

Mercedes-Benz Powertrain

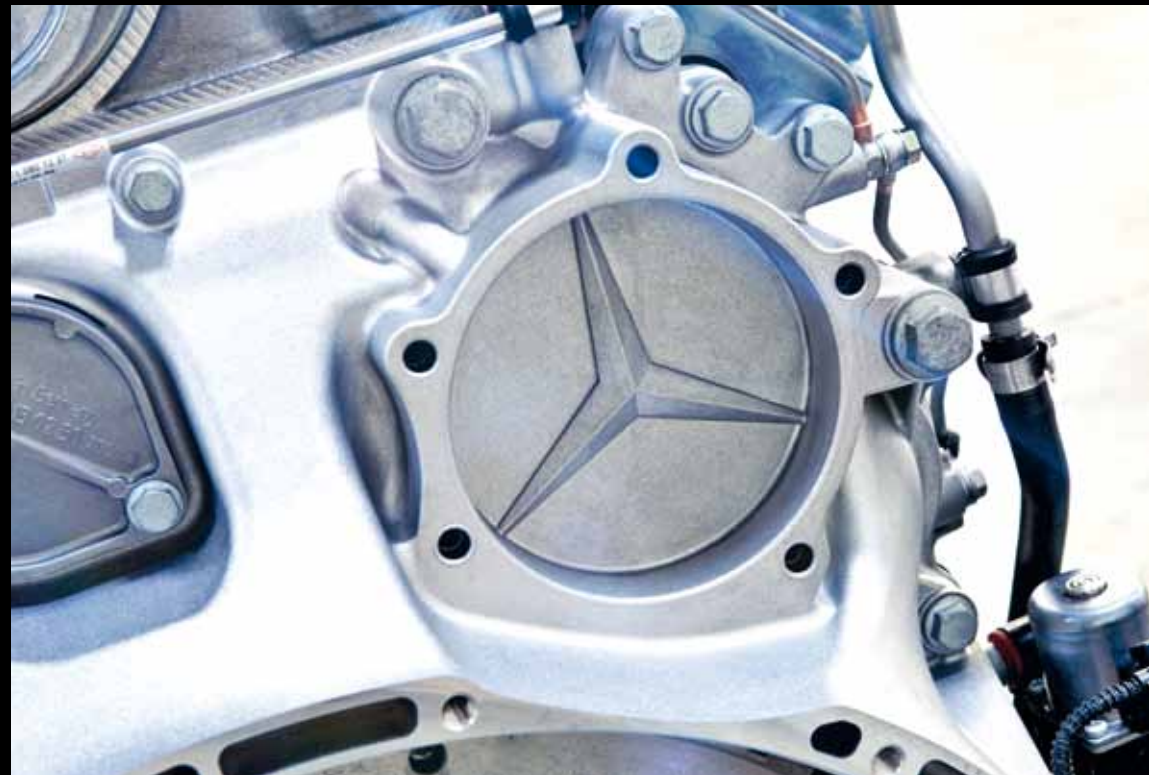


Portfolio **Truck Classic**: EURO III, EURO V and EEV.

Mercedes-Benz



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



Content

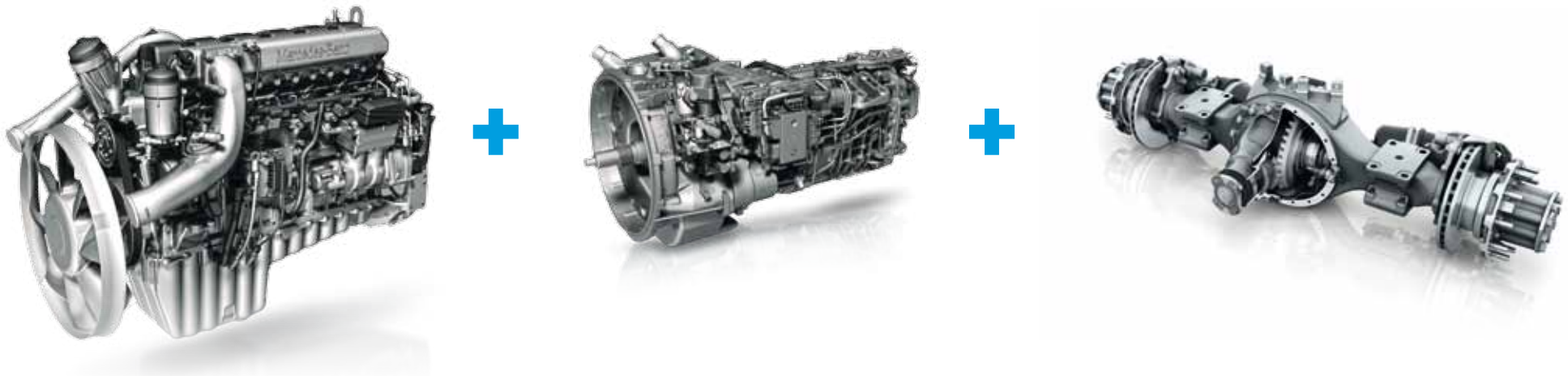
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Going the **extra mile**. Mercedes-Benz Powertrain.

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.



$$1 + 1 + 1 > 3$$

Benefits for you.

Integrated powertrain:

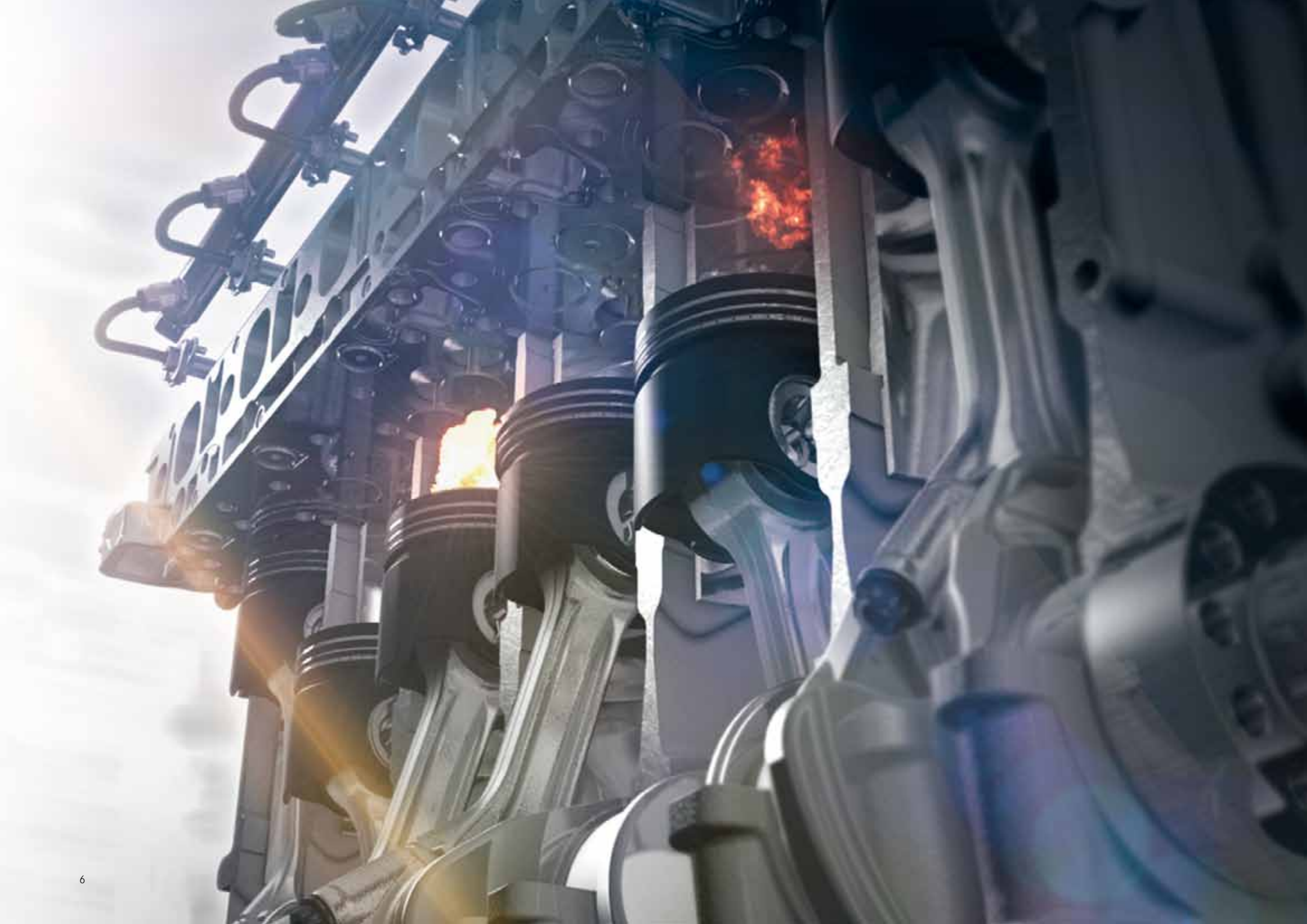
- ✓ Reduces integration efforts
- ✓ One Key Account Manager as main contact partner
- ✓ One system supplier for your individual powertrain solution
- ✓ One contractual partner

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



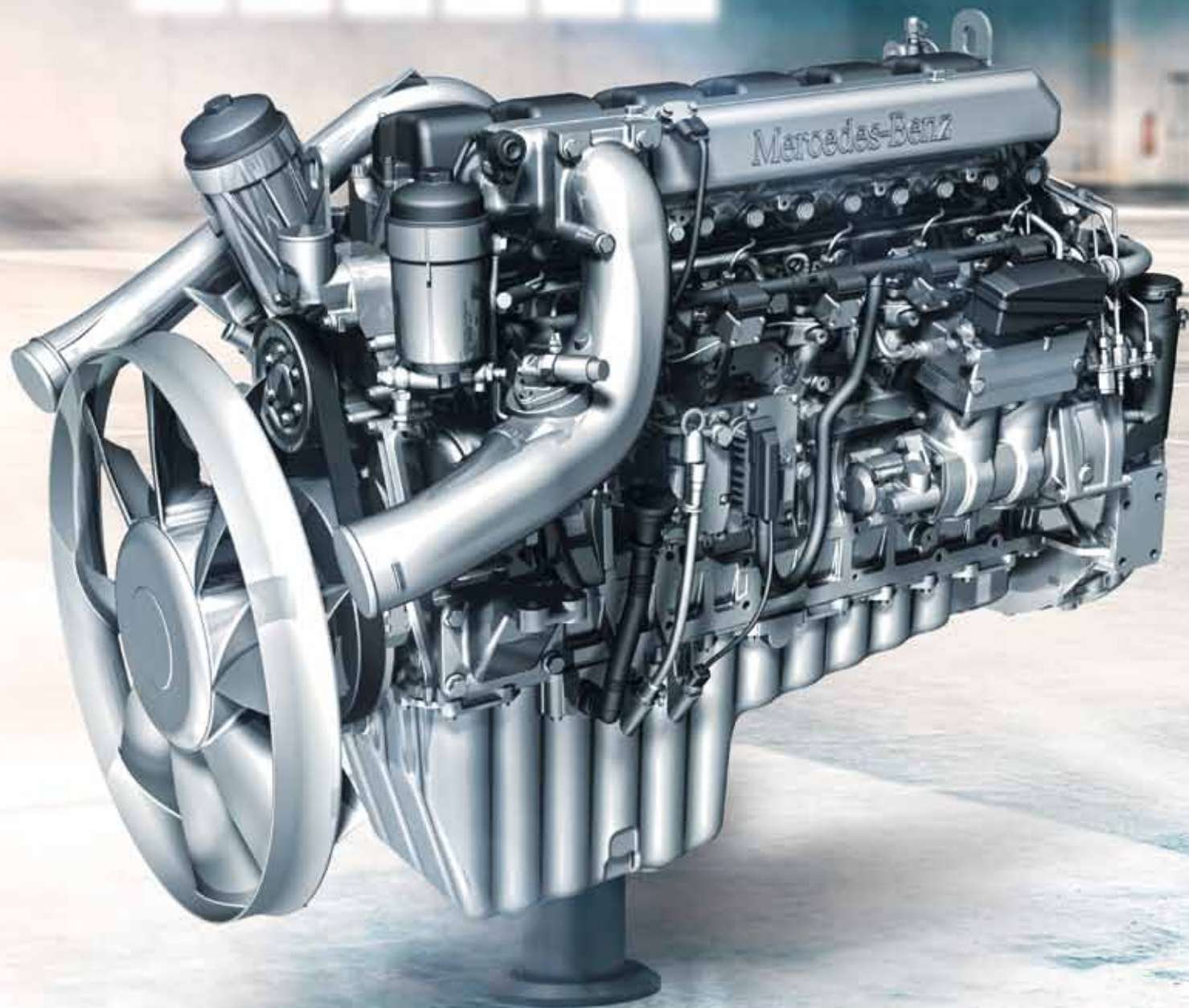
Our engine systems product portfolio: TCO reduction at its best.

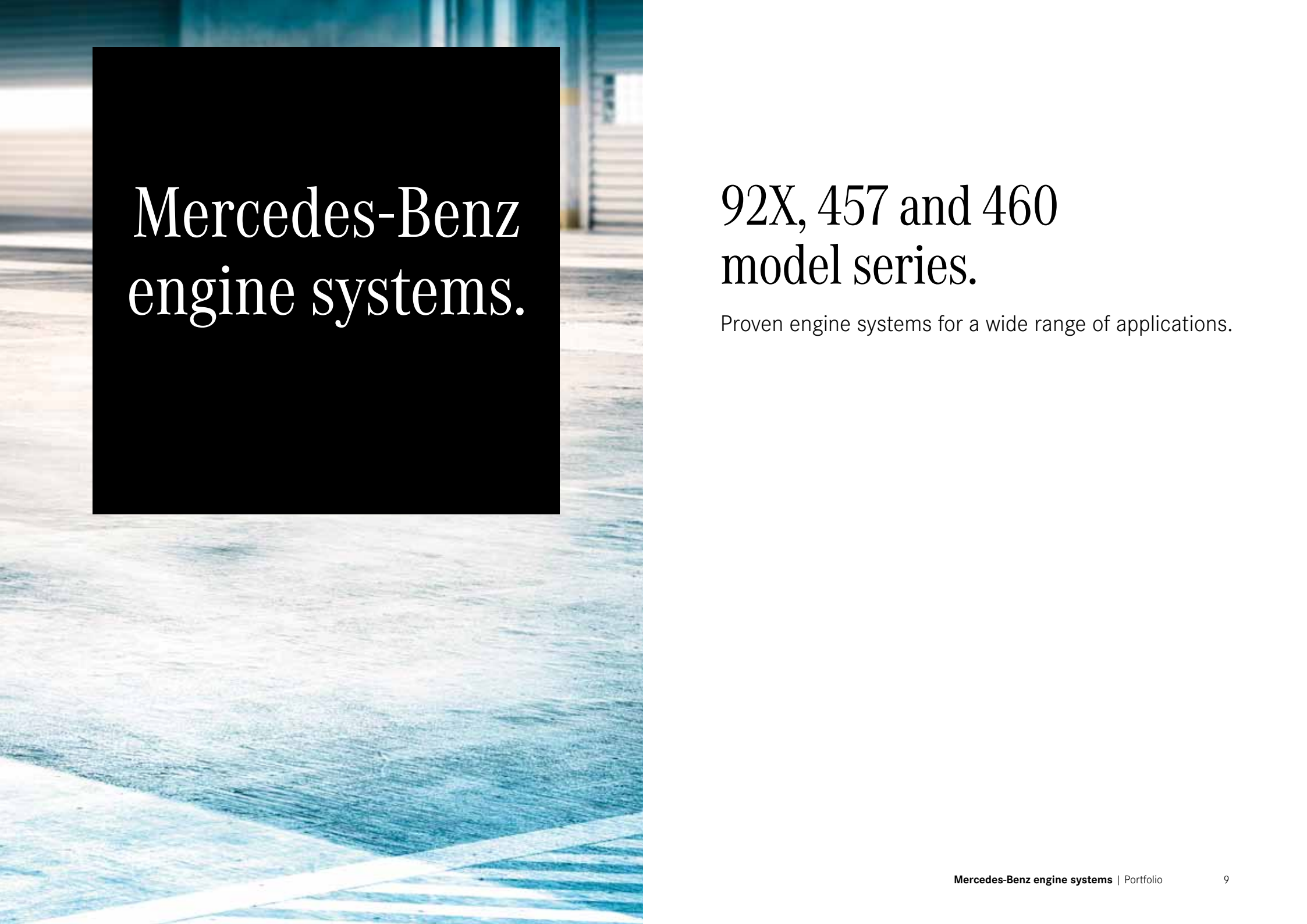
Our EURO III, V and EEV engines are **synonymous for strength, economy and durability**. Based on these characteristics, our engines are ideal for short radius distribution, construction site transport and long distance haulage. They can also be modified to create customer-specific variants for use in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

Thanks to BlueTec®, Mercedes-Benz's SCR diesel technology, they operate in a particularly eco-friendly way. BlueTec® ensures low CO² emissions and extremely low concentrations of nitrogen oxide (NOx) and particulates, to meet emission standards at the tailpipe.

Besides low consumption, the BlueTec® engines also have impressive maintenance intervals and a long engine life. At Mercedes-Benz, we have spent decades bringing our diesel engines to perfection. Our dedication to excellence has earned Mercedes-Benz loyal customers around the world, in the most demanding industries and application.





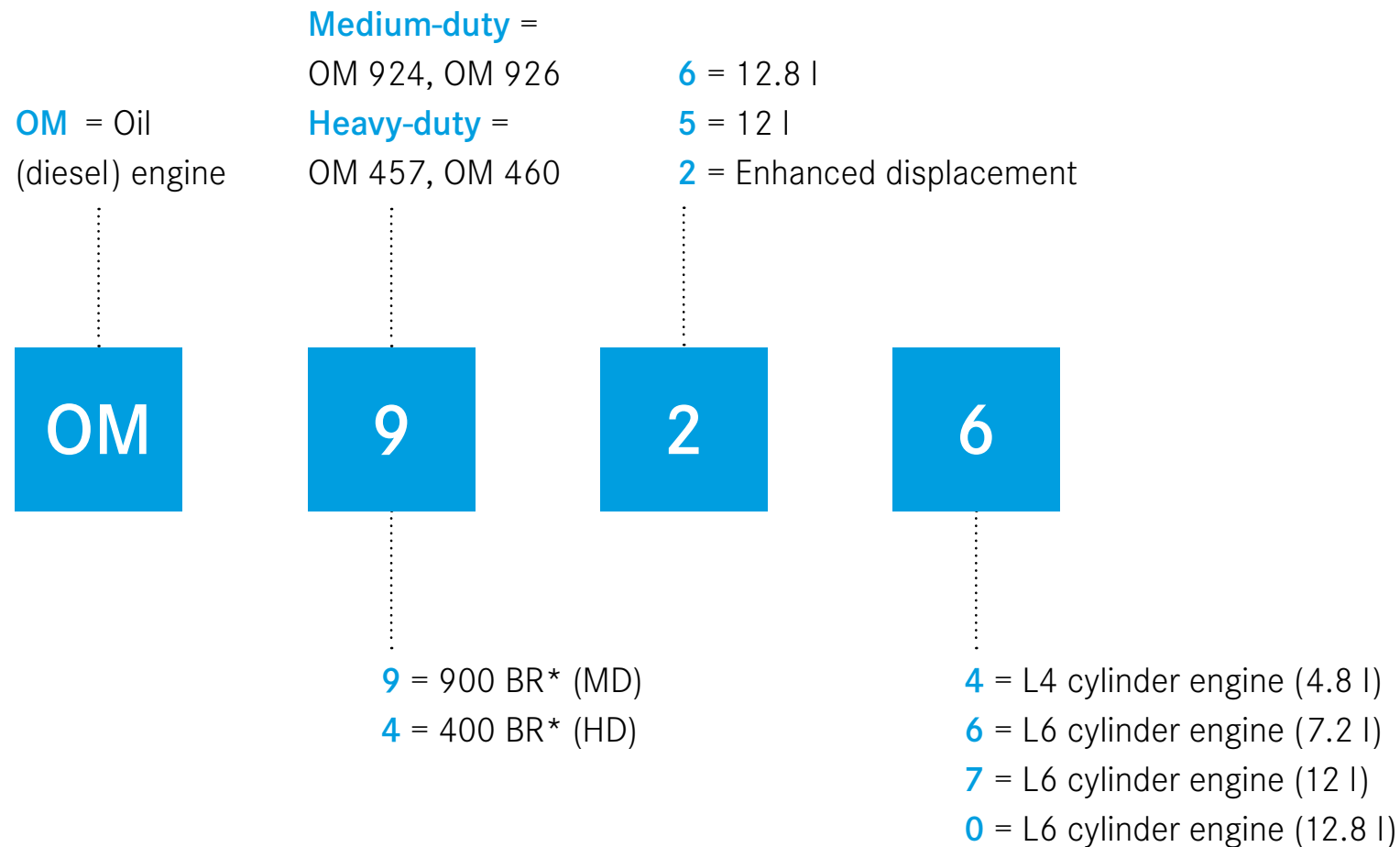


Mercedes-Benz engine systems.

92X, 457 and 460 model series.

Proven engine systems for a wide range of applications.

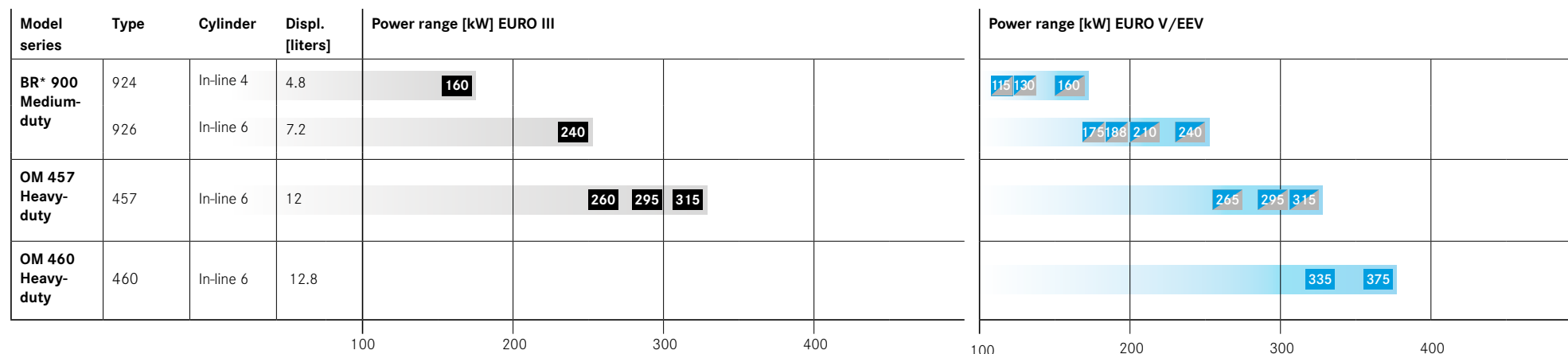
Derivation "Nomenclature" - engine systems.



* BR = Baureihe = model series

Engine systems for EURO III, EURO V and EEV.

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

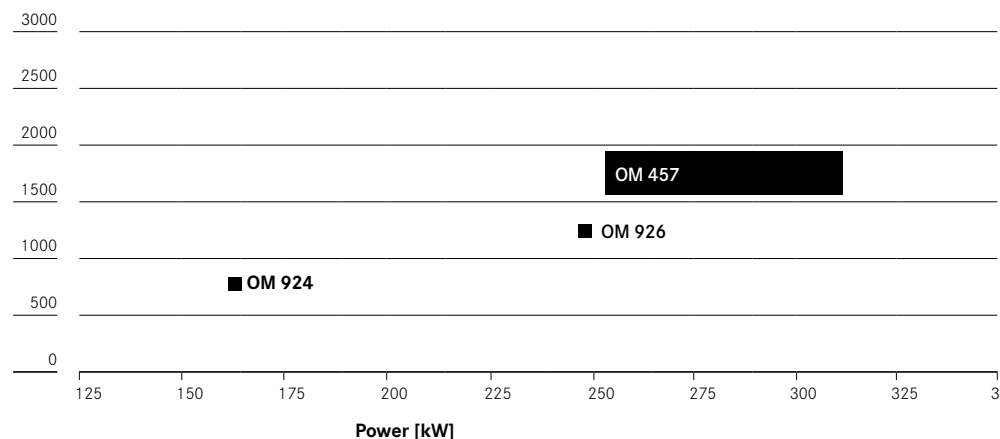


■ EURO III ■ EURO V ■ EEV

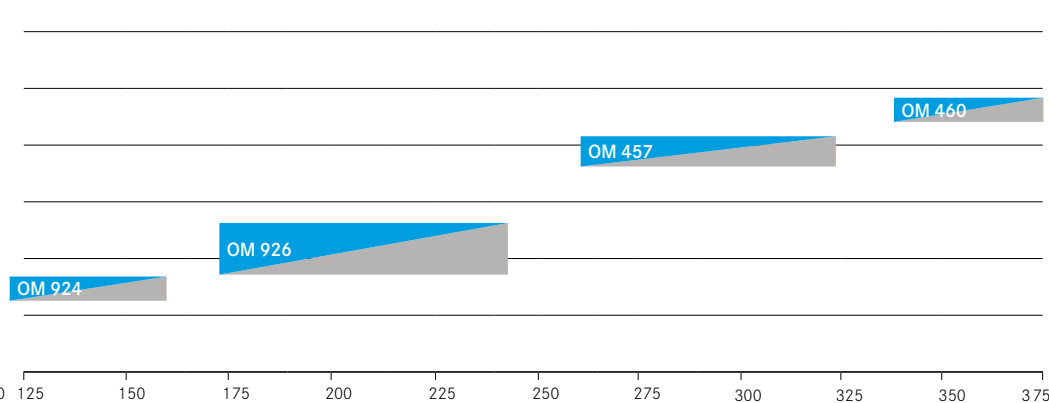
* BR = Baureihe = model series

Power range

Torque [Nm] EURO III



Torque [Nm] EURO V/EEV



Medium-duty engine systems.



Always a good choice.

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 proven **SCR technology**
- Compact **installation space**
- Cylinder head with **3-valve technology**
- Powerful and **dynamic engine brakes** due to **decompression technology**
- Additional **power take-off** options
- **“One box”** SCR exhaust after-treatment
- **Wide range** of potential **adaptations** due to extensive modular system

OM 924

Arrangement: In-line 4

Displacement: 4.8 l



Weight and dimensions*

Dry weight

EURO III: 395 kg

EURO V/EEV: 405 kg

Dimensions

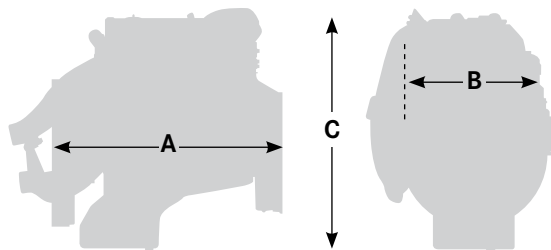
A = length 944 mm

B = width

(excl. charge air pipe) 600 mm

C = height 930 mm

* depending on equipment installed

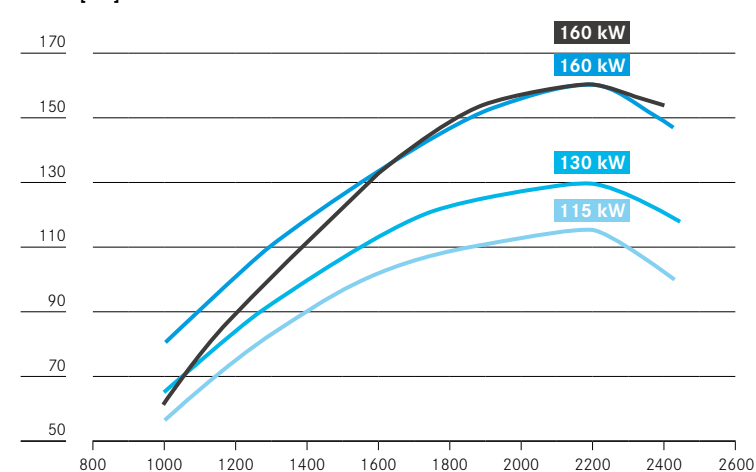


Rated power and maximal torque

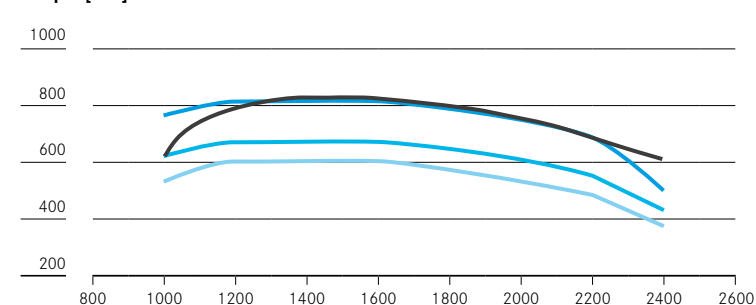
		EURO III	EURO V/EEV	EURO V/EEV	EURO V/EEV
Rated power	[kW/hp]	160/218	115/156	130/177	160/218
at engine speed	[rpm]	2200	2200	2200	2200
Maximal torque	[Nm]	810	610	675	810
at engine speed	[rpm]	1400-1600	1200-1600	1200-1600	1200-1600

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

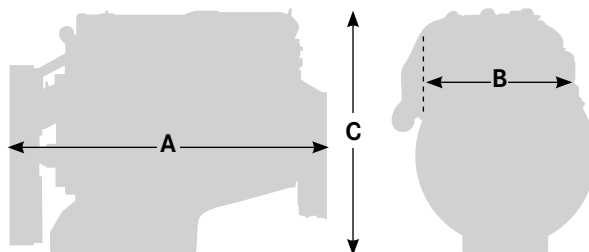
Dimensions

A = length 1228 mm

B = width
(excl. charge air pipe) 640 mm

C = height 930 mm

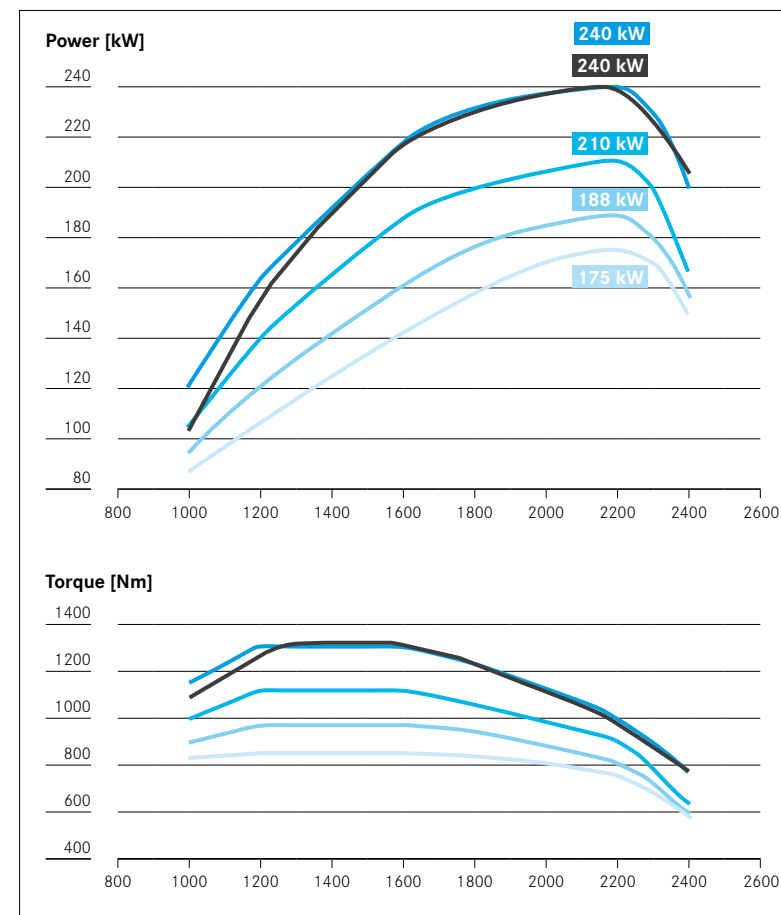
* depending on equipment installed



Rated power and maximal 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
Maximal 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.

Climb every mountain.

Your product benefits for heavy-duty engine systems:

- 6-cylinder diesel engines in **in-line arrangement**
- **Displacement** of 12 and 12.8 liters
- **Output** of 260 up to 375 kW
- **Low fuel consumption**
due to proven **SCR technology**
- Compact **installation space**
- Cylinder head with **4-valve technology**
- Powerful and **dynamic engine brakes**
due to **decompression technology**
- Additional **power take-off options**
- **“One box”** SCR exhaust after-treatment

OM 457

Arrangement: In-line 6

Displacement: 12 l



Weight and dimensions*

Dry weight

EURO III: 1005 kg

EURO V/EEV: 1015 kg

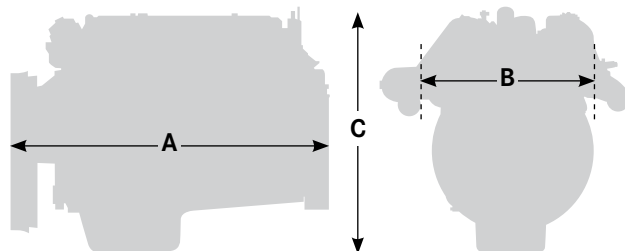
Dimensions

A = length 1478 mm

B = width
(excl. charge air pipe) 750 mm

C = height 1095 mm

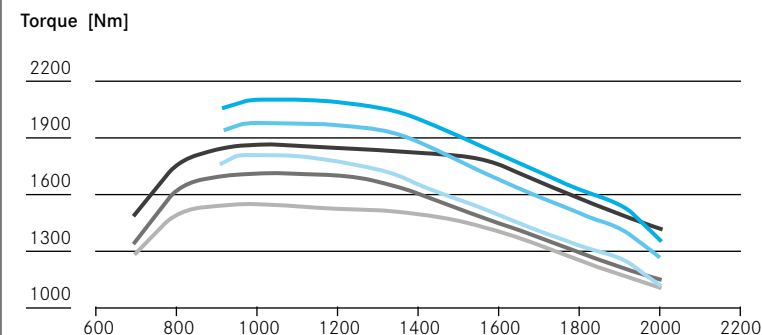
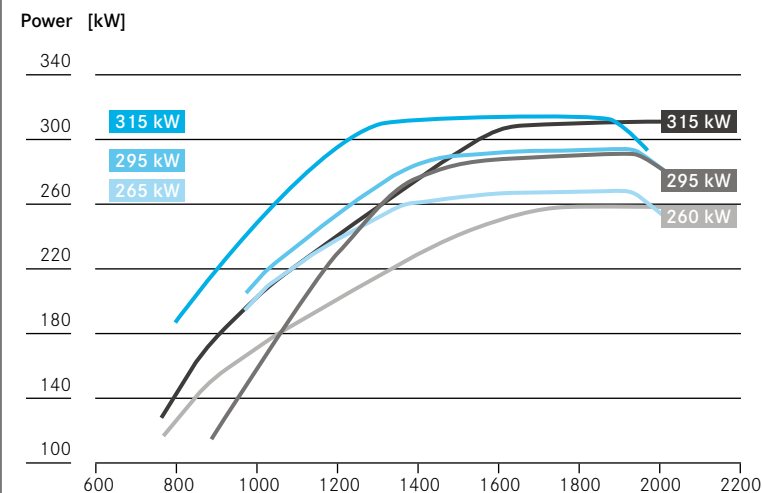
* depending on equipment installed



Rated power and nominal torque

	EURO III	EURO III	EURO III	EURO V/EEV	EURO V/EEV	EURO V/EEV
Rated power [kW/hp]	260/354	295/401	315/428	265/360	295/401	315/428
at engine speed [rpm]	2000	2000	2000	1900	1900	1900
Nominal torque [Nm]	1850	2000	2100	1850	2000	2100
at engine speed [rpm]	1100	1100	1100	1100	1100	1100

Performance







OM 460

Arrangement: In-line 6

Displacement: 12.8 l



Weight and dimensions*

Dry weight

EURO V: 1015 kg

Dimensions

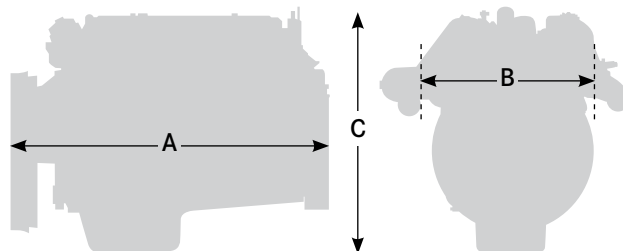
A = length 1478 mm

B = width

(excl. charge air pipe) 750 mm

C = height 1095 mm

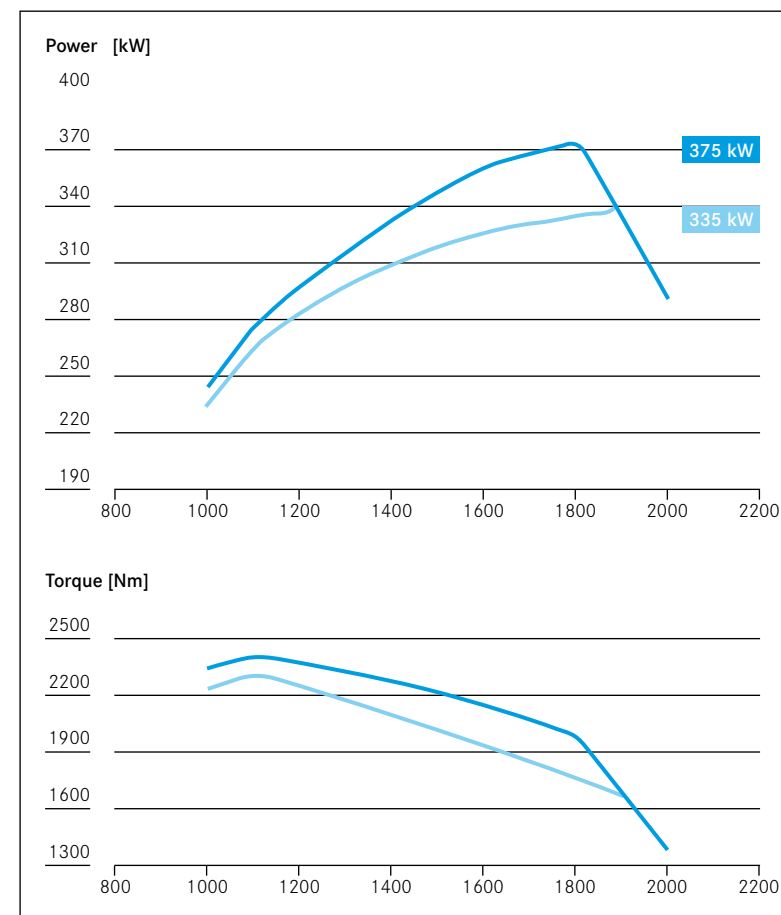
* depending on equipment installed



Rated power and maximal torque

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

Performance



Clean from start to finish.

Your product benefits for the after-treatment system:

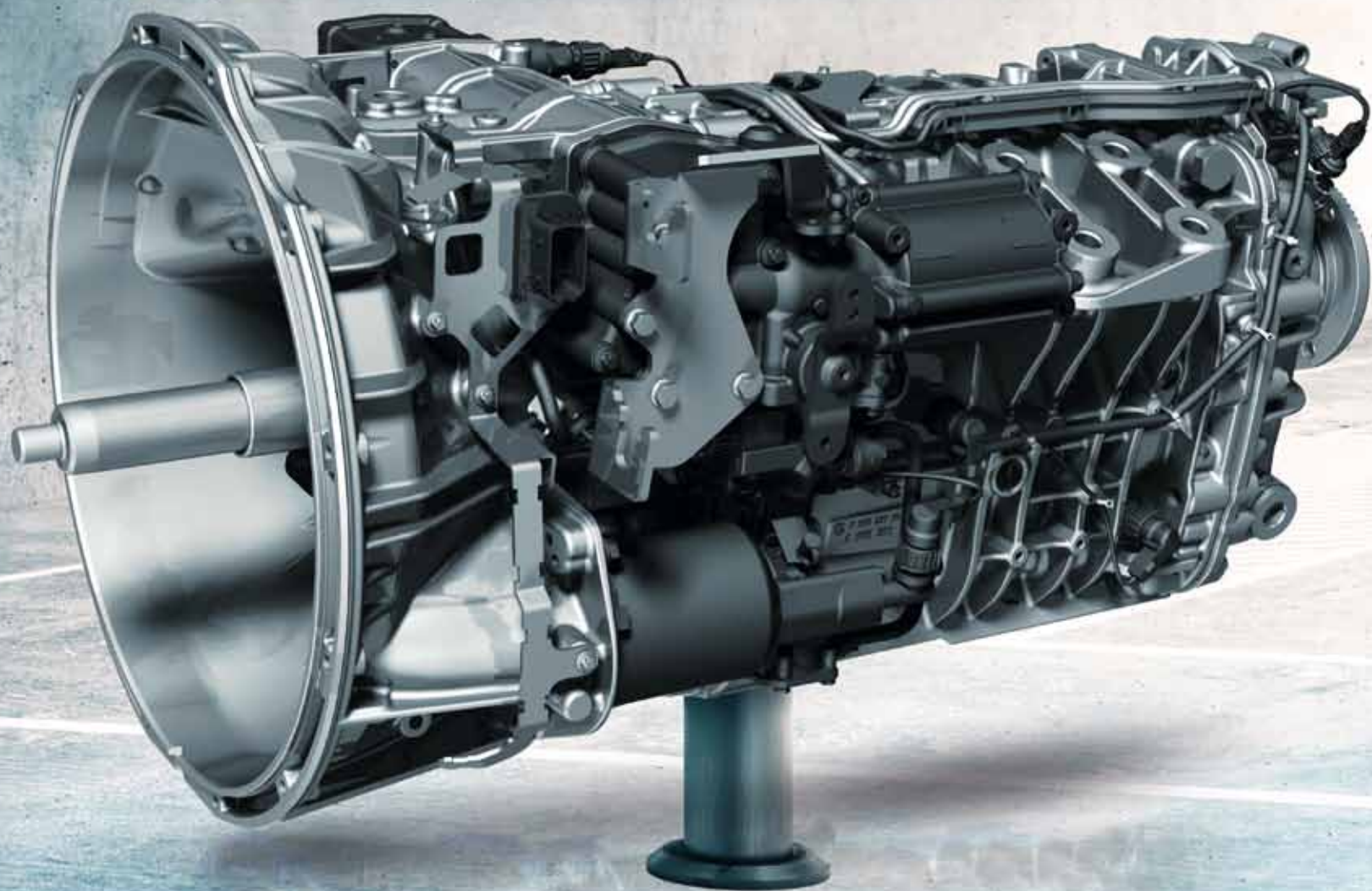
- **Low impact** on exhaust **back pressure**
- Significant **NOx reduction** at a broad range of exhaust gas volume flows and exhaust gas temperatures
- **Small installation space** and **low weight**
- **Long lifetime**, adapted to the engine's lifetime
- Consistent **common parts strategy**
- **Many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





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.**

EURO V and EEV exhaust after-treatment system.

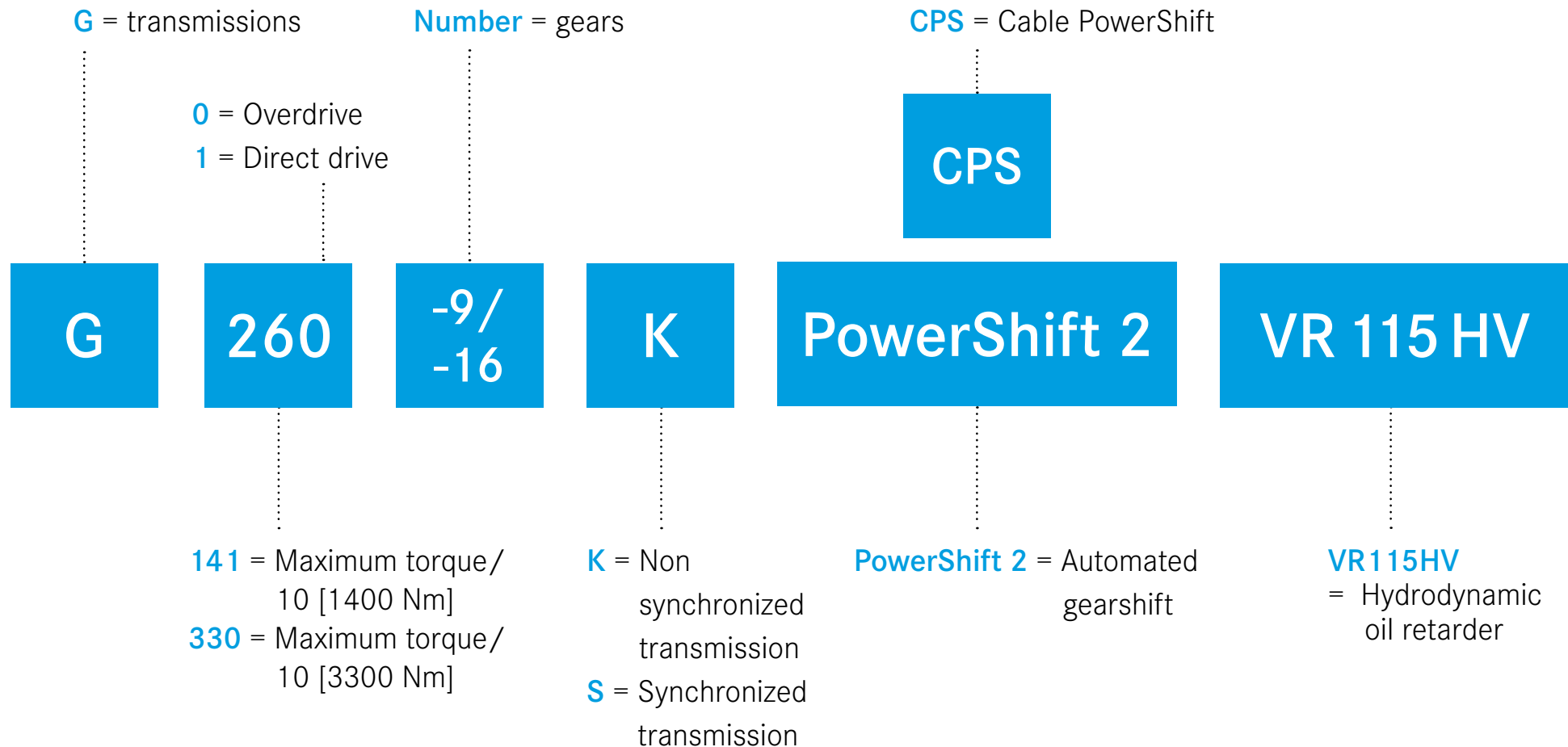




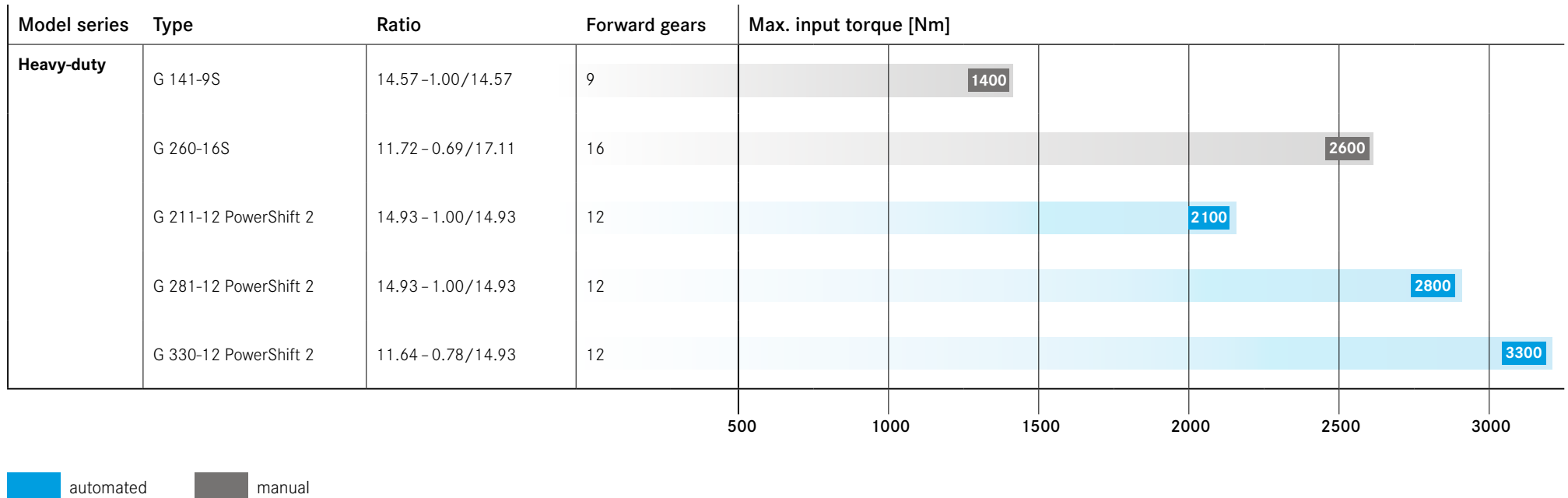
Mercedes-Benz
transmissions.

Reliable transmissions
for a wide range
of applications.

Derivation "Nomenclature" - transmissions.

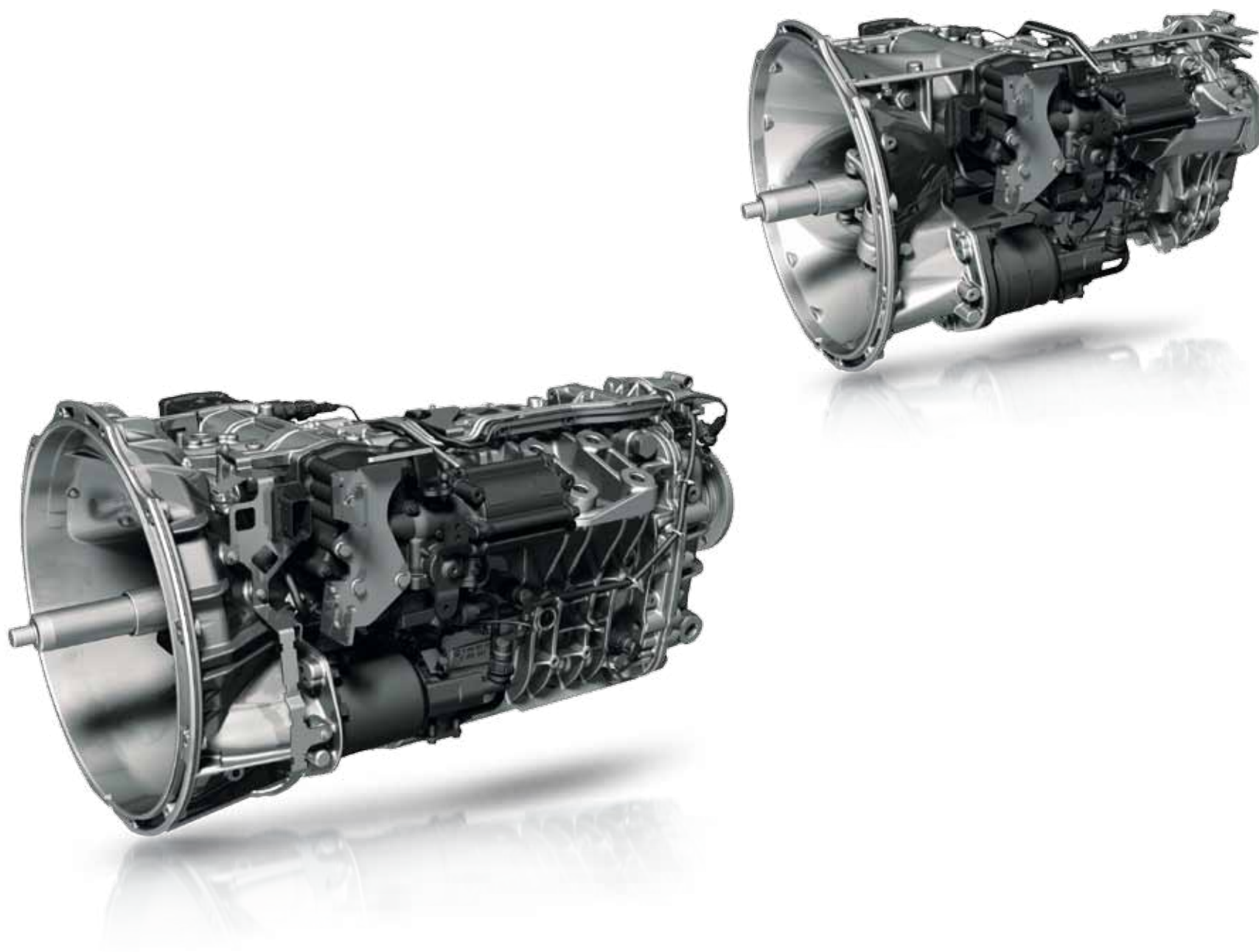


Transmissions for EURO III, EURO V and EEV engine systems.



Meaning of symbols:

-  Manual shifted transmission
-  Transmission for heavy-duty trucks & special vehicles
-  Transmission for medium-duty trucks
-  Transmission for cranes



Our transmission product portfolio: Smooth operation in every situation.

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

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

Our know-how is based on decades of experience in the manufacturing and development of commercial vehicle transmissions. This manufacturing expertise distinguishes our transmissions today 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.



Heavy-duty transmissions.

Performance driven to the extreme.

Your product benefits for heavy-duty transmissions:

- **9- to 16-speed** transmissions
- **Max. input torque** from **1400 to 2600 Nm**
- **Wide gear ratio** from **14.57 to 17.11**
- Max. permissible **gross combination weight (GCW)** from **40 to 55 t**
- **Mechanical shifting systems** enable very smooth gear changing and high driving
- Highly variable **modular systems** for customer-specific system solutions
- **Integrated** hydrodynamic retarder
- Quiet **running characteristics** and **long service life** through optimized gear set geometry and high-precision processing technologies
- **Compact design** and **weight-optimized** metal housing for ideal installation dimensions and an ideal power/weight ratio
- Long **service intervals** and low **operating costs** due to a **fuel-efficient design** optimized for customer-specific operating conditions
- More comfortable **vibration characteristic**

G 141-9S



- Direct-drive synchronized transmission with 9 speeds and a wide gear ratio spread
- Economical gear ratio spread (including small gear ratio between 7th and 8th gear)



Specifications and dimensions

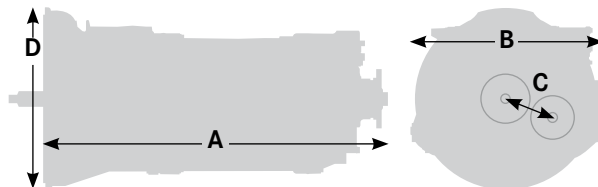
Max. input torque 1400 Nm

Permissible gross combination weight (GCW) 44 t

Transmission weight excl. oil 210 kg

Oil filling capacity 11 l

A = length 914 mm
B = width 555 mm
C = center to center 142 mm
D = diameter SAE 1 and SAE 2



Gear	C	1	2	3	4	5	6	7	8	R	Gear ratio spread
Ratio	14.572	9.748	6.635	4.821	3.667	2.585	1.810	1.315	1.000	13.862	14.573

G 260-16S



- 16-speed synchronized transmission with a wide gear ratio spread
- Overdrive versions
- Hydrodynamic retarder can be adapted



Specifications and dimensions

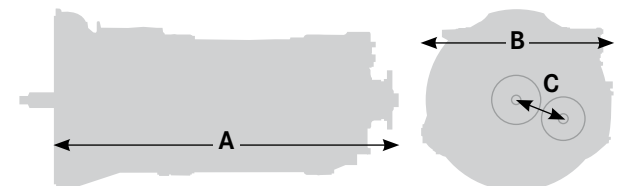
Max. input torque 2600 Nm

Permissible gross combination weight (GCW) 55 t

Transmission weight excl. oil 290 kg/352 kg*

Oil filling capacity 14 l

A = length 1020 mm
B = width 555 mm
C = center to center 152 mm
D = diameter SAE 1



* with retarder

Gear	1	2	3	4	5	6	7	8	R	Gear ratio spread
i _S	11.722	7.916	5.291	3.636	2.664	1.799	1.203	0.826	10.656	17.06
i _L	9.747	6.583	4.400	3.023	2.215	1.476	1.000	0.687	8.861	17.06



G 211-12 PowerShift 2



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



Specifications and dimensions

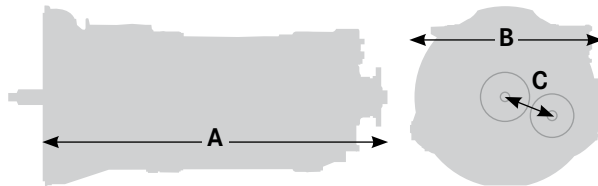
Max. input torque 2100 Nm

Permissible gross combination weight (GCW) 44 t

Transmission weight excl. oil 235 kg

Oil filling capacity 10 l

A = length 962.5 mm
B = width 624 mm
C = center to center 142 mm



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

G 281-12 PowerShift 2



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



Specifications and dimensions

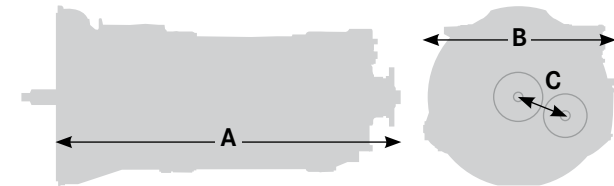
Max. input torque 2800 Nm

Permissible gross combination weight (GCW) 60 t

Transmission weight excl. oil 287 kg

Oil filling capacity 14 l

A = length 1033 mm
B = width 624 mm
C = center to center 152 mm



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

G 330-12 PowerShift 2



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



Specifications and dimensions

Max. input torque 3300 Nm

Permissible gross combination weight (GCW) 60 t

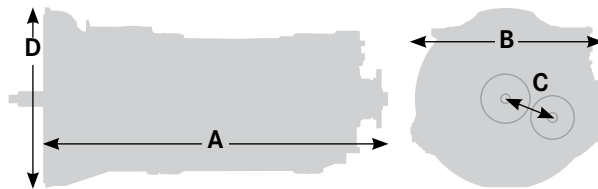
Transmission weight excl. oil 292 kg

Oil filling capacity 14 l

A = length 1033 mm

B = width 624 mm

C = center to center 152 mm



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



Integrated hydrodynamic oil retarder

The integrated hydrodynamic oil retarder offers 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 HV)**.

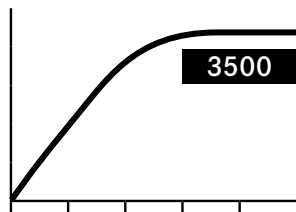
A blue Mercedes-Benz Actros truck is shown from a front-three-quarter perspective, driving on a two-lane asphalt road that stretches into the distance. The truck is moving towards the viewer. In the background, there is an oil field with several pumpjacks (oil pumps) visible against a backdrop of rolling hills and a clear blue sky with some light clouds. The word "Retarder." is written in a large, white, serif font in the bottom left corner of the image.

Retarder.

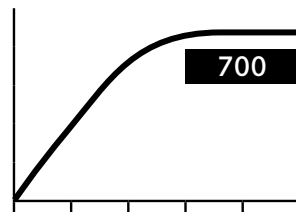
VR 115 HV Hydrodynamic retarder

Your product benefits:

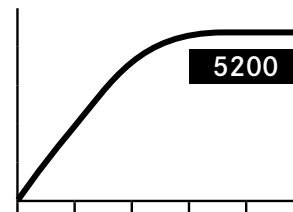
- **Stainless steel** heat exchanger
- **Reduction of friction** by **axial rotor displacement**
- Optimized **hydrodynamics**
- **Integration** into the vehicle management
- Standard prop **shaft length** is determined by the **retarder unaffected**



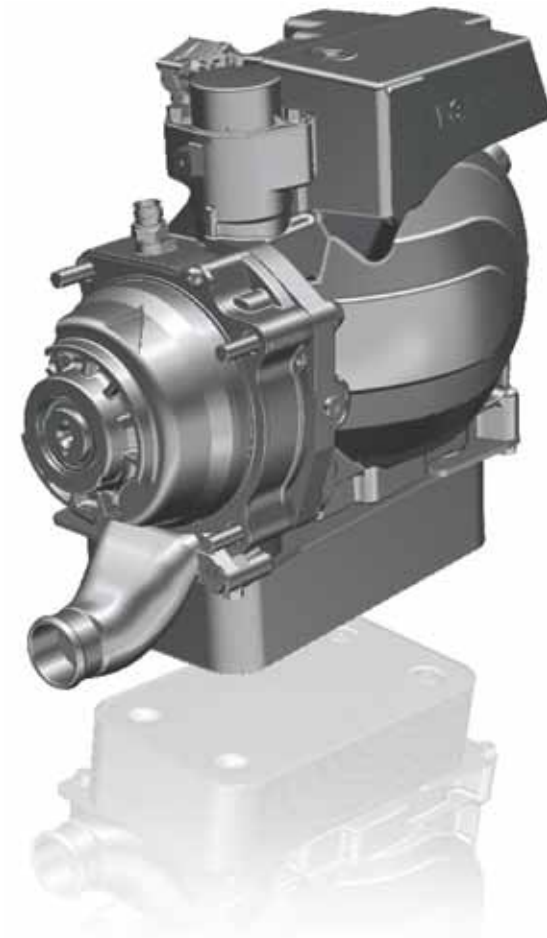
max. braking torque [Nm]



max. braking power [kW]



max. rotation [min⁻¹]



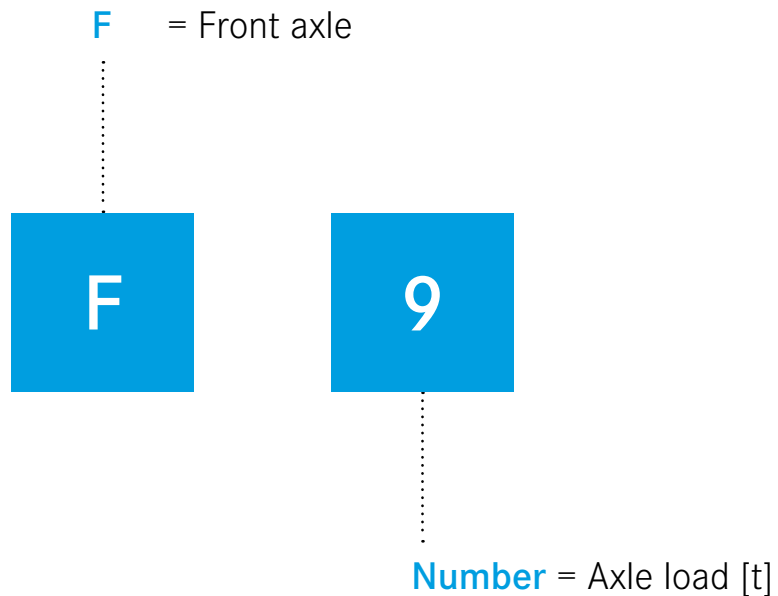


Mercedes-Benz axles.

Reliable axles
for every application.

Derivation "Nomenclature" - axes.

Non-driven axes



Driven axes

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





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 to share our experience and technology with you.

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



Front axles.

Flexibility at high level.

Your product benefits for front axles:

- Wheel-end sizes from **17.5 to 22.5 inches**
- Driven front axles **for light-, medium- and heavy-duty applications**
- Axle loads from **4.1 to 9.5 t** (per axle)
- Gross vehicle weight rating (**GVWR**) from **6.5 to 250 t**
- **Additional payload** due to compact design and weight-optimized technical design
- **Left or right hand drive** applications possible
- **High fuel efficiency design** to suit the operating conditions
- **Maintenance-free** wheel-hubs
- Easy maintenance and **long oil change intervals**
- **Longer lifetime** and **quieter operation** due to our optimized gear set design

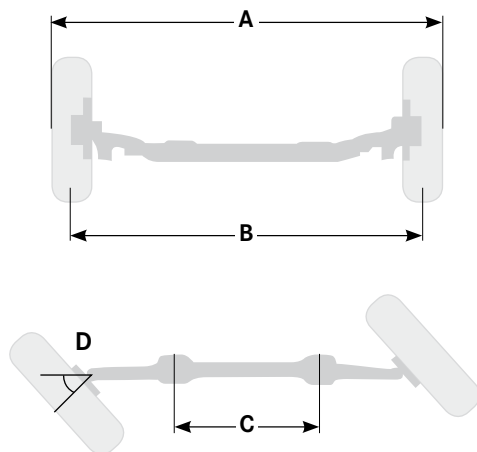
F 4.1-F 4.4



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

Data and dimensions

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



* varies depending on configuration

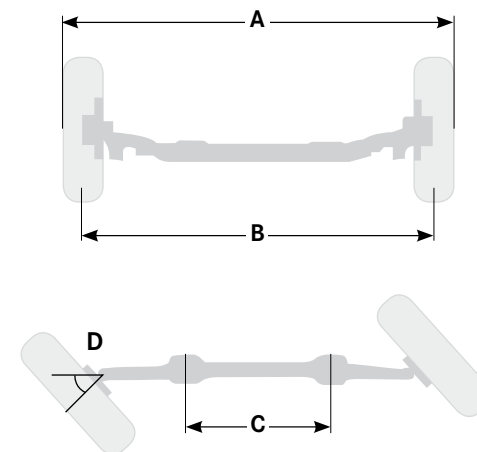
F 5.3-F 6.1



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

Data and dimensions

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



* varies depending on configuration

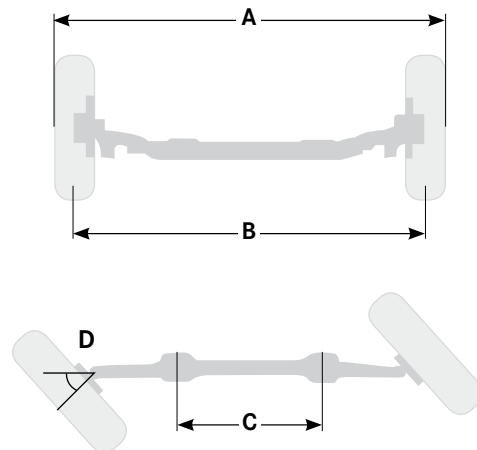
FD 346-FD 360



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

Data and dimensions

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



* varies depending on configuration

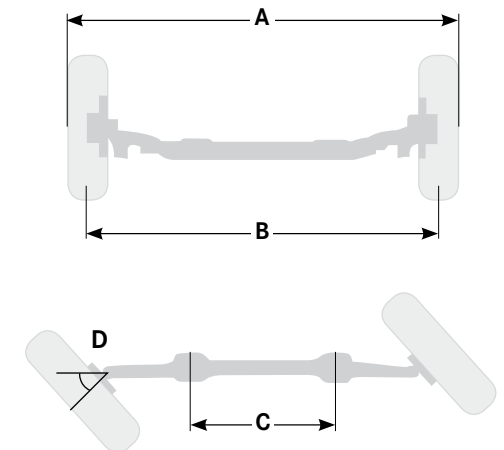
F 7.5-F 8



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

Data and dimensions

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



* varies depending on configuration

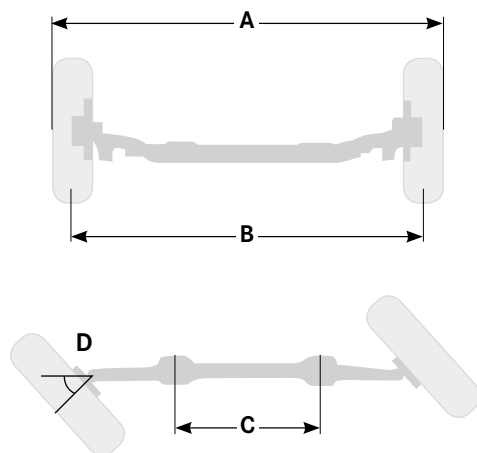
F 9-F 9.5



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

Data and dimensions

Axle load	9-9.5 t
Wheel-end size	22.5 inches
Brake	disk brake/ drum brake
Axle weight*	463 kg
A = overall width	2486-2583 mm
B = track width	2046-2153 mm
C = spring track	840 mm
D = max. steering angle	48°



* varies depending on configuration

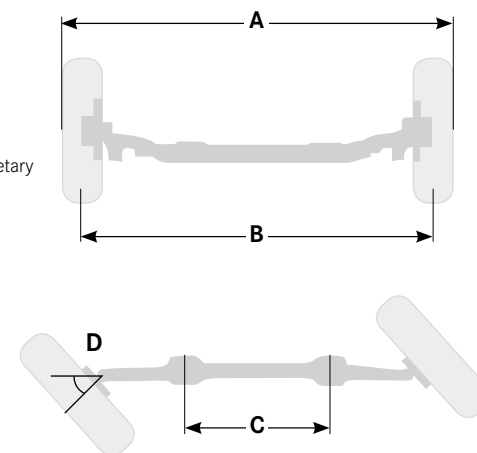
FD 233 P



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

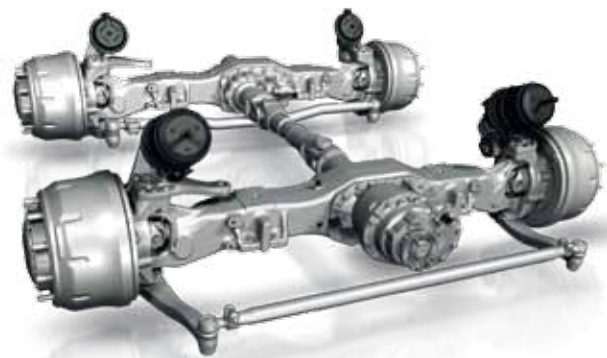
Data and dimensions

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



* varies depending on configuration

FD 233 P + FT 233 P



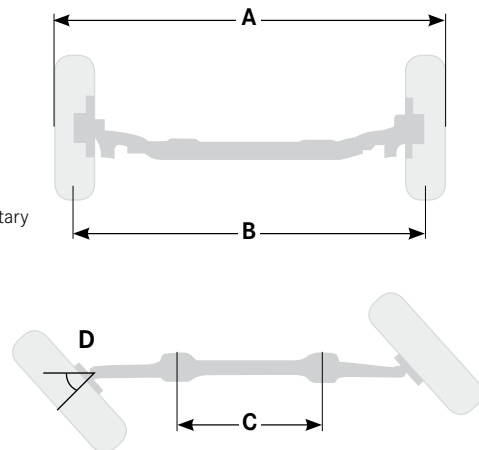
- Steered, driven planetary axle with cast axle housing, tandem
- Recommended for heavy-duty application

Data and dimensions

Axle load	18 t (tandem)
Wheel-end size	22.5 inches
Brake	drum brake
Through-drive axle	yes
Drive type	double reduction/planetary
Axle weight*	1621 kg

A = overall width	2480-2506 mm
B = track width	1997-2092 mm
C = spring track	840 mm
D = max. steering angle	38°

* varies depending on configuration





Rear axles.

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Your product benefits for rear axles:

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- **Hypoid and planetary** driven
- **Ring gear diameter** from **233 to 485 mm**
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- 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
- **Maintanance-free** wheel-hubs
- New Final Drive axle with **optimized oil management** reduces fuel consumption

R 325

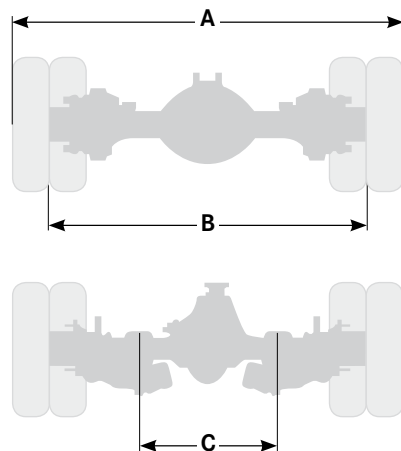


- Fabricated axle housing
- Recommended for light-duty application

Data and dimensions

Axle load	6.2–8.3 t
Wheel-end size	17.5 inches
Brake	disk brake
Suspension	air springs/steel springs
Drive type	single reduction/hypoid
Axle weight*	350 kg
A = overall width	2232–2330 mm
B = track width	1760–1775 mm
C = spring track	1022 mm
Ring gear diameter	325 mm

* varies depending on configuration



R 390

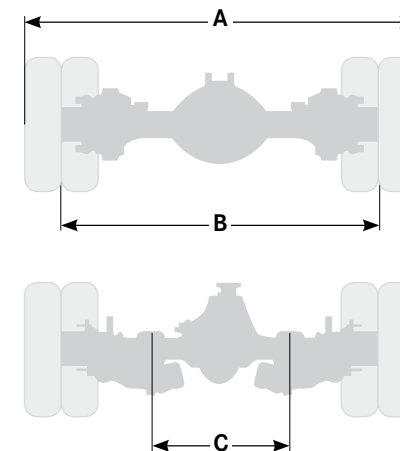


- Fabricated axle housing
- Recommended for medium-duty application

Data and dimensions

Axle load	11 t
Wheel-end size	19.5 inches
Brake	disk brake/drum brake
Suspension	air springs/steel springs
Drive type	single reduction/hypoid
Axle weight*	541 kg
A = overall width	2284–2489 mm
B = track width	1753–1840 mm
C = spring track	1022 mm
Ring gear diameter	390 mm

* varies depending on configuration



R 440

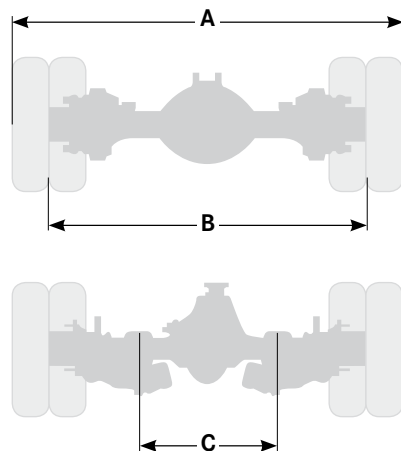


- Fabricated axle housing
- Recommended for heavy-duty application

Data and dimensions

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

* varies depending on configuration



R 485

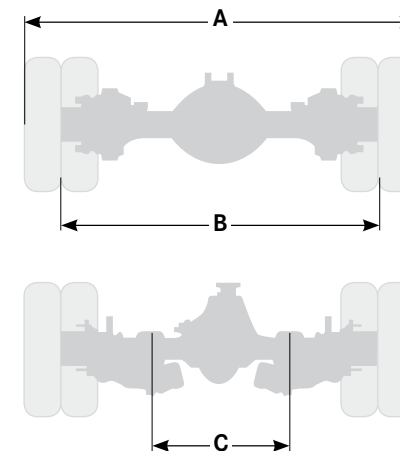


- Cast axle housing for high engine torque
- Recommended for heavy-duty application

Data and dimensions

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

* varies depending on configuration



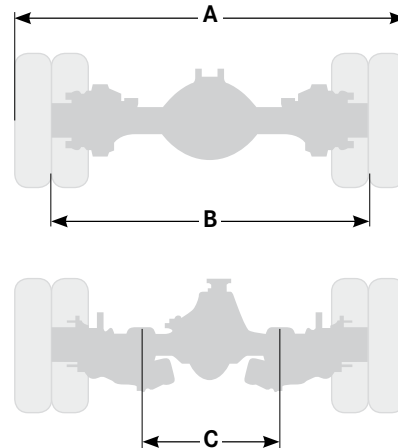
R 233 P - R 300 P



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

Data and dimensions

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



* varies depending on configuration

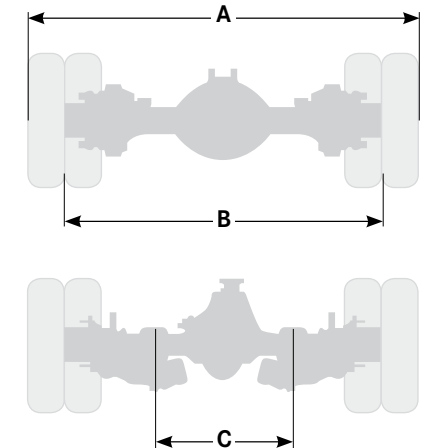
RT 233 P + R 233 P- RT 300 P + R 300 P



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

Data and dimensions

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



* varies depending on configuration

RT 390 + RT 390 T

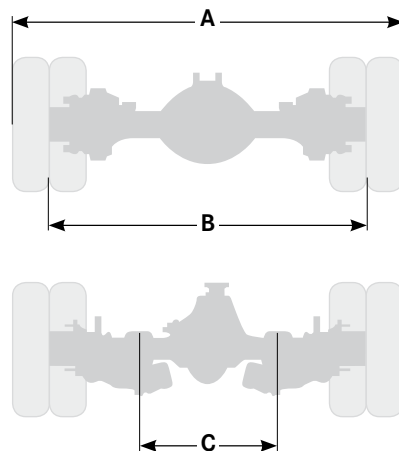


- Fabricated axle housing, tandem
- Recommended for heavy-duty application

Data and dimensions

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

* varies depending on configuration



RT 440 + R 440

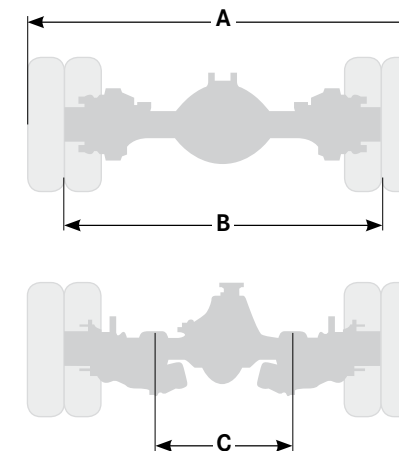


- Fabricated axle housing, tandem
- Recommended for heavy-duty application

Data and dimensions

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

* varies depending on configuration





North America

South America

Western Europe

Rest of Europe

Africa


Asia

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Oceania

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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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