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

1 + 1 + 1 > 3
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.
Our engine product portfolio: TCO reduction at its best.

Bringing together the very latest innovative engine technology, they are designed with a rigorous focus on environment conservation, effectiveness and performance.

The benefits for our customers are low fuel consumption, long engine life and 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.

Due to numerous technical innovations, the current 4- and 6-cylinder in-line engines from Mercedes-Benz provide fuel savings of up to 3 percent compared to the previous generation. The 6-cylinder in-line engines are distinguished, depending on the model series, by a robust design with sturdy steel pistons, two overhead camshafts with high-efficiency gear train, an asymmetric turbocharger or turbo-compound technology as well as powerful engine brakes and the one-of-a-kind X-Pulse common rail injection system with pressure booster. The asymmetric injection and combustion as well as the exhaust gas recirculation were also optimized to design the engines systematically for low fuel consumption and improved exhaust gas quality.
### Derivation "Nomenclature" - engines.

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Model Series</th>
<th>Type</th>
<th>Cylinder Displ.</th>
<th>Power Range [kW]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium-duty</td>
<td>OM 93X</td>
<td>MD</td>
<td>4L</td>
<td>934 L4 5.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>936 L6 7.7</td>
</tr>
<tr>
<td>Heavy-duty</td>
<td>OM 47X</td>
<td>HD</td>
<td>6L</td>
<td>470 L6 10.7</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>471 L6 12.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>473 L6 15.6</td>
</tr>
</tbody>
</table>

- OM = Oil (diesel) engine
- 9 = Medium-duty engine
- 3 = Heavy-duty engine
- 6 = 93X model series (MD)
- 4 = 47X model series (HD)

### Engine systems for EURO VI.

#### Portfolio of EURO VI engines for trucks

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Model Series</th>
<th>Cylinder</th>
<th>Displ. [liters]</th>
<th>Power range [kW]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium-duty</td>
<td>OM 934</td>
<td>4</td>
<td>5.1</td>
<td>115 - 170</td>
</tr>
<tr>
<td></td>
<td>OM 936</td>
<td>6</td>
<td>7.7</td>
<td>180 - 220</td>
</tr>
<tr>
<td>Heavy-duty</td>
<td>OM 470</td>
<td>6</td>
<td>10.7</td>
<td>235 - 275</td>
</tr>
<tr>
<td></td>
<td>OM 471</td>
<td>6</td>
<td>12.8</td>
<td>240 - 285</td>
</tr>
<tr>
<td></td>
<td>OM 473</td>
<td>6</td>
<td>15.6</td>
<td>260 - 315</td>
</tr>
</tbody>
</table>

Engine systems

- Medium-duty = OM 934, OM 936
- Heavy-duty = OM 470, OM 471, OM 473

#### Power range of the EURO VI engines for trucks

- Torque [Nm]
- Power [kW]

![Graph showing power range of EURO VI engines](image-url)
Medium-duty engine systems.

Always in their element. Whatever the 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
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 980 mm
  - \( B \): width 910 mm
  - \( C \): height 1025 mm

* depending on equipment installed

Rated power and maximal torque

- Rated power [kW/hp]:
  - 115/156
  - 130/177
  - 155/211
  - 170/231

- Maximal torque [Nm]:
  - 650
  - 750
  - 850
  - 900

at engine speed [rpm]:
- 1800
- 1800
- 1800
- 1800

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 1290 mm
  - \( B \): width 1050 mm
  - \( C \): 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

- Maximal torque [Nm]:
  - 1000
  - 1100
  - 1200
  - 1300
  - 1400

at engine speed [rpm]:
- 1800
- 1800
- 1800
- 1800
- 1800

Performance

- Power [kW]:
  - 115
  - 130
  - 155
  - 170
  - 180
  - 200
  - 220
  - 235
  - 260

- Torque [Nm]:
  - 650
  - 750
  - 850
  - 900
  - 1000
  - 1100
  - 1200
  - 1300
  - 1400

Performance

- Power [kW]:
  - 175
  - 200
  - 220
  - 235
  - 260

- Torque [Nm]:
  - 1000
  - 1100
  - 1200
  - 1300
  - 1400
Always giving 100 %.

Your product benefits for heavy-duty engines:

- 6-cylinder diesel engines in an in-line arrangement with cooled exhaust gas recirculation
- Displacement of 10.7 to 15.6 liters
- Output of 240 up to 460 kW
- Special combustion system to minimize fuel consumption
- This engine generation combines high performance with low fuel consumption
- Common rail injection system up to 2700 bars
- 1-stage turbocharger with asymmetrical turbine geometry
- 15.6 liter variant with a standardly turbo compound
- Future-proof valve timing gear with 2 overhead camshafts and 4-valve technology
- Powerful and dynamic engine brakes with up to 480 kW brake power
- Additional power take-off options
- ”One box” exhaust after-treatment with SCR and DPF

Heavy-duty engines.
### Mercedes-Benz Engine Systems

#### OM 470

**Arrangement:** In-line 6

**Displacement:** 10.7 l

**Weight and dimensions**

- **Weight:**
  - OM 470: 550 kg

- **Dimensions:**
  - Length: 1260 mm
  - Width: 1115 mm
  - Height: 1180 mm

*Depending on equipment installed

**Rated power and maximal torque**

- **Rated power [kW/hp]:**
  - 240/326
  - 265/360
  - 290/394
  - 315/428
  - 335/456

- **Maximal torque [Nm]:**
  - 1700
  - 1800
  - 1900
  - 2100

#### OM 471

**Arrangement:** In-line 6

**Displacement:** 12.8 l

**Weight and dimensions**

- **Weight:**
  - OM 471: 1091 kg

- **Dimensions:**
  - Length: 1544 mm
  - Width: 1115 mm
  - Height: 1190 mm

*Depending on equipment installed

**Rated power and maximal torque**

- **Rated power [kW]:**
  - 340
  - 320
  - 300
  - 280
  - 260
  - 240
  - 220
  - 200
  - 180
  - 160

- **Torque [Nm]:**
  - 2200
  - 2000
  - 1800
  - 1600
  - 1400
  - 1200
  - 1000
  - 800 1000 1200 1400 1600 1800 2000 2200

*Uncertain power units used in diagrams*
OM 473

Arrangement: In-line 6
Displacement: 15.6 l

Weight and dimensions*

- Weight:
  - DIN 70020 - GZ: 1240 kg

- Dimensions:
  - A = length: 1595 mm
  - B = width: 1120 mm
  - C = height: 1210 mm

* depending on equipment installed

Rated power and nominal torque

<table>
<thead>
<tr>
<th>Rated power [kW]</th>
<th>380</th>
<th>425</th>
<th>460</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rated speed [rpm]</td>
<td>1600</td>
<td>1600</td>
<td>1600</td>
</tr>
<tr>
<td>Mechanical torque [Nm]</td>
<td>2600</td>
<td>2800</td>
<td>3000</td>
</tr>
<tr>
<td>All engines speed [rpm]</td>
<td>1100</td>
<td>1100</td>
<td>1100</td>
</tr>
</tbody>
</table>

Performance
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

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.

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

<table>
<thead>
<tr>
<th>Model series Type</th>
<th>Ratio</th>
<th>Forward gears</th>
<th>Max. input torque [Nm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium-duty</td>
<td>G 90-6S</td>
<td>6</td>
<td>6.70 – 0.73/9.20</td>
</tr>
<tr>
<td>Heavy-duty</td>
<td>G 141-9 CPS</td>
<td>9</td>
<td>14.57 – 1.00/14.57</td>
</tr>
<tr>
<td></td>
<td>G 260-16 CPS</td>
<td>16</td>
<td>11.72 – 0.69/17.11</td>
</tr>
<tr>
<td></td>
<td>G 140-8 Power Shift 3</td>
<td>8</td>
<td>9.29 – 0.79/11.82</td>
</tr>
<tr>
<td></td>
<td>G 211-12 Power Shift 3</td>
<td>12</td>
<td>14.93 – 1.00/14.93</td>
</tr>
<tr>
<td></td>
<td>G 230-12 Power Shift 3</td>
<td>12</td>
<td>11.67 – 0.78/14.93</td>
</tr>
<tr>
<td></td>
<td>G 281-12 Power Shift 3</td>
<td>12</td>
<td>14.93 – 1.00/14.93</td>
</tr>
<tr>
<td></td>
<td>G 330-12 Power Shift 3</td>
<td>12</td>
<td>11.64 – 0.78/14.93</td>
</tr>
<tr>
<td></td>
<td>G 280-16 Power Shift 3</td>
<td>16</td>
<td>11.72 – 0.69/16.99</td>
</tr>
<tr>
<td></td>
<td>G 280-16 TRC</td>
<td>16</td>
<td>11.72 – 0.69/16.99</td>
</tr>
<tr>
<td></td>
<td>G 330-12 TRC</td>
<td>12</td>
<td>11.64 – 0.78/14.93</td>
</tr>
</tbody>
</table>

500 1000 1500 2000 2500 3000

Meaning of symbols:
- K = Non synchronized transmission
- S = Synchronized transmission
- PowerShift 3 = Automated gearshift
- TRC = Turbo Retarder Clutch
- SWR = Secondary water retarder
- NMV = Power take-off

Transmissions for EURO VI engines.

- Automated & manual
- Manual shifted transmission
- Fully automated manual transmission
- Transmission for medium-duty trucks
- Transmission for heavy-duty trucks & special vehicles
- Transmission for cranes

Derivation "Nomenclature" – transmissions.
Medium-duty transmissions.

Redefining efficiency.

Your product benefits for medium-duty transmissions:

- 6-speed transmissions
- Resilient to 900 Nm max. input torque
- Manual and fully automated shifting systems
- Gear ratio spread from 8.00 to 9.20
- Permissible max. gross combination weight (GCW) up to 28 t
- Highly variable modular systems for customer-specific system solutions
- 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 on the transmission housing
**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

### Specifications and dimensions

<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>Reverse</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>13.862</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Max. input torque</th>
<th>1000 Nm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transmission weight excl. oil</td>
<td>138.5 kg</td>
</tr>
<tr>
<td>Transmission weight excl. oil and retarder</td>
<td>191.5 kg</td>
</tr>
<tr>
<td>Oil filling capacity</td>
<td>9 l</td>
</tr>
<tr>
<td>A = length</td>
<td>709 mm</td>
</tr>
<tr>
<td>B = width</td>
<td>562 mm</td>
</tr>
<tr>
<td>C = center to center</td>
<td>130 mm</td>
</tr>
</tbody>
</table>

* with retarder
Heavy-duty transmissions.

Hard-working and resilient.

Your product benefits for heavy-duty transmissions:

- 9- to 16-speed manual and automated shifted manual transmissions
- Max. input torque from 1400 Nm to 3300 Nm
- Gear ratio spread from 11.82 to 17.17
- Max. permissible gross combination weight (GCW) from 32 to 60 t (250 t)
- Secondary water retarder can be adapted
- Highly variable modular systems for customer-specific system solutions
- Quiet running 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 specific operating condition
- More comfortable vibration characteristics due to an integrated engine suspension on the transmission housing.
**G 141-9 CPS**

- Direct-drive transmission with 9 gears and a wide gear ratio spread
- Economical gear ratio stepping (including small step increment between 7th and 8th gear)

**Specifications and dimensions**

<table>
<thead>
<tr>
<th>Max. input torque</th>
<th>1400 Nm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permissible gross combination weight (GCW)</td>
<td>44 t</td>
</tr>
<tr>
<td>Transmission weight excl. oil</td>
<td>210 kg</td>
</tr>
<tr>
<td>Oil filling capacity</td>
<td>11 l</td>
</tr>
<tr>
<td>A = length</td>
<td>914 mm</td>
</tr>
<tr>
<td>B = width</td>
<td>557 mm</td>
</tr>
<tr>
<td>C = center to center</td>
<td>142 mm</td>
</tr>
</tbody>
</table>

**Gear ratio spread**

- Gear 1: 9.748
- Gear 2: 6.635
- Gear 3: 4.821
- Gear 4: 3.667
- Gear 5: 2.585
- Gear 6: 1.810
- Gear 7: 1.315
- Gear 8: 1.000
- Reverse: 13.862

**G 260-16 CPS**

- 16-speed synchronized transmission with a wide gear ratio spread
- Overdrive configuration
- Secondary water retarder can be adopted

**Specifications and dimensions**

<table>
<thead>
<tr>
<th>Max. input torque</th>
<th>2600 Nm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permissible gross combination weight (GCW)</td>
<td>55 t</td>
</tr>
<tr>
<td>Transmission weight excl. oil</td>
<td>290 kg</td>
</tr>
<tr>
<td>Oil filling capacity</td>
<td>14 l</td>
</tr>
<tr>
<td>A = length</td>
<td>1033.5 mm</td>
</tr>
<tr>
<td>B = width</td>
<td>557 mm</td>
</tr>
<tr>
<td>C = center to center</td>
<td>152 mm</td>
</tr>
</tbody>
</table>

**Gear ratio spread**

- Gear 1: 11.722
- Gear 2: 7.916
- Gear 3: 5.291
- Gear 4: 3.636
- Gear 5: 2.664
- Gear 6: 1.799
- Gear 7: 1.203
- Gear 8: 0.826
- Reverse: 10.656

**G 140-8 PowerShift 3**

- 8-speed none synchronized transmission with a wide gear ratio spread
- Overdrive configuration
- SAE 1 or SAE 2 clutch housing available

**Specifications and dimensions**

<table>
<thead>
<tr>
<th>Max. input torque</th>
<th>2100 Nm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permissible gross combination weight (GCW)</td>
<td>44 t</td>
</tr>
<tr>
<td>Transmission weight excl. oil</td>
<td>235 kg</td>
</tr>
<tr>
<td>Oil filling capacity</td>
<td>10 l</td>
</tr>
<tr>
<td>A = length</td>
<td>964 mm</td>
</tr>
<tr>
<td>B = width</td>
<td>596 mm</td>
</tr>
<tr>
<td>C = centre to center</td>
<td>142 mm</td>
</tr>
</tbody>
</table>

**Gear ratio spread**

- Gear 1: 14.930
- Gear 2: 9.024
- Gear 3: 5.628
- Gear 4: 3.393
- Gear 5: 2.051
- Gear 6: 1.279
- Gear 7: 14.930
- Reverse: 14.930

**G 211-12 PowerShift 3**

- 12-speed none synchronized transmission with a wide gear ratio spread
- Direct-drive configuration
- Secondary water retarder can be adopted

**Specifications and dimensions**

<table>
<thead>
<tr>
<th>Max. input torque</th>
<th>2300 Nm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permissible gross combination weight (GCW)</td>
<td>55 t</td>
</tr>
<tr>
<td>Transmission weight excl. oil</td>
<td>333 kg</td>
</tr>
<tr>
<td>Oil filling capacity</td>
<td>14 l</td>
</tr>
<tr>
<td>A = length</td>
<td>964 mm</td>
</tr>
<tr>
<td>B = width</td>
<td>596 mm</td>
</tr>
<tr>
<td>C = centre to center</td>
<td>152 mm</td>
</tr>
</tbody>
</table>

**Gear ratio spread**

- Gear 1: 11.673
- Gear 2: 7.056
- Gear 3: 4.400
- Gear 4: 2.653
- Gear 5: 1.604
- Gear 6: 1.000
- Gear 7: 11.673
- Reverse: 11.673
### G 230-12 PowerShift 3

- 12-speed non-synchronized transmission with a wide gear ratio spread
- Overdrive configuration
- Secondary water retarder can be adapted

### Specifications and Dimensions

<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>R1</th>
<th>R2</th>
<th>Gear Ratio Spread</th>
</tr>
</thead>
<tbody>
<tr>
<td>iL</td>
<td>11.673</td>
<td>7.056</td>
<td>4.400</td>
<td>2.653</td>
<td>1.604</td>
<td>1.000</td>
<td>14.93</td>
<td>2.014</td>
<td>14.93</td>
</tr>
</tbody>
</table>

- Max. input torque: 2300 Nm
- Permissible gross combination weight (GCW): 45 t
- Transmission weight excl. oil: 235 kg
- Oil filling capacity: 10 l
- A = length: 964 mm
- B = width: 596 mm
- C = center to center: 142 mm

* with retarder

### G 281-12 PowerShift 3

- 12-speed non-synchronized transmission with a wide gear ratio spread
- Direct-drive configuration
- Secondary water retarder can be adapted

### Specifications and Dimensions

<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>R1</th>
<th>R2</th>
<th>Gear Ratio Spread</th>
</tr>
</thead>
<tbody>
<tr>
<td>iS</td>
<td>11.673</td>
<td>2.653</td>
<td>4.400</td>
<td>2.653</td>
<td>1.604</td>
<td>1.000</td>
<td>11.673</td>
<td>2.653</td>
<td>14.96</td>
</tr>
<tr>
<td>iL</td>
<td>9.101</td>
<td>2.068</td>
<td>3.431</td>
<td>2.068</td>
<td>1.205</td>
<td>0.780</td>
<td>9.101</td>
<td>2.068</td>
<td>14.96</td>
</tr>
</tbody>
</table>

- Max. input torque: 2800 Nm
- Permissible gross combination weight (GCW): 60 t
- Transmission weight excl. oil: 330 kg*
- Oil filling capacity: 14 l
- A = length: 1033.5 mm
- B = width: 624 mm
- C = center to center: 152 mm

* with retarder
### Mercedes-Benz Transmissions

<table>
<thead>
<tr>
<th>Engine systems</th>
<th>Axles</th>
<th>Transmissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>G 330-12 PowerShift 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specifications and dimensions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max. input torque</td>
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<tr>
<td>Permissible gross combination weight (GCW)</td>
<td>60 t</td>
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<tr>
<td>Transmission weight excl. oil</td>
<td>294 kg</td>
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<tr>
<td>Oil filling capacity</td>
<td>14 l</td>
<td></td>
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<tr>
<td>Gear geometry</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gear 1</td>
<td>1/12.774</td>
<td></td>
</tr>
<tr>
<td>Gear 2</td>
<td>1/2.093</td>
<td></td>
</tr>
<tr>
<td>Gear 3</td>
<td>1/4.400</td>
<td></td>
</tr>
<tr>
<td>Gear 4</td>
<td>1/2.645</td>
<td></td>
</tr>
<tr>
<td>Gear 5</td>
<td>1/1.599</td>
<td></td>
</tr>
<tr>
<td>Gear 6</td>
<td>1/1.000</td>
<td></td>
</tr>
<tr>
<td>Gear 7</td>
<td>1/14.90</td>
<td></td>
</tr>
<tr>
<td>R 1</td>
<td>1/2.422</td>
<td></td>
</tr>
<tr>
<td>R 2</td>
<td>1/14.93</td>
<td></td>
</tr>
<tr>
<td>Gear ratio spread</td>
<td>10.656</td>
<td></td>
</tr>
<tr>
<td>Powertrain configuration</td>
<td>Overdrive configuration</td>
<td></td>
</tr>
<tr>
<td>Secondary water retarder can be adapted</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### G 280-16 PowerShift 3

| Specifications and dimensions | | |
| Max. input torque | 3300 Nm | |
| Permissible gross combination weight (GCW) | 60 t | |
| Transmission weight excl. oil | 287 kg | |
| Oil filling capacity | 14 l | |
| Gear geometry | | |
| Gear 1 | 1/12.774 | |
| Gear 2 | 1/2.093 | |
| Gear 3 | 1/4.400 | |
| Gear 4 | 1/2.645 | |
| Gear 5 | 1/1.599 | |
| Gear 6 | 1/1.000 | |
| Gear 7 | 1/14.90 | |
| R 1 | 1/2.422 | |
| R 2 | 1/14.93 | |
| Gear ratio spread | 16.99 | |
TRC transmission for extreme applications.

Automated none synchronized transmission including TRC

The innovative TRC starting and braking element unites hydrodynamic start-up and hydrodynamic braking functions into one system. Unlike conventional torque converter solutions, engine output is transferred by a fill level regulated, fluid turbo coupling.

- Wear-free start-up and maneuvering due to the hydrodynamic transfer of power with no time limit due to variable turbo coupling input.
- In conjunction with the large gear ratio spread, it is possible to maneuver heavy loads with millimeter precision, even when tractional resistance is high.
- Braking with no wear due to integrated primary retarder function and patented coupling configuration.

TRC = turbo retarder clutch

Specifications and dimensions

Max. input torque
3300 Nm
Permissible gross combination weight (GCW)
250 t
Transmission weight excl. oil
455 kg
Oil filling capacity
14 l
A = length 1200 mm
B = width 690 mm
C = center to center 152 mm

G 280-16 TRC

- 16-speed none synchronized transmission with a wide gear ratio spread
- Overdrive configuration

Specifications and dimensions

Max. input torque
3000 Nm
Permissible gross combination weight (GCW)
250 t
Transmission weight excl. oil
455 kg
Oil filling capacity
13.5 l
A = length 1200 mm
B = width 690 mm
C = center to center 152 mm

G 330-12 TRC

- 12-speed none synchronized transmission with a wide gear ratio spread
- Overdrive configuration

Specifications and dimensions

Max. input torque
3000 Nm
Permissible gross combination weight (GCW)
250 t
Transmission weight excl. oil
455 kg
Oil filling capacity
13.5 l
A = length 1200 mm
B = width 690 mm
C = center to center 152 mm

Gear 1 2 3 4 5 6 7 8 R 1 R 2 Gear ratio spread

iS 12.774 2.093 4.400 2.645 1.599 1.000 14.90 2.422 14.93
iL 9.900 2.250 3.410 2.050 1.239 0.775 14.90 2.014 14.93
The integrated secondary water retarder offers a high braking torque in combination with a compact, weight-saving design. The weight advantage of the new retarder is about 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.

### Secondary water retarder.*

**Your product benefits:**
- Reducing 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

*Not available with TRC
PTO rear side of transmission (working only when truck is not driving or in one of the start up gears)

<table>
<thead>
<tr>
<th>PTO model</th>
<th>Max. torque</th>
<th>Vehicle type</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA 121</td>
<td>1000 Nm</td>
<td>Small dumper trucks</td>
</tr>
<tr>
<td>NA 131</td>
<td>400 Nm</td>
<td>Heavy dumper trucks</td>
</tr>
<tr>
<td>NA 123</td>
<td>650 Nm</td>
<td>Silo vehicle</td>
</tr>
<tr>
<td>NA 124</td>
<td>650 Nm</td>
<td>Fire truck</td>
</tr>
<tr>
<td>NA 125</td>
<td>600 Nm</td>
<td>Fire truck</td>
</tr>
<tr>
<td>NA 135</td>
<td>600 Nm</td>
<td>Fire truck</td>
</tr>
</tbody>
</table>

PTO between engine and transmission (working while the truck is stopping or driving)

<table>
<thead>
<tr>
<th>PTO model</th>
<th>Max. torque</th>
<th>Vehicle type</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA 121</td>
<td>121</td>
<td>Concrete pump</td>
</tr>
<tr>
<td>NA 131</td>
<td>131</td>
<td>Crane</td>
</tr>
<tr>
<td>NA 123</td>
<td>123</td>
<td>Airport firefighters</td>
</tr>
<tr>
<td>NA 124</td>
<td>124</td>
<td>Suction pump vehicles</td>
</tr>
</tbody>
</table>

Output torque depends on PTO
Max. engine torque depends on maximal available engine torque (max. 3300 Nm)
Mercedes-Benz axles.

Reliable axles for every applications.
## Axle portfolio: front axles* and rear axles.

<table>
<thead>
<tr>
<th>Vehicle category</th>
<th>Front axles*</th>
<th>Tire size (inches)</th>
<th>Axle load (t)</th>
<th>Rear axles</th>
<th>Tire size (inches)</th>
<th>Axle load (t)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light-duty</td>
<td>F 4.1–F 4.4</td>
<td>17.5 R 325</td>
<td>17.5</td>
<td>R 326</td>
<td>19.5/20/22.5</td>
<td>19.5/20/22.5</td>
</tr>
<tr>
<td>Medium-duty</td>
<td>F 5.3–F 6.1</td>
<td>19.5/20/22.5</td>
<td>19.5/20/22.5</td>
<td>R 390</td>
<td>20/22.5</td>
<td>20/22.5</td>
</tr>
<tr>
<td></td>
<td>FD 346–FD 360</td>
<td>20/22.5</td>
<td>20/22.5</td>
<td>FD 346</td>
<td>20/22.5</td>
<td>20/22.5</td>
</tr>
<tr>
<td>Heavy-duty</td>
<td>F 7.5–F 8</td>
<td>22.5</td>
<td>22.5</td>
<td>R 440</td>
<td>22.5</td>
<td>22.5</td>
</tr>
<tr>
<td></td>
<td>FD 303 P</td>
<td>22.5</td>
<td>22.5</td>
<td>R 440</td>
<td>22.5</td>
<td>22.5</td>
</tr>
<tr>
<td></td>
<td>FD 303 P**</td>
<td>22.5</td>
<td>22.5</td>
<td>R 440***</td>
<td>22.5</td>
<td>22.5</td>
</tr>
<tr>
<td></td>
<td>FT 233 P</td>
<td>20/22.5/24</td>
<td>20/22.5/24</td>
<td>R 300 P</td>
<td>20/22.5/24</td>
<td>20/22.5/24</td>
</tr>
</tbody>
</table>

* Front axles are applicable as steering and pusher axles
** tandem

### Meaning of symbols:
- **FA**: Front axles
- **RA**: Rear axles

### Axles for:
- Light-duty trucks
- Medium-duty trucks
- Heavy-duty trucks

### Derivation "Nomenclature" - axles.

**Non-driven axles**

- **F** = Front axle
- **R** = Rear axle
- **RT** = Rear axle tandem
- **FD** = Front axle driven
- **FT** = Front axle tandem driven

**Driven axles**

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

### The right axle for every application.

- **Engine systems**: Axles
- **Transmissions**: Axles
- **Portfolio**: Axles

- **Number** = Axle load [t]
- **Number** = Ring gear diameter [mm]
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 trucks.

We use our customers' experience, their requirements and demands as an essential precondition in 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
- Noise behaviour

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 so share our experience and technology with you.

Convince yourself and discover the advantages of Mercedes-Benz axles.
Flexibility at high level.

Your product benefits for front-axles:

- Tire sizes from 17.5 to 24 inches
- Driven front axles for light-, medium- and heavy-duty applications
- Axle loads from 3.5 to 9 t (per axle)
- Gross vehicle weight rating (GVWR) from 6.5 to 250 t
- High fuel efficiency design to suit the operating conditions
- Easy maintenance and long oil change intervals
- Longer lifetime and quieter operation due to our optimized gear set design
- Additional payload due to compact design and weight-optimized technical design
- Maintenance free wheel-hubs
- Left or right handed applications possible

Front axles.
**Mercedes-Benz Axles**

**Data and dimensions**

- **Axle load**
  - **F 4.1–F 4.4**: 11.23–12.82 t
  - **F 5.3–F 6.1**: 15.4 t
  - **F 346–FD 360**: 16.4–20.2 t
  - **F 7.5–F 8**: 22.6–25.8 t

- **Tire size**
  - **F 4.1–F 4.4**: 19.5/20/22.5 inches
  - **F 5.3–F 6.1**: 22.5 inches
  - **F 346–FD 360**: 22.5 inches
  - **F 7.5–F 8**: 22.5 inches

- **Brake**
  - **F 4.1–F 4.4**: disc brake
  - **F 5.3–F 6.1**: disc or drum brake
  - **F 346–FD 360**: disc or drum brake
  - **F 7.5–F 8**: disc brake

- **Axle weight**
  - **F 4.1–F 4.4**: 357 kg
  - **F 5.3–F 6.1**: 407 kg
  - **F 346–FD 360**: 461 kg
  - **F 7.5–F 8**: 511 kg

**Dimensions**

- **A** = overall width
- **B** = track width
- **C** = spring track
- **D** = max. turning angle

- **F 4.1–F 4.4**:
  - **A**: 2346–2389 mm
  - **B**: 1955–1991 mm
  - **C**: 830 mm
  - **D**: 52°

- **F 5.3–F 6.1**: not available

- **F 346–FD 360**: not available

- **F 7.5–F 8**: not available

**Additional notes**

- **Steered rigid axle with forged front axle beam**
- **Recommended for medium-duty application**
- **Steered, driven Salisbury-design axle**
- **Recommended for medium-duty application**
- **Steered rigid axle with forged front axle beam**
- **Recommended for heavy-duty application**

* * 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 t
- **Tire size:** 20/22.5 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. turning angle: 48°

*varies depending on configuration

**FA**

---

**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
- **Tire size:** 20/22.5/24 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. turning angle: 42°

*varies depending on configuration

**FA**

---

**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)
- **Tire size:** 20/22.5/24 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: 1947–2092 mm
- **C** = spring track: 840 mm
- **D** = max. turning angle: 38°

*varies depending on configuration

**FA**
Master every challenge.

Your product benefits for rear axles:

- Tire sizes from 17.5 to 24 inches
- Hypoid and planetary driven
- Ring gear diameter from 233 to 485 mm
- Axle loads from 6 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 quiete operations due to our optimized gear set design
- Additional payload due to weight optimized design
- Maintenance free wheel-hubs
- New Final Drive axle with active oil management reduces fuel consumption

Rear axles.
## Data and Dimensions

### R 325

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Axle load</td>
<td>6–8.3 t</td>
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<tr>
<td>Tire size</td>
<td>17.5 inches</td>
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<tr>
<td>Brake</td>
<td>Disk brake</td>
</tr>
<tr>
<td>Suspension</td>
<td>Air springs/steel springs</td>
</tr>
<tr>
<td>Drive type</td>
<td>Single reduction/hypoid</td>
</tr>
<tr>
<td>Axle weight*</td>
<td>350 kg</td>
</tr>
<tr>
<td>A (overall width)</td>
<td>2232–2330 mm</td>
</tr>
<tr>
<td>B (track width)</td>
<td>1760–1775 mm</td>
</tr>
<tr>
<td>C (springs track)</td>
<td>1022 mm</td>
</tr>
<tr>
<td>Ring Gear Diameter</td>
<td>325 mm</td>
</tr>
</tbody>
</table>

* varies depending on configuration

### R 390

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Axle load</td>
<td>9.2–11 t</td>
</tr>
<tr>
<td>Tire size</td>
<td>19.5/20/22.5 inches</td>
</tr>
<tr>
<td>Brake</td>
<td>Disk brake/drum brake</td>
</tr>
<tr>
<td>Suspension</td>
<td>Air springs/steel springs</td>
</tr>
<tr>
<td>Drive type</td>
<td>Single reduction/hypoid</td>
</tr>
<tr>
<td>Axle weight*</td>
<td>541 kg</td>
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<tr>
<td>A (overall width)</td>
<td>2284–2489 mm</td>
</tr>
<tr>
<td>B (track width)</td>
<td>1753–1840 mm</td>
</tr>
<tr>
<td>C (springs track)</td>
<td>1022 mm</td>
</tr>
<tr>
<td>Ring Gear Diameter</td>
<td>390 mm</td>
</tr>
</tbody>
</table>

* varies depending on configuration

### R 440

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Axle load</td>
<td>13 t</td>
</tr>
<tr>
<td>Tire size</td>
<td>22.5 inches</td>
</tr>
<tr>
<td>Brake</td>
<td>Disk brake</td>
</tr>
<tr>
<td>Suspension</td>
<td>Air springs/steel springs</td>
</tr>
<tr>
<td>Drive type</td>
<td>Single reduction/hypoid</td>
</tr>
<tr>
<td>Axle weight*</td>
<td>680 kg</td>
</tr>
<tr>
<td>A (overall width)</td>
<td>2410–2482 mm</td>
</tr>
<tr>
<td>B (track width)</td>
<td>1802–1910 mm</td>
</tr>
<tr>
<td>C (springs track)</td>
<td>930 mm</td>
</tr>
<tr>
<td>Ring Gear Diameter</td>
<td>440 mm</td>
</tr>
</tbody>
</table>

* varies depending on configuration

### R 485

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Axle load</td>
<td>13 t</td>
</tr>
<tr>
<td>Tire size</td>
<td>22.5 inches</td>
</tr>
<tr>
<td>Brake</td>
<td>Disk brake</td>
</tr>
<tr>
<td>Suspension</td>
<td>Air springs/steel springs</td>
</tr>
<tr>
<td>Drive type</td>
<td>Single reduction/hypoid</td>
</tr>
<tr>
<td>Axle weight*</td>
<td>765 kg</td>
</tr>
<tr>
<td>A (overall width)</td>
<td>2422–2482 mm</td>
</tr>
<tr>
<td>B (track width)</td>
<td>1802–1804 mm</td>
</tr>
<tr>
<td>C (springs track)</td>
<td>930 mm</td>
</tr>
<tr>
<td>Ring Gear Diameter</td>
<td>485 mm</td>
</tr>
</tbody>
</table>

* varies depending on configuration

### Notes

- Fabricated axle housing
- Recommended for light-duty application
- Cast axle housing for high engine torque
- Recommended for heavy-duty application
- Fabricated axle housing
- Recommended for medium-duty application
- Recommended for heavy-duty application
- Fabricated axle housing
- Recommended for medium-duty application
- Recommended for heavy-duty application
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
- Tire size: 20/22.5/24 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

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)
- Tire size: 20/22.5/24 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

RT 390 + RT 390 T

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

Data and dimensions
- Axle load: 20 t (tandem)
- Tire 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

RT 440 + R 440

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

Data and dimensions
- Axle load: 26 t (tandem)
- Tire 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

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

Data and dimensions
- Axle load: 26 t (tandem)
- Tire 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
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

Our experts will provide you installation manuals for mechanical and electronic integration of our components. As part of the release process we optionally run an installation inspection.

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

Service network

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

The following topics areas will be covered and are part of our customer training courses:
- Control units in the architecture
- Electrical interfaces
- Electronic interfaces
- Basics of assemblies
- Diagnosis interface
- Basics of the diagnostic tool
- Practical applications of the diagnostic tool

Spare parts supply

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For more information:
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