injection process
- 1-stage turbocharger with asymmetrical turbine geometry
- Future-proof valve timing gear with 2 overhead camshafts and 4-valve technology
- Powerful and dynamic engine brakes
- Additional power take-off options
- "One box" exhaust after-treatment with SCR and DPF

Mercedes-Benz engine systems | Heavy-duty engines
OM 470
Arrangement: In-line 6
Displacement: 10.7 l

Weight and dimensions*

<table>
<thead>
<tr>
<th>Weight</th>
<th>DIN 70020 - GZ:</th>
<th>952 kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimensions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A = length</td>
<td>1289 mm</td>
<td></td>
</tr>
<tr>
<td>B = width (excl. charge air pipe)</td>
<td>750 mm</td>
<td></td>
</tr>
<tr>
<td>C = height</td>
<td>1029 mm</td>
<td></td>
</tr>
</tbody>
</table>

* depending on equipment installed

Rated power and maximal torque

<table>
<thead>
<tr>
<th>Power [kW]</th>
<th>380</th>
<th>360</th>
<th>340</th>
<th>320</th>
<th>300</th>
<th>280</th>
<th>260</th>
<th>240</th>
<th>220</th>
<th>200</th>
</tr>
</thead>
<tbody>
<tr>
<td>Torque [Nm]</td>
<td>2600</td>
<td>2400</td>
<td>2200</td>
<td>2000</td>
<td>1800</td>
<td>1600</td>
<td>1400</td>
<td>1200</td>
<td>1000</td>
<td>800</td>
</tr>
</tbody>
</table>

OM 471
Arrangement: In-line 6
Displacement: 12.8 l

Weight and dimensions*

<table>
<thead>
<tr>
<th>Weight</th>
<th>DIN 70020 - GZ:</th>
<th>1104 kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimensions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A = length</td>
<td>1307 mm</td>
<td></td>
</tr>
<tr>
<td>B = width (excl. charge air pipe)</td>
<td>770 mm</td>
<td></td>
</tr>
<tr>
<td>C = height</td>
<td>1058 mm</td>
<td></td>
</tr>
</tbody>
</table>

* depending on equipment installed

Rated power and maximal torque

<table>
<thead>
<tr>
<th>Power [kW]</th>
<th>340</th>
<th>320</th>
<th>300</th>
<th>280</th>
<th>260</th>
<th>240</th>
<th>220</th>
<th>200</th>
</tr>
</thead>
<tbody>
<tr>
<td>Torque [Nm]</td>
<td>2200</td>
<td>2000</td>
<td>1800</td>
<td>1600</td>
<td>1400</td>
<td>1200</td>
<td>1000</td>
<td>800</td>
</tr>
</tbody>
</table>

Performance
In view of the high requirements stipulated by the EURO VI emission standard, Mercedes-Benz has developed cooled exhaust gas recirculation (EGR), particulate filters and SCR technology for its new generation of engines. This has already proven to be a winning combination in its use in commercial vehicles from Daimler Trucks. Together, the systems results in an extremely efficient exhaust after-treatment.

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

EURO VI exhaust after-treatment system.
Reliable transmissions for a wide range of applications.

Mercedes-Benz transmissions.
### Derivation "Nomenclature" - transmissions.

<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>G 90-6S</td>
<td>6.70–0.73/9.20</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GO 230-6 CPS</td>
<td>6.53–0.72/9.03</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GO 250-8 PowerShift 3</td>
<td>6.57–0.63/10.38</td>
<td>8</td>
<td></td>
</tr>
</tbody>
</table>

**Meaning of symbols:**
- **GO** = Mercedes-Benz transmission for buses & coaches
- **Number** = gears
- **CPS** = Cable Power Shift
- **K** = Non synchronized transmission
- **S** = Synchronized transmission
- **PowerShift 3** = Automated gearshift
- **SWR** = Secondary water retarder
- **NMV** = Power take-off

### Transmissions for EURO VI.

<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>Engine</td>
<td>G 90-6S</td>
<td>6.70–0.73/9.20</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GO 230-6 CPS</td>
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<td>6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GO 250-8 PowerShift 3</td>
<td>6.57–0.63/10.38</td>
<td>8</td>
<td></td>
</tr>
</tbody>
</table>

**Meaning of symbols:**
- **Automated & manual**
- **Automated**
- **Manual**

**Transmission for buses and coaches**

**Fully automated manual transmission**
Our transmission product portfolio:
Smooth operation in every situation.

Our range of service extends from 6-speed to 8-speed automated manual shifted 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 buses and coaches 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.
Redefining efficiency.

Your product benefits of transmissions for buses & coaches:

- 6-speed and 8-speed automated shifted manual transmissions
- Resilient from 900 Nm to 2500 Nm max. input torque
- Gear ratio spread from 9.03 to 10.38
- Permissible max. gross combination weight (GCW) up to 28.5 t
- Secondary water retarder available for heavy-duty
- 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 characteristics due to an integrated engine suspension
G 90-6S

- 6-speed synchronized transmission with a wide gear ratio spread
- SAE 2 or SAE 3 clutch housing available
- Overdrive configuration
- Hydrodynamic retarder can be adapted

<table>
<thead>
<tr>
<th>Gear</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>R 1</th>
<th>R 2</th>
<th>Gear ratio spread</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ratio</td>
<td>6.696</td>
<td>3.806</td>
<td>2.289</td>
<td>1.480</td>
<td>1.000</td>
<td>0.728</td>
<td>6.294</td>
<td>9.20</td>
<td></td>
</tr>
</tbody>
</table>

Specifications and dimensions

- Max. input torque: 1000 Nm
- Permissible gross combination weight (GCW): 28 t
- Transmission weight excl. oil: 191.5 kg*
- Oil filling capacity: 9 l
- A = length: 709 mm
- B = width: 562 mm
- C = center to center: 130 mm
- * with retarder

GO 230-6 CPS

- 8 degressive stepped gears
- Overdrive configuration
- Electromechanically supported cable power shift
- All components optimized specifically for use in buses
- Secondary water retarder can be adapted

<table>
<thead>
<tr>
<th>Gear</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>Gear ratio spread</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ratio</td>
<td>6.528</td>
<td>4.158</td>
<td>2.748</td>
<td>1.739</td>
<td>1.259</td>
<td>1.000</td>
<td>0.797</td>
<td>0.633</td>
<td>6.176</td>
<td>3.909</td>
</tr>
</tbody>
</table>

Specifications and dimensions

- Max. input torque: 2300 Nm
- Permissible gross combination weight (GCW): 24 t
- Transmission weight excl. oil: 268 kg*
- Oil filling capacity: 13 l
- A = length: 846 mm
- B = width: 630 mm
- C = center to center: 152 mm
- * with retarder

GO 250-8 PowerShift 3

- 8 degressive stepped gears
- Bi-speed synchronized transmission with a wide gear ratio spread
- Double-overdrive configuration
- Secondary water retarder can be adapted

<table>
<thead>
<tr>
<th>Gear</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>R 1</th>
<th>R 2</th>
<th>Gear ratio spread</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ratio</td>
<td>6.571</td>
<td>4.158</td>
<td>2.748</td>
<td>1.739</td>
<td>1.259</td>
<td>1.000</td>
<td>0.797</td>
<td>0.633</td>
<td>6.176</td>
</tr>
</tbody>
</table>

Specifications and dimensions

- Max. input torque: 2500 Nm
- Permissible gross combination weight (GCW): 28.5 t
- Transmission weight excl. oil: 264 kg*
- Oil filling capacity: 13.5 l
- A = length: 846 mm
- B = width: 630 mm
- C = center to center: 152 mm
- * with retarder
The integrated secondary water retarder offers a 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 up to 3500 Nm.

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 - 30% higher constant brake power than current oil retarders

### Max. Braking Torque vs. Max. Rotation

- **Max. Braking Torque [Nm]**
  - 3500 Nm
- **Max. Braking Power [kW]**
  - 800 kW
- **Max. Rotation [min⁻¹]**
  - 5000
Reliable axles for every application.

Mercedes-Benz axles.
Vehicle type and the fitting axle application from plant Kassel:

**Low floor Chassis**
- City buses (and intercity buses)

**Low entry Chassis**
- City and intercity buses

**High floor Chassis**
- Coaches, intercity and transfer buses
Derivation "Nomenclature" – axles.

The right axle for every application.

Axle portfolio: front axles and rear axles.

Meaning of symbols:

- \( \text{FA} \) = Front axles
- \( \text{RA} \) = Rear axles
- \( \text{LF} \) = Low floor Chassis
- \( \text{LE} \) = Low entry Chassis
- \( \text{HF} \) = High floor Chassis

Vehicle category

<table>
<thead>
<tr>
<th>Vehicle category</th>
<th>Front axles</th>
<th>Rear axles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minibus (7 m)</td>
<td>F 4.1 – F 4.4</td>
<td>R 325</td>
</tr>
<tr>
<td>Minibus (8 – 10 m)</td>
<td>F 5.3 – F 6.1</td>
<td>R 390*</td>
</tr>
<tr>
<td>City bus/coach (12 m)</td>
<td>F 7.5 – F 8</td>
<td>R 440</td>
</tr>
</tbody>
</table>

* only applicable with front engine configuration

For further applications see truck axle portfolio.

Meaning of symbols:

- Front axles
- Axles for minibuses
- Low floor Chassis
- Rear axles
- Axles for midibuses
- Low entry Chassis
- Axles for city buses & coaches
- High floor Chassis
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 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 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.
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 t (per axle)
- Gross vehicle weight rating (GVWR) from 6.5 to 24 t
- 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

<table>
<thead>
<tr>
<th>Data and dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Axle load</strong></td>
</tr>
<tr>
<td>Tire size</td>
</tr>
<tr>
<td>Brake</td>
</tr>
<tr>
<td>Axle weight*</td>
</tr>
<tr>
<td><strong>A</strong></td>
</tr>
<tr>
<td><strong>B</strong></td>
</tr>
<tr>
<td><strong>C</strong></td>
</tr>
<tr>
<td><strong>D</strong></td>
</tr>
</tbody>
</table>

* varies depending on configuration

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

**F 5.3–F 6.1**

<table>
<thead>
<tr>
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* varies depending on configuration

**FO 7.5**

- Steered rigid axle with forged front axle beam
- Recommended for urban buses

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* varies depending on configuration

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

**FO 7.5**

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

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* varies depending on configuration
### F 7.5–F 8

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

#### Data and dimensions

- **Axle load**: 7.5–8 t
- **Tire size**: 20/22.5 inches
- **Brake**: disk brake
- **Axle weight**
  - A: overall width 2486–2583 mm
  - B: track width 2046–2140 mm
  - C: spring track 840 mm
  - D: max. turning angle 52°
- * varies depending on configuration

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

#### Data and dimensions

- **Axle load**: 9–9.5 t
- **Tire size**: 20/22.5 inches
- **Brake**: disk brake
- **Axle weight**
  - A: overall width 2486–2583 mm
  - B: track width 2046–2140 mm
  - C: spring track 840 mm
  - D: max. turning angle 48°
- * varies depending on configuration
Rear axles.

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 t (per axle)
- Gross vehicle weight rating (GVWR) from 6.5 to 24 t
- High fuel efficiency
- Easy maintenance and long oil change intervals
- Long lifetime and quiet operations due to our 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/RO 325**

- Fabricated axle housing
- Recommended for minibuses

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</table>

- A = overall width: 2232–2330 mm
- B = track width: 1760–1775 mm
- C = spring track: 1022 mm

| Ring Gear Diameter | 325 mm |

* varies depending on configuration

• Fabricated axle housing
• Recommended for medium-duty application

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**R 390**

- Fabricated axle housing
- Recommended for medium-duty application

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- A = overall width: 2232–2330 mm
- B = track width: 1760–1775 mm
- C = spring track: 1022 mm

| Ring Gear Diameter | 325 mm |

* varies depending on configuration

• Fabricated axle housing
• Recommended for medium-duty application

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**R/RO 440**

- Fabricated axle housing
- Recommended for category city buses and coaches

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- A = overall width: 2419–2482 mm
- B = track width: 1802–1804 mm
- C = spring track: 930/940 mm

| Ring Gear Diameter | 440 mm |

* varies depending on configuration

• Fabricated axle housing
• Recommended for category city buses and coaches

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**Engine systems**

- Axles
- Transmissions

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Service benefits at a glance.

**Application engineering consultancy service**

Our experts will help you to select the right aggregates, components to create a customized solution that suits your application specific requirements. Our experts provide you installation manuals for mechanical and electronic integration of our components. As part of the release process we optionally run an installation inspection.

**Customer training**

Uniquely tailored training courses can be held in Germany and other countries to ensure that your crews are equipped with the necessary expert knowledge in regards for installing, operating, and maintaining your aggregates in accordance with our high standards.

The following topics areas are handled in a need to know basis as part of our customer training courses:

- Control units in the architecture
- Electrical interfaces
- Electronic interfaces
- Basics of assemblies
- Engineering interface
- Basics of the diagnostics tool
- Practical applications of the diagnostics tool

**Service network**

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

**Spare parts supply**

We will ensure spare parts availability for many years after your initial investment. Your vehicle only can deliver top performance if it’s kept in shape at all times. It is only the use of high-quality components that ensure the highest and expected reliability in motion.

For our price sensitive customers we also offer a large portfolio of genuine Remanufactured Parts - for saving costs but on the same quality level.

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 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:

**Sales External Customers**

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For more information: [https://mercedes-benz-powertrain.com](https://mercedes-benz-powertrain.com)
Portfolio Bus EURO VI.

Mercedes-Benz