

Mercedes-Benz Powertrain

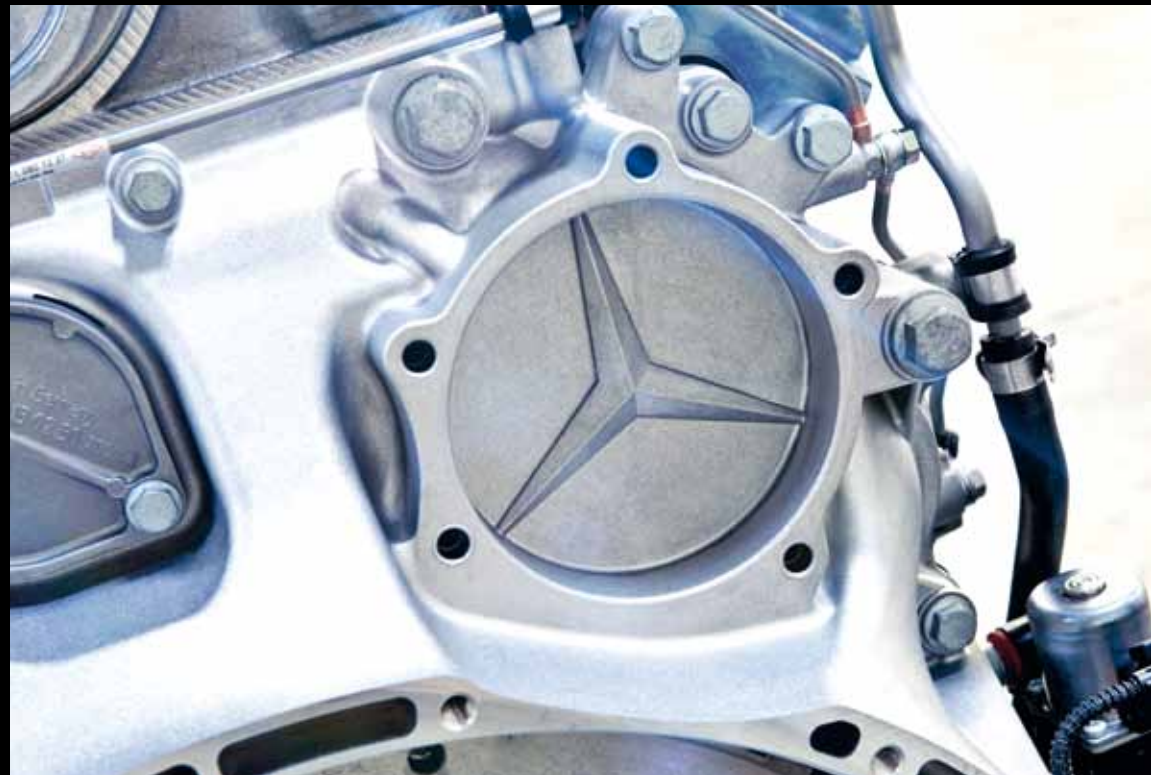


Portfolio **Bus Classic**: EURO III, EURO V and EEV.

Mercedes-Benz



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



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

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

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

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



+



+



$$1 + 1 + 1 > 3$$

Benefits for you.

Integrated powertrain:

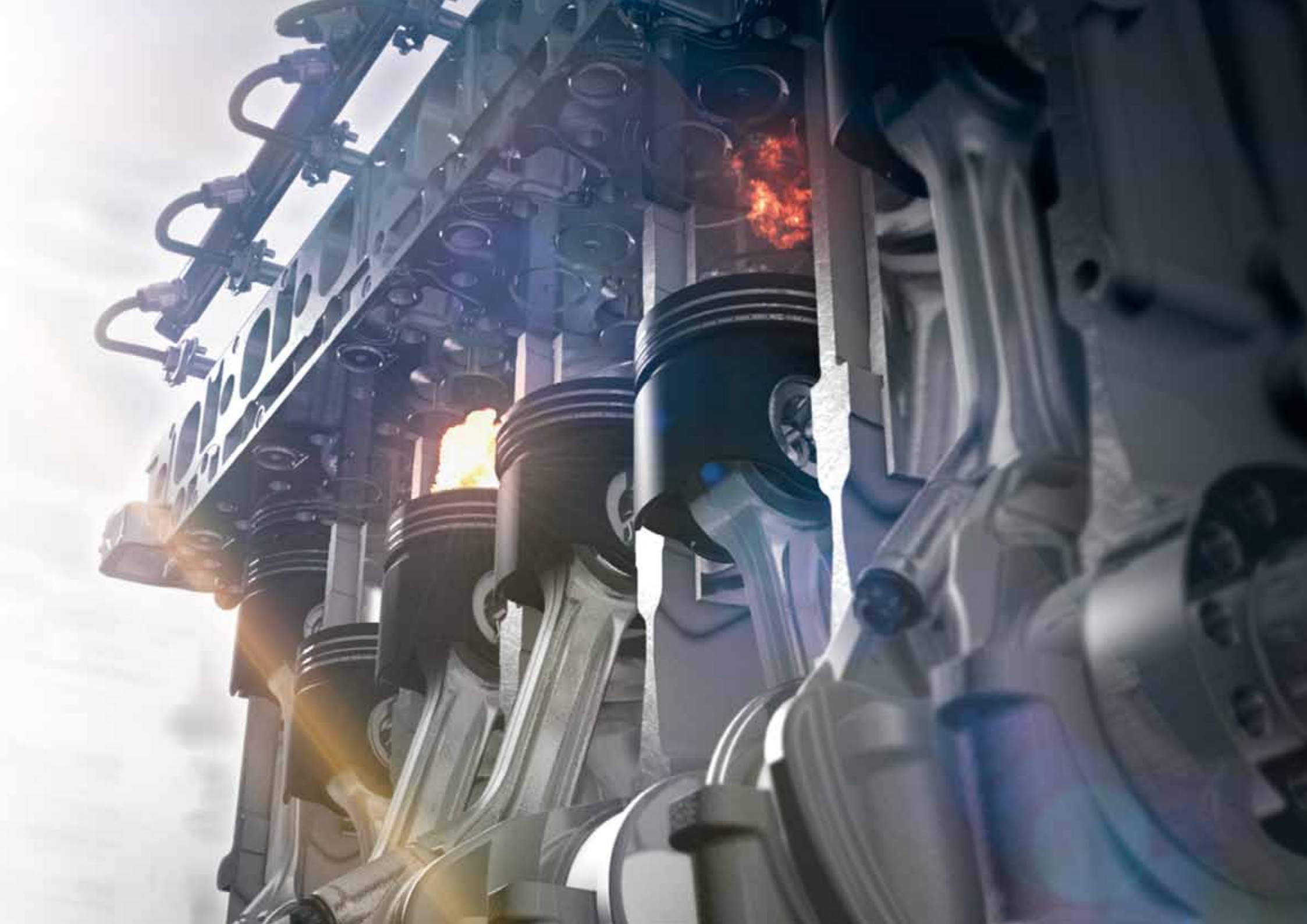
- ✓ Reduces integration efforts
- ✓ One Key Account Manager as main contact partner
- ✓ One system supplier for your individual powertrain solution
- ✓ One contractual partner

All powertrain components:

- ✓ Premium Mercedes-Benz quality standards due to the production on our high volume production lines
- ✓ Overall robust and reliable powertrain solutions provide a long lifetime for your powertrain components
- ✓ Leads to an optimized system setup due to common electric and electronic architecture (EE architecture) for efficient interaction of all powertrain components
- ✓ One electronic tool for end of line commissioning and diagnosis requires less training for your engineering group and after-sales team
- ✓ High 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
- ✓ Minimizes downtimes as our worldwide After-Sales network covers warranty and policy from one source
- ✓ Synchronized maintenance intervals and repair worldwide via our one-stop shop logic for the complete powertrain
- ✓ Increases the resale value of the vehicles due to the highest quality standards offered by Mercedes-Benz
- ✓ Higher Driver comfort due to the high integration of all assistent systems and features



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 engine systems 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 III, EURO V 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 systems.** At Mercedes-Benz, we have spent decades bringing our diesel engine systems to perfection. Our dedication to excellence has earned Mercedes-Benz loyal customers around the world, in the most demanding industries.



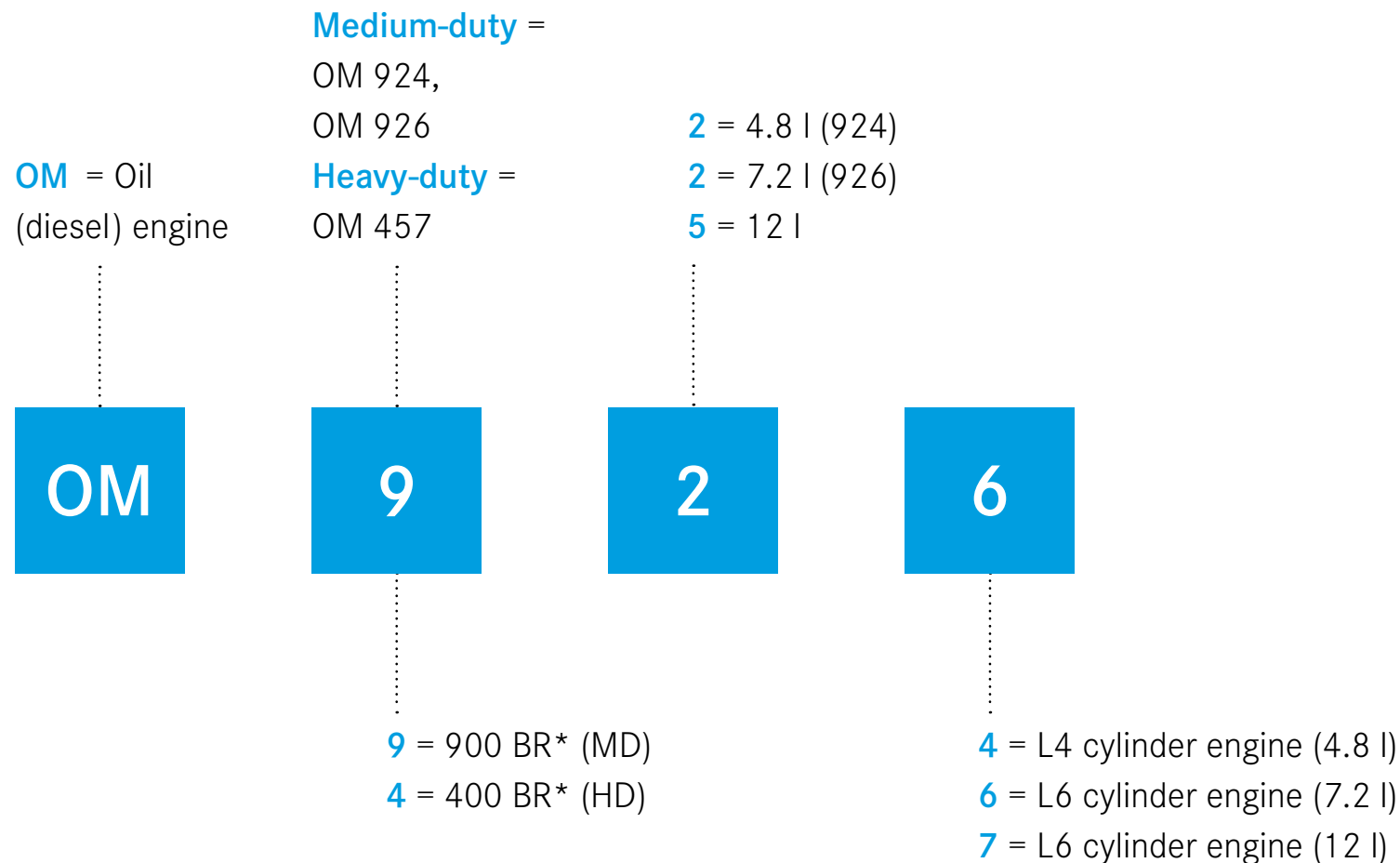


Mercedes-Benz engine systems.

OM 92X and 457 model series.

Approved engine systems for a variety of applications.

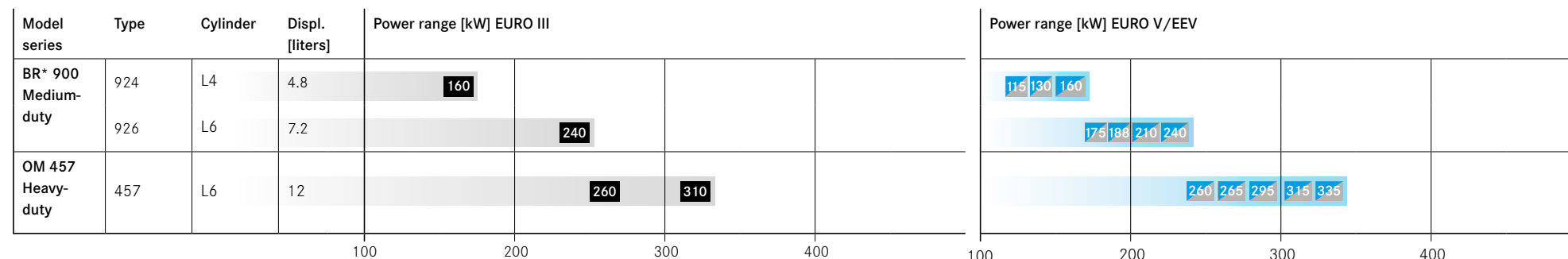
Derivation "Nomenclature" – engine systems.



* BR = Baureihe = model series

Engine systems for EURO III, EURO V and EEV.

Portfolio of EURO III, EURO V and EEV engine systems for buses

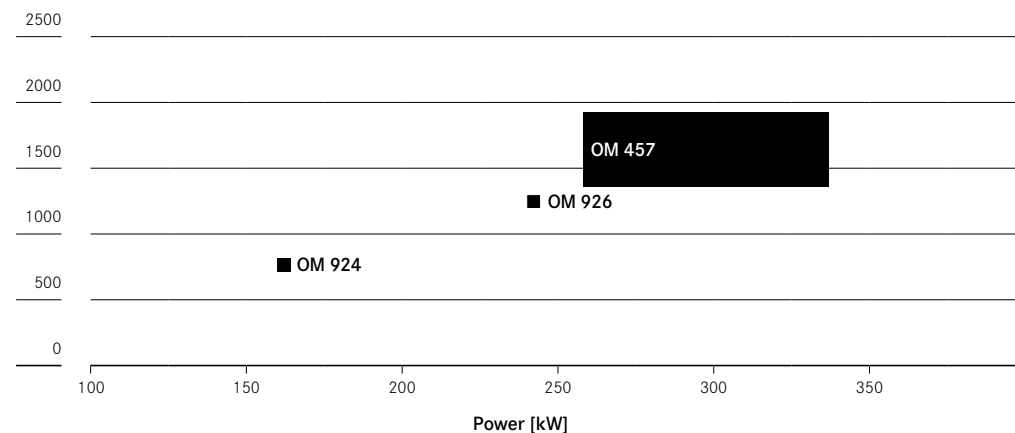


■ EURO III ■ EURO V ■ EEV

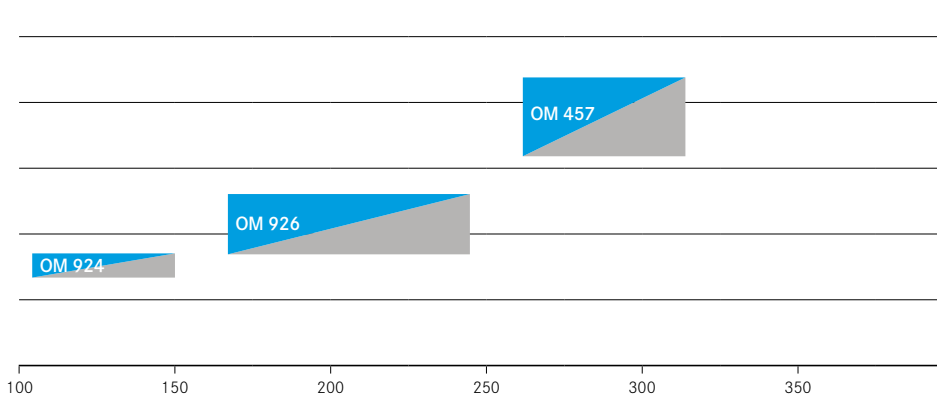
* BR = Baureihe = model series

Power range

Torque [Nm] EURO III



Torque [Nm] EURO V/EEV



Medium-duty
engine systems.



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 and 7.2 liters
- **Output** of 115 up to 240 kW
- **Low fuel consumption** due to innovative **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 aftertreatment
- **Wide range** of potential **adaptations** due to extensive

OM 924

Arrangement: In-line 4

Displacement: 4.8 l



Weight and dimensions*

Dry weight

EURO III: 395 kg

EURO V/EEV: 405 kg

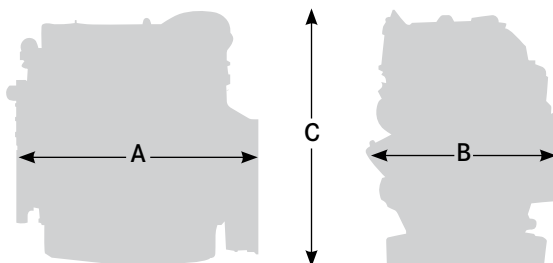
Dimensions

A = length 808 mm

B = width
(excl. charge air pipe) 600 mm

C = height 805 mm

* depending on equipment installed

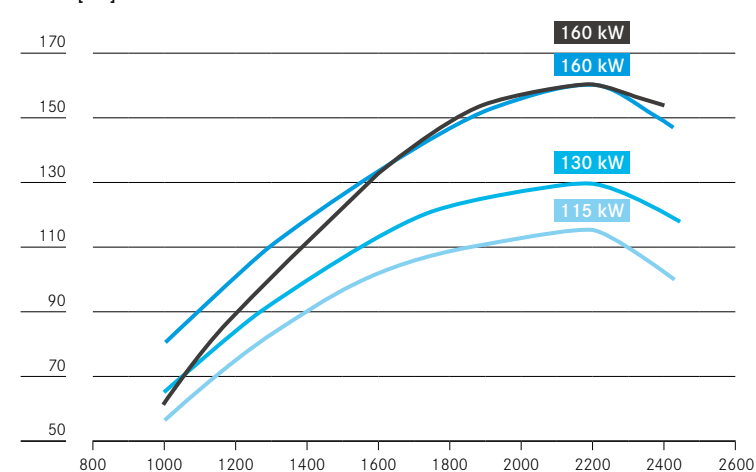


Rated power and nominal torque

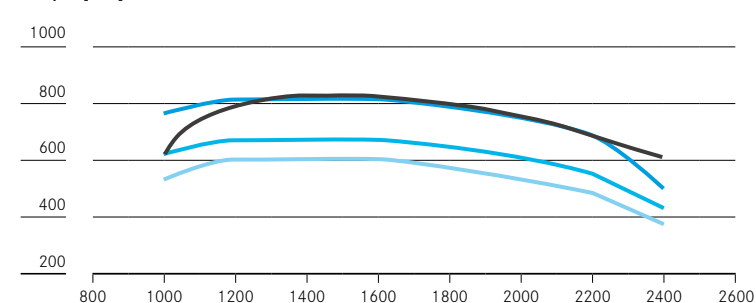
	EURO III	EURO V/EEV	EURO V/EEV	EURO V/EEV
Rated power [kW/hp]	160/218	115/156	130/177	160/218
at engine speed [rpm]	2200	2200	2200	2200
Nominal torque [Nm]	810	610	675	810
at engine speed [rpm]	1400-1600	1200-1600	1200-1600	1200-1600

Performance

Power [kW]



Torque [Nm]



OM 926

Arrangement: In-line 6

Displacement: 7.2 l



Weight and dimensions*

Dry weight

EURO III: 530 kg

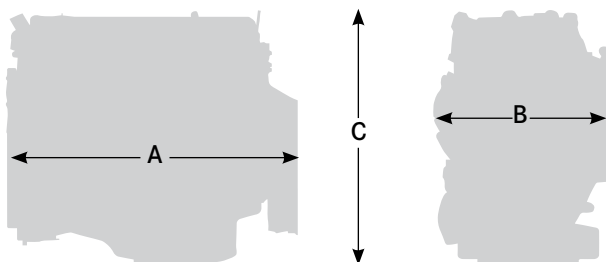
EURO V/EEV: 540 kg

Dimensions

A = length 1045 mm

B = width 640 mm

C = height 895 mm

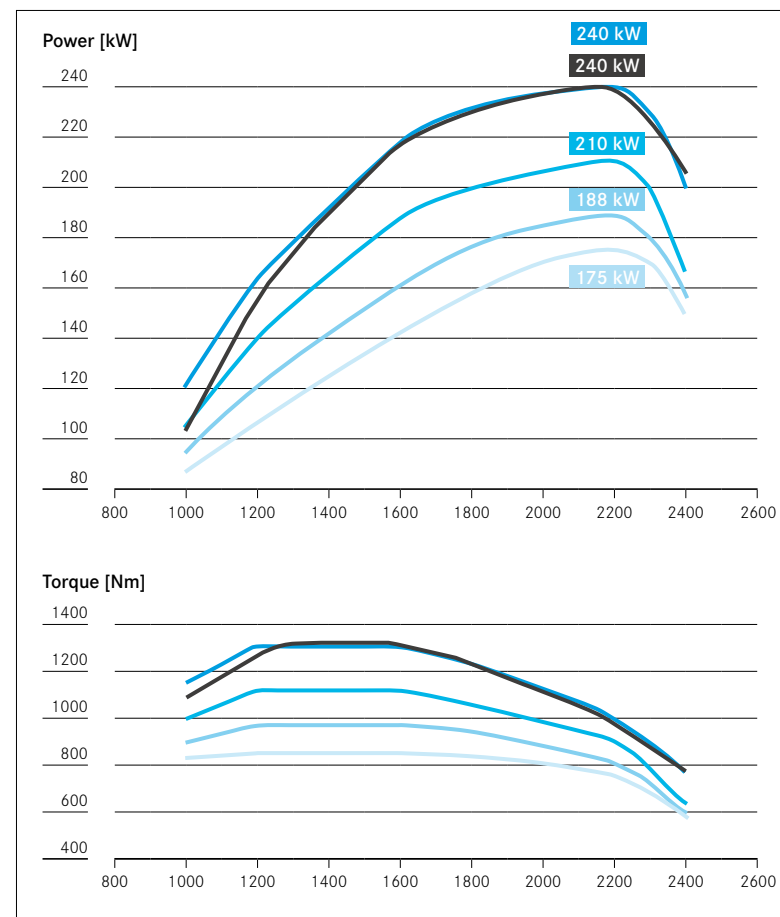


* depending on equipment installed

Rated power and nominal torque

		EURO III	EURO V/EEV	EURO V/EEV	EURO V/EEV	EURO V/EEV
Rated power	[kW/hp]	240/326	175/238	188/255	210/286	240/326
at engine speed	[rpm]	2200	2200	2200	2200	2200
Nominal torque	[Nm]	1300	850	970	1120	1300
at engine speed	[rpm]	1200-1600	1200-1600	1200-1600	1200-1600	1200-1600

Performance





Heavy-duty engine systems.

A drive that stands out.

Your product benefits for heavy-duty engine systems:

- **6-cylinder** diesel engines in-line
- **Displacement** of 12 liters
- **Output** of 260 - 335 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

Arrangement: In-line 6

Displacement: 12 l



Weight and dimensions*

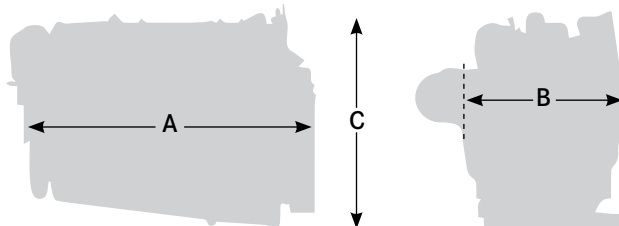
Dry weight

EURO III: 1005 kg
EURO V: 1015 kg

Dimensions

A = length 1267 mm
B = width (excl. charge air pipe) 750 mm
C = height 945 mm

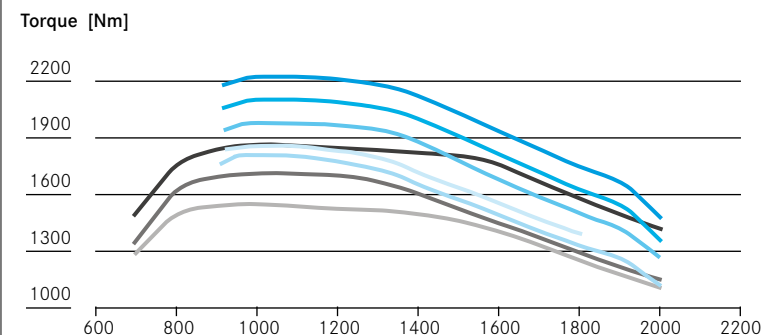
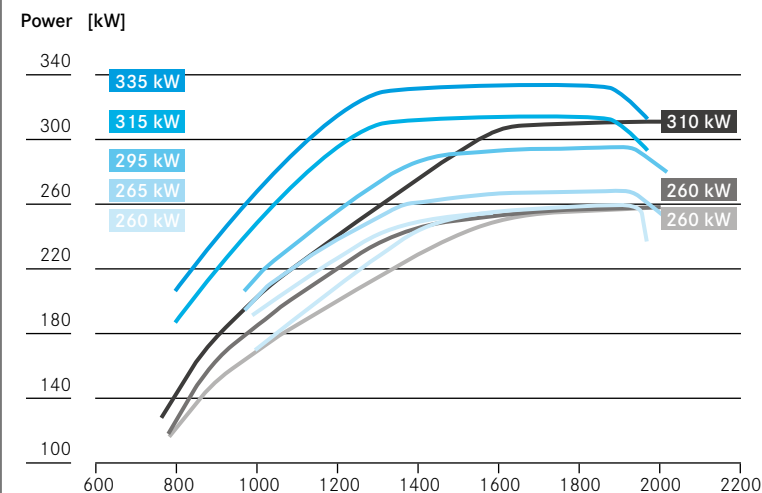
* depending on equipment installed



Rated power and nominal torque

	EURO III	EURO III	EURO III	EURO V/EEV	EURO V/EEV	EURO V/EEV	EURO V/EEV	EURO V/EEV
Rated power [kW/hp]	260/348	260/348	310/422	260/354	265/360	295/401	315/428	335/456
at engine speed [rpm]	2000	2000	2000	2000	1900	1900	1900/2000	2000
Nominal torque [Nm]	1600	1750	1900	1600/1850	1850	2000	2100	2200
at engine speed [rpm]	1100	1100	1100	1100	1100	1100	1100	1100

Performance





Engine systems

Transmissions

Axles

EURO V and EEV exhaust after-treatment system.

Clean from start to finish.

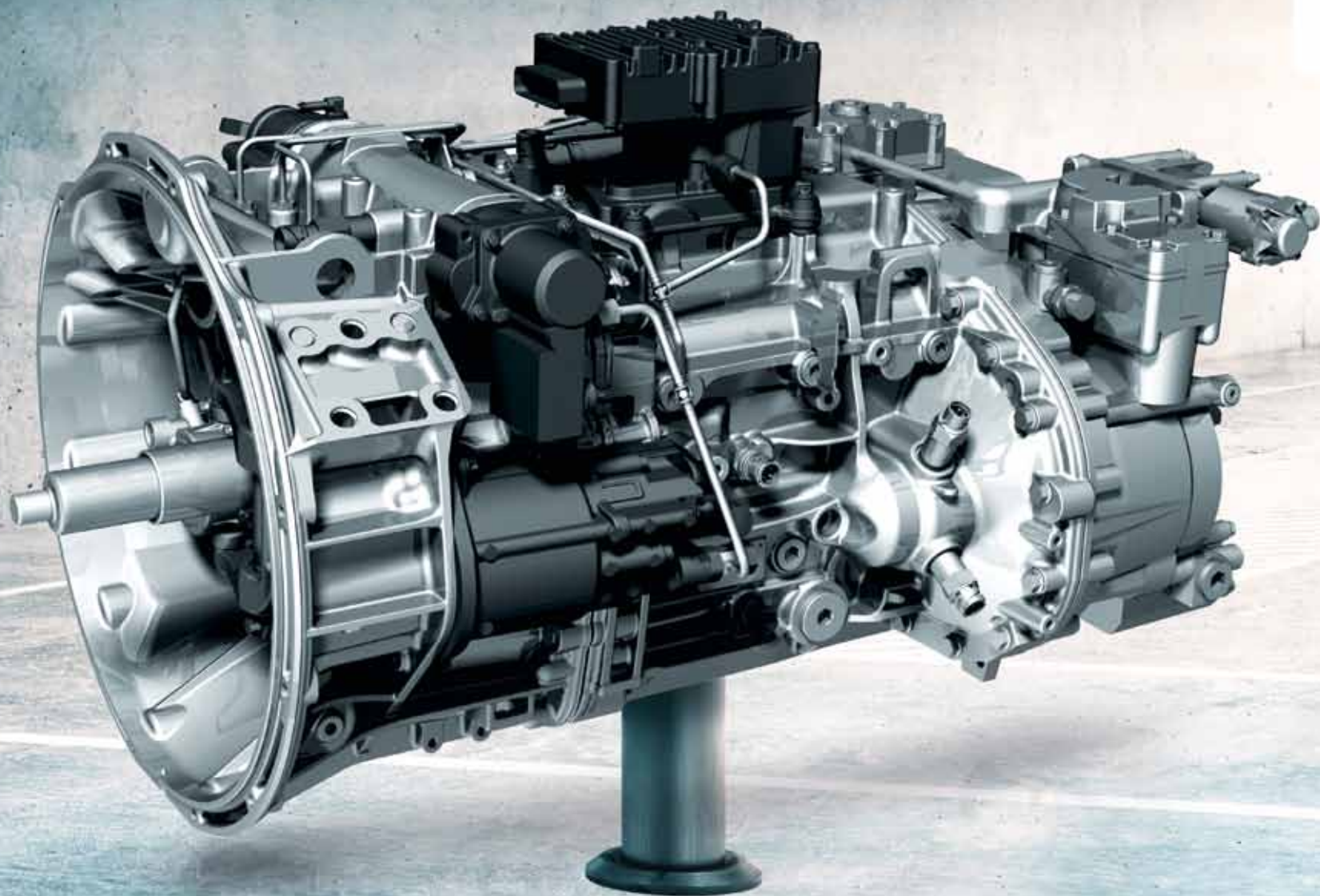
Your product benefits for the after-treatment system:

- **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

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.





The background of the slide is a photograph of a road surface. In the foreground, there is a speed bump. A large black rectangular box is positioned in the upper left quadrant of the image, containing white text.

Mercedes-Benz
transmissions.

Reliable transmissions
for a wide range
of applications.

Derivation "Nomenclature" – transmissions.

GO/G = Mercedes-Benz
transmission for
buses & coaches

Number = gears

CPS = Cable Power Shift

CPS

GO

240

**-6/
-8**

K

PowerShift 2

VR115E

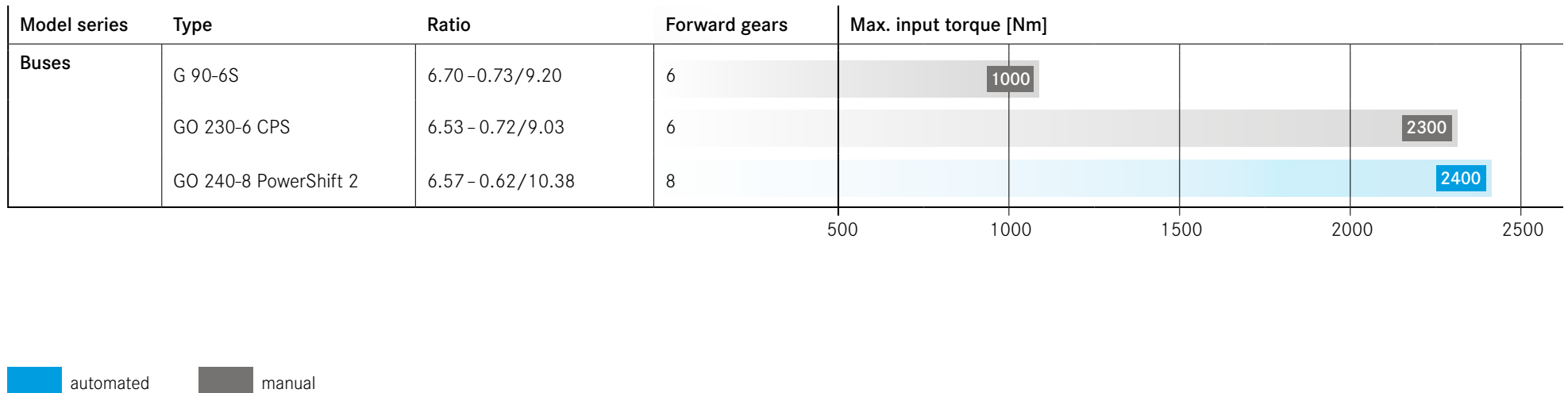
90 = Maximum torque/
10 [900 Nm]
240 = Maximum torque/
10 [2400 Nm]

K = Non
synchronized
transmission
S = Synchronized
transmission

PowerShift 2 = Automated gearshift

VR115E
= Hydrodynamic
oil retarder

Transmissions for EURO III, EURO V and EEV.



Meaning of symbols:

- MT Manual shifted transmission
- AMT Fully automated manual transmission



Transmission for buses and coaches



Our transmission product portfolio: Smooth operation in every situation.

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



Redefining efficiency.

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

- **Manual 6-speed** transmissions and **automated 8-speed** transmission
- Resilient from 900 Nm to 2400 Nm **max. input torque**
- **Gear ratio** spread from 9.03 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

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

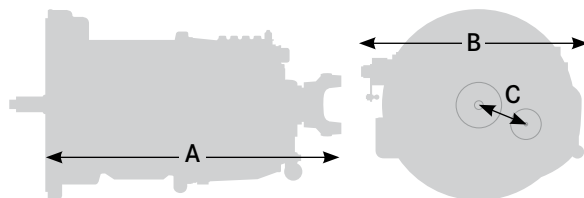


Specifications and dimensions

Max. input torque 1000 Nm
 Permissible gross combination weight (GCW) 28 t
 Transmission 138.5 kg/
 excl. oil excl. 191.5 kg*
 Oil filling capacity 9 l

A = length 709 mm
 B = width 562 mm
 C = center to center 130 mm

* with retarder



Gear	1	2	3	4	5	6	R	Gear ratio spread
Ratio	6.696	3.806	2.289	1.480	1.000	0.728	6.294	9.20

GO 230-6 CPS



- 6 progressively stepped gears
- Overdrive version
- Mechanical 2-cable shifting system, pneumatic supported (PSH)
- Hydrodynamic retarder can be adapted

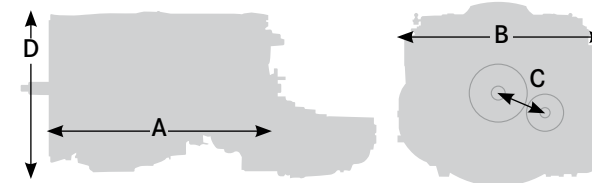


Specifications and dimensions

Max. input torque 2300 Nm
 Permissible gross combination weight (GCW) 24 t
 Transmission 225 kg/
 excl. oil excl. 287 kg*
 Oil filling capacity 13 l

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

* with retarder



Gear	1	2	3	4	5	6	R	Gear ratio spread
Ratio (E-Version)	6.528	3.711	2.238	1.443	1.000	0.723	6.136	9.03

GO 240-8 PowerShift 2



- 8-speed constant-mesh transmission with a wide gear ratio spread
- Double overdrive
- Hydrodynamic retarder is adapted



Specifications and dimensions

Max. input torque 2400 Nm

Permissible gross combination weight (GCW) 28.5 t

Transmission excl. oil excl. 254 kg/306 kg*

Oil filling capacity 13.5 l

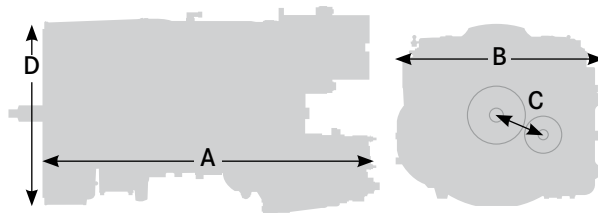
A = length 788 mm

B = width 626 mm

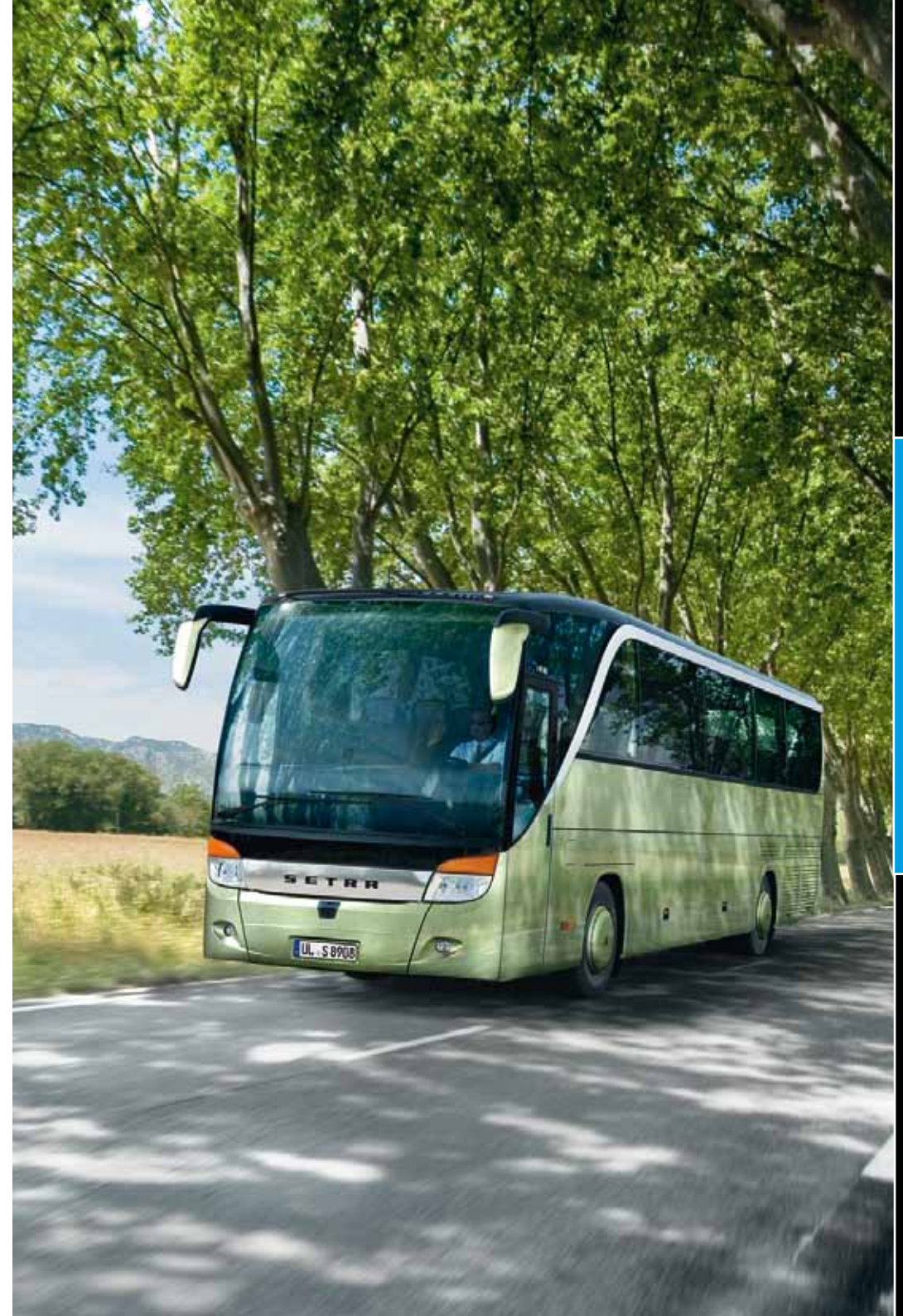
C = centre to center 152 mm

D = diameter SAE 1

* with retarder



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



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)**.

An aerial photograph of a winding asphalt road on a lush green hillside. A white bus is driving on the road, which curves through the landscape. The hills are covered in dense green grass and some trees are visible in the background.

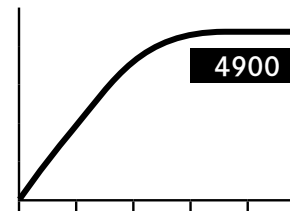
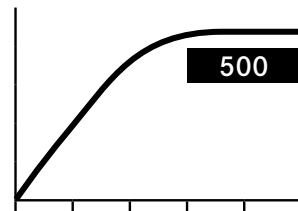
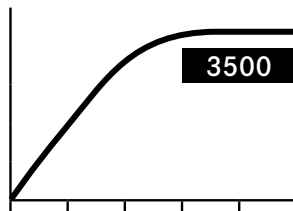
Retarder.

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





Mercedes-Benz axle systems.

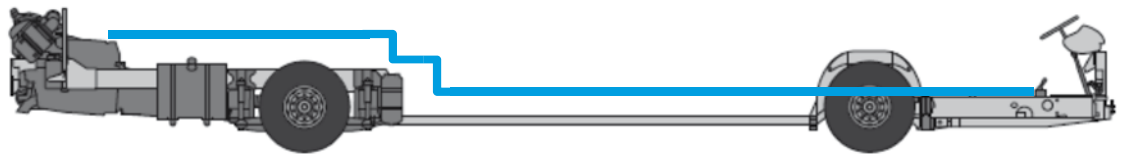
Reliable axles for
every application.

Vehicle **classification** for buses.

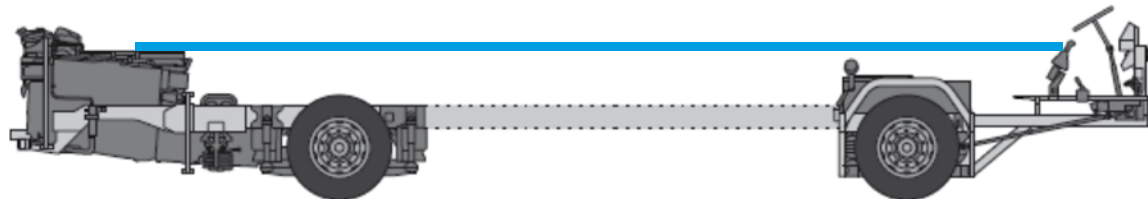
**Low
floor**
Chassis

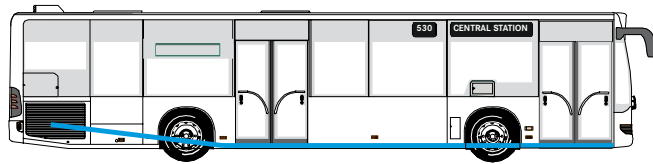


**Low
entry**
Chassis

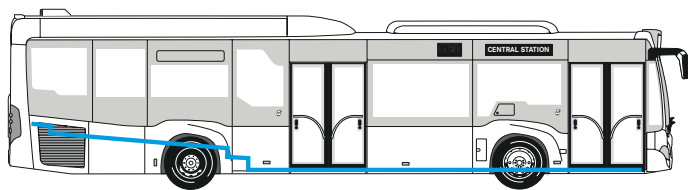
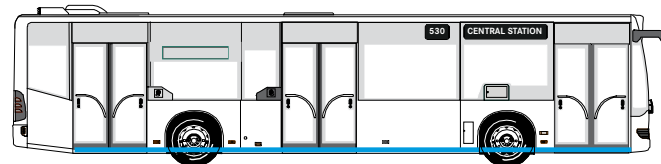


**High
floor**
Chassis

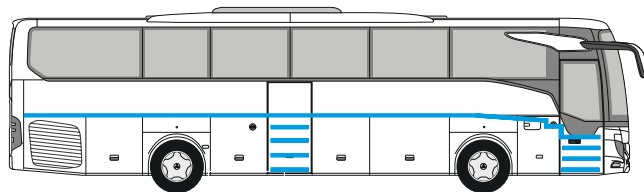




City buses (and intercity buses)



City and intercity buses



Coaches, intercity and transfer buses

Derivation "Nomenclature" – axles.

Non-driven axles

F = Front axle

FO = Front axle omnibus

FO

7.5

Number = Axle load [t]

Driven axles

R = Rear axle

RO = Rear axle omnibus













RO

440

Number = Ring gear diameter [mm]

The right axle for every application.

Axle portfolio: front axles* and rear axles.

	Vehicle category	Front axles*	Wheel-end size [inches]	Axle load [t]		Rear axles	Wheel-end size [inches]	Axle load [t]
	Minibus (7 m)	F 4.1 – F 4.4	17.5	 to 4.4		R/RO 325	17.5	 6–8.3
	Midibus (8 – 10 m)	F 5.3 – F 6.1	19.5/20/22.5	 5.3–6.1		R 390*	19.5/20/22,5	 9.2–11
	City bus/coach (12 m)	FO 7.5	22.5	 7.5				
		F 7.5 – F 8	20/22.5	 7.5–8		R 440	22.5	 11.5–13
		F 9 – F 9.5	20/22.5/24	 9–9.5		RO 440	22.5	 11.5–13

* only applicable with front engine configuration

For further applications see truck axle portfolio.

Meaning of symbols:



Front axles



Rear axles



Axles for minibuses



Axles for midibuses



Axles for city buses & coaches



Low floor Chassis



Low entry Chassis



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.



Front axles.

Reliability at high level.

Your product benefits for front axles:

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

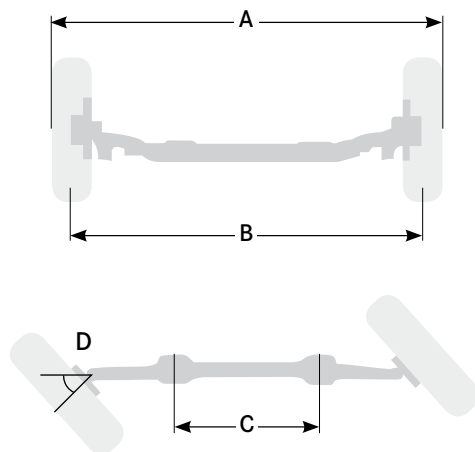
F 4.1-F 4.4



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

Data and dimensions

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



* varies depending on configuration

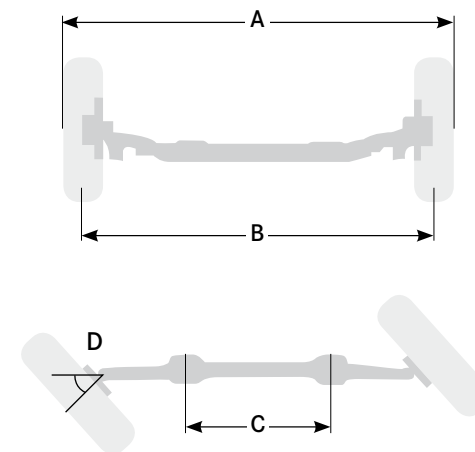
F 5.3-F 6.1



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

Data and dimensions

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



* varies depending on configuration

F0 7.5

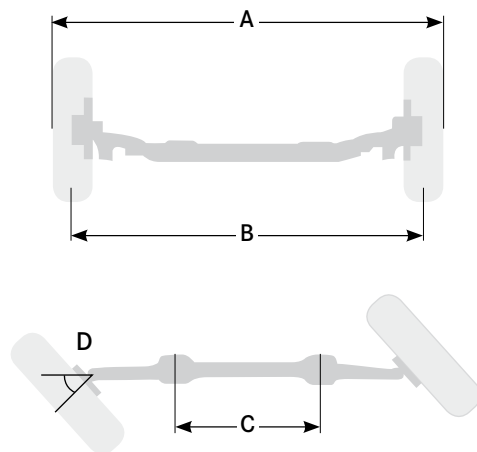


- Steered rigid axle with forged front axle beam
- Low-floor option owing to a large drop
- Recommended for city buses and coaches

Data and dimensions

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

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



* varies depending on configuration



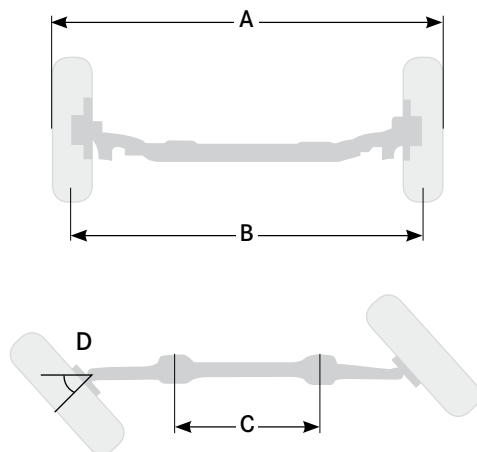
F 7.5-F 8



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

Data and dimensions

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



* varies depending on configuration

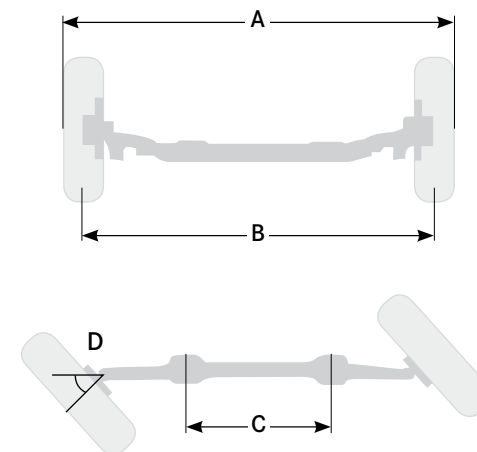
F 9-F 9.5



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

Data and dimensions

Axle load	9-9.5 t
Wheel-end size	22.5 inches
Brake	disk brake/ drum brake
Axle weight*	461 kg
A = overall width	2486-2583 mm
B = track width	2046-2140 mm
C = spring track	840 mm
D = max. turning angle	48°



* varies depending on configuration



Engine systems



Transmissions



Axles



Rear axles.

Comfort and safety in every situation.

Your product benefits for rear axles:

- **Wheel-end sizes** from **17.5 to 22.5 inches**
- **Hypoid** driven
- **Ring gear diameter** from **325 to 440 mm**
- **Axle loads** from **6.2 to 13 t** (per axle)
- **Gross vehicle weight rating** (GVWR) from **6.5 to 26 t**
- **Long lifetime** and **quite operations** due to our optimized gear set design
- **High fuel efficiency**
- **Easy maintenance** and long oil change intervals
- **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

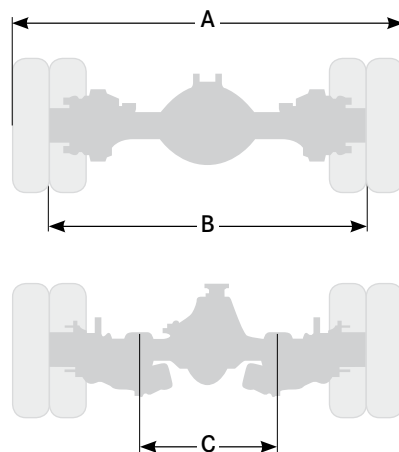


- Fabricated axle housing
- Recommended for minibuses

Data and dimensions

Axle load	6–8.3 t
Wheel-end size	17.5 inches
Brake	disk brake
Suspension	air springs/steel springs
Drive type	single-reduction/hypoid
Axle weight*	350 kg
A = overall width	2232–2330 mm
B = track width	1760–1775 mm
C = spring track	1022 mm
Ring Gear Diameter	325 mm

* varies depending on configuration



R 390*



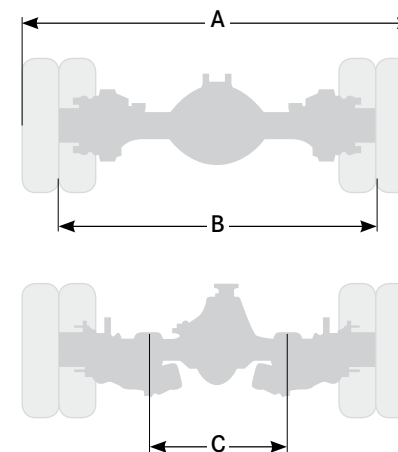
- Fabricated axle housing
- Recommended for medium-duty application

Data and dimensions

Axle load	11 t
Wheel-end size	19.5 inches
Brake	disk brake
Suspension	air springs/steel springs
Drive type	single-reduction/hypoid
Axle weight**	350 kg
A = overall width	2232–2330 mm
B = track width	1760–1775 mm
C = spring track	1022 mm
Ring Gear Diameter	325 mm

* only applicable with front engine configuration

** varies depending on configuration



R/RO 440

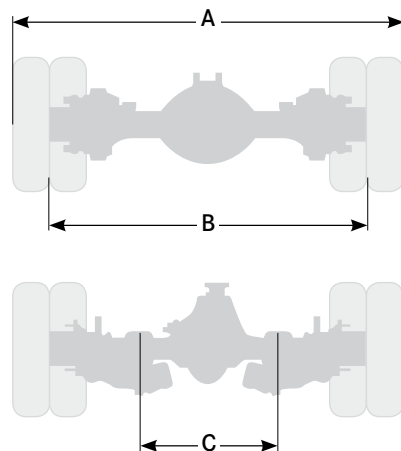


- Fabricated axle housing
- Recommended for category city buses and coaches

Data and dimensions

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

* varies depending on configuration






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A stylized map of the Oceania region, including Australia and New Zealand, rendered in a blue wireframe or low-poly geometric style. Two bright blue starburst light effects are visible in the upper left portion of the map.

Oceania

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aggregate-info@daimler.com

www.mercedes-benz.com/powertrain



Index.

ENGINES					TRUCK	BUSES
Type	Cylinder	Displacement [litres]	Power [kW]	Torque [Nm]		
OM 924	L4	4.8	115. 130. 160	610. 675. 810	x	x
OM 926	L6	7.2	175. 188. 210. 240	850. 970. 1120. 1300	x	x
OM 457	L6	12.0	260. 265. 295. 310 ² . 315. 335 ²	1600 ² . 1750 ² . 1850. 1900 ² . 2000. 2100. 2200 ²	x	x
OM 460	L6	12.8	335. 375	2300. 2400	x	

TRANSMISSIONS				TRUCK	BUSES
Type	Ratio	Forward gears	Max. input torque [Nm]		
G 90 – 6S	6.70 – 0.73/9.20	6	1000		x
G 141 – 9S	9.75 – 1.00/14.57	8	1400	x	
G 260 – 16S	11.72 – 0.69/17.11	16	2600	x	
G 211 – 12 PowerShift 2	14.93 – 1.00/14.93	12	2100	x	
G 281 – 12 PowerShift 2	14.93 – 1.00/14.93	12	2800	x	
G 330 – 12 PowerShift 2	11.64 – 0.78/14.93	12	3300	x	
GO 230 – 6 CPS	6.53 – 0.72/9.03	6	2300		x
GO 240 – 8 PowerShift 2	6.57 – 0.63/10.38	8	2400		x

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

RETARDER	TRUCK	BUSES
Hydrodynamic retarder	X	X

AXLES			TRUCK	BUSES
Type [front axles]	Wheel-end size [inches]	Axle load [t]		
F 4.1 – F 4.4	17.5	4.1 – 4.4	X	X
F 5.3 – F 6.1	19.5	5.3 – 6.1	X	X
FD 346 – FD 360	19.5	4.7 – 6	X	
FO 7.5	22.5	7.5		X
F 7.5 – F 8	22.5	7.5 – 8	X	X
F 9 – F 9.5	22.5	9 – 9.5	X	X
FD 233 P	22.5	7.5 – 9	X	
FD 233 P + FT 233 P	22.5	18	X	

			TRUCK	BUSES
Type [rear axles]	Wheel-end size [inches]	Axle load [t]		
R 325	17.5	6.2 – 8.3	X	X
R 390	19.5	11	X	X
R 440	22.5	13	X	X
R 485	22.5	13	X	
R 233 P – R 300 P	22.5	26.8 – 32	X	
RT 233 P + R 233 P – RT 300 P + R 300 P	22.5	26 – 32	X	
RT 390 + RT 390 T	22.5	20.5	X	
RT 440 + R 440	22.5	26	X	

Oktober 2020

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