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The new Arocs

Construction industry vehicles. 18 – 44 tonnes gcw

Mercedes-Benz
Trucks you can trust

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The Arocs. The new force in construction

The new force in construction. The new Arocs combines power, robustness and efficiency in a unique way, impressively continuing the tradition of Mercedes-Benz construction-industry vehicles, which stretches back over more than 110 years. What's more: it transports it into the future with innovative, future-oriented technology. And it demonstrates in every application where it comes from and what it was developed for.

With its high-torque, high-loadability drive configurations you can powerfully master any driving situation. Because the Arocs reliably delivers its high output in heavy-duty applications, too. This is thanks to its robust, solid chassis, suspension and frame design, which is also characterised by its particularly high loadability.

The high efficiency of the Arocs is also a solid basis for your success. Alongside the low consumption of the standard-specification Euro VI engines, the extended service life of many of the components, lower repair and maintenance costs plus the impressive ease of body mounting and also a wide product range for virtually all applications in construction transport ensure that the vehicle is highly economical to use. In short: the Arocs can deliver everything that daily working life demands of it. On the construction site. And on the road. Climb in and use the new force in construction.

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The new force for your company

The decisive factor in construction transport is not only building up an enormous amount of power – it's also putting to use the power available in every situation. The Arocs impresses on both counts. Day in, day out. And in every application in construction transport.

Power. The new Arocs can powerfully master every driving situation. Because we have equipped it with robust and high-torque Euro VI engines, the enhanced, standard-fit Mercedes PowerShift 3 automated transmission and a new, unique suspension and frame design, all as standard.
All the components of the drive system are produced exclusively at Mercedes-Benz and are designed for the special requirements in construction transport. The intelligent control of the drive components, the high torque of the engines plus the extremely short shift times of Mercedes PowerShift 3 ensure that there is more power available than was previously the case.
For the best possible traction and good steerability the drive system, chassis, suspension and frame form a precisely coordinated working team which is optimally configured in all Arocs vehicles for the particular application in question on the road, on the construction site or in extreme terrain.

In short: the precisely coordinated combination of drive system and load-bearing construction sees to it that the tremendous engine power of the Arocs is optimally transferred to the ground and can always be used in a targeted manner.

Moving off on an incline is easier. The hill holder – which is fitted as standard – prevents the truck from rolling back when moving off. And the crawl function, part of the standard-specification Mercedes PowerShift 3 automatic transmission, makes moving off easier

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Engines that are bursting with power – and skimp when it comes to consumption

In the robust Arocs engines that ooze so much power when moving off there are more than 110 years of construction experience and progressive, particularly efficient Euro VI technology included as standard. But above all there is the power you need every single day for heavy-duty applications in construction transport.

16 engine output levels. The particularly durable 6-cylinder in-line engines for the Arocs seamlessly cover all the output requirements in construction transport. For optimum application orientation they are available in the four displacement volumes 7.7 l[1], 10.7 l, 12.8 l and 15.6 l[2]. The output spectrum starts at **175 kW** (238 hp) and a maximum torque of 1000 Nm, and 16 categories higher, in the top-engine version, it finds the highest-output, most powerful answer to all the requirements it will meet in construction transport: with **460 kW** (625 hp) and an impressive maximum torque of 3000 Nm.

Euro VI engines. All the Arocs engines impress with their low consumption and low emissions and as standard they already meet the emissions standard Euro VI due to come into effect in 2014. But low consumption and low emissions do not rule out high power and immediate power delivery. On the contrary. The engines that provide so much power when moving off and respond immediately boast characteristics which develop more power and place this at the driver's disposal as early as possible. This becomes palpable in daily use because higher torques are

X-Pulse[3] injection system. The engines of the Arocs derive more power from the fuel. Among the factors responsible for this are the enhanced engine control and the innovative common-rail system with X-Pulse pressure boost which transports the fuel to the combustion chamber with an injection pressure of up to 2100 bar. The result: an especially homogenous fuel/air mixture and particularly efficient combustion. And thus more power coupled with very low consumption

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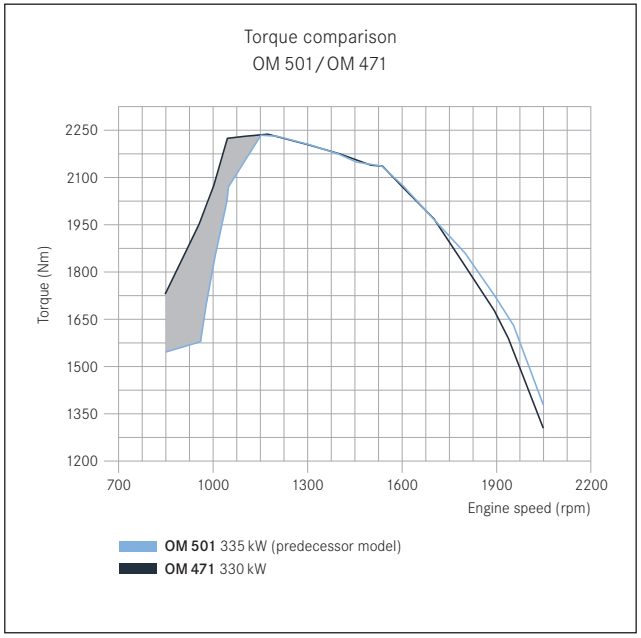
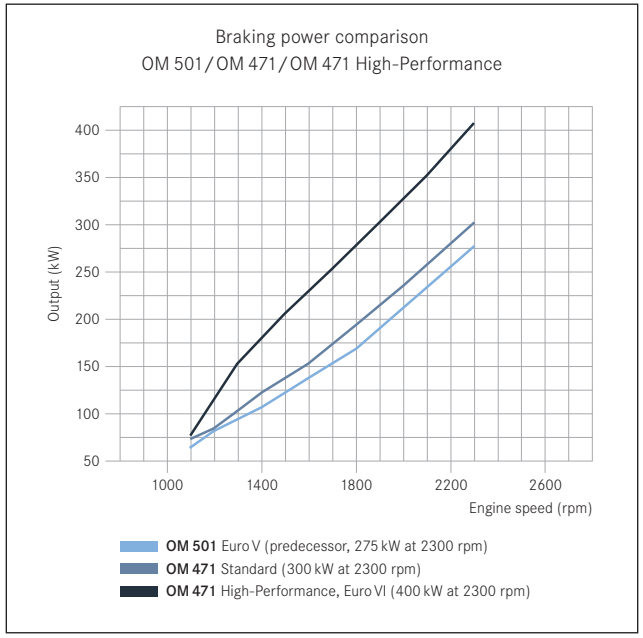
already available in the low engine speed range, which makes moving off all that much easier – even with a heavy load. A further characteristic advantage: an inclination sensor recognises downhill driving, as a result of which upshifts are prevented. Plus the wide torque range enables the gear to be held for longer off-road. This means that fewer gear changes are necessary, reduces interruptions of tractive power and thus also relieves the burden on the clutch and transmission. Over and above this we have given the Arocs engines many further properties that pay dividends in daily use.

Powerful engine brakes. The engines for the Arocs impress in every respect. A significant role is also played here by the wear-free engine brake which is conveniently operated via the steering-column lever. The engine brake is selectable in three phases and when driving on a downhill gradient it increases safety and – particularly important when driving with a full load – it also increases control of the vehicle. On request the High Performance Brake is available for even more safety. Depending on the engine variant it places huge braking power of up to **475 kW** at the driver's disposal.



Wide torque range. More power at the decisive moments: even in the low engine speed range the engines make a huge torque available



High engine braking effect. For high levels of safety and low wear the service brake makes tremendous braking power available. The High Performance Brake is available on request – depending on the engine variant it works impressively with up to **475 kW**

Advantages at a glance

- **Robust, high-torque and reduced-consumption 6-cylinder in-line engines**
- **Four displacement volumes with a total of 16 engine output levels from 175 kW (238 hp) to 460 kW (625 hp)**
- **Immediate power delivery through high torques even in the low engine speed range**
- **Wide torque range leads to fewer gear changes and to wear reduction for the clutch and transmission**
- **Standard compliance with the Euro VI emissions standard**
- **Uprated engine brake**
- **On request High Performance Brake engine brake with up to 475 kW of braking power**

[1] In conjunction with all-wheel drive expected to be available from 07/2013
[2] Expected to be available from 11/2013; in conjunction with all-wheel drive expected to be available from 03/2014
[3] X-Pulse is not available for engines with 7.7 l displacement

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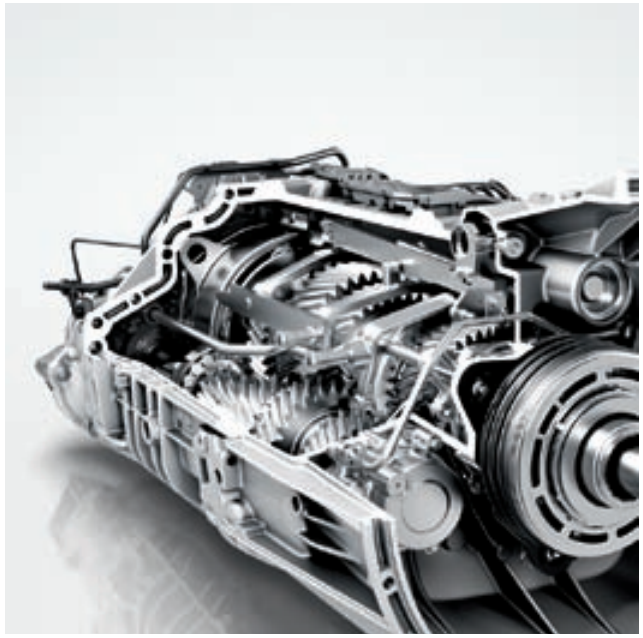
Automatically implements the power better. Mercedes PowerShift 3

The new Arocs arrives at the construction site as standard with the enhanced Mercedes PowerShift 3 automated transmission. In short: high ride comfort, precise gear selection, efficient power transmission and better handling – now available for all.

Mercedes PowerShift 3. In the Arocs the enhanced Mercedes PowerShift 3 automated transmission is used in conjunction with an 8-, four 12- or a 16-speed transmission as standard. Alongside the high ride comfort and the simple operation via the right-hand steering-column lever, its characteristic features include the shift times which are up to 20% shorter compared with Mercedes PowerShift 2 and even up to 50% shorter compared with the Telligent® automated transmission, plus its performance which has been further enhanced – off-road as well as on the tarmac. With its sensitive shift sensor system Mercedes PowerShift 3 ensures precise gear selection which is matched to the respective driving and load situation. This also includes the fact that overrun mode on a downhill slope is detected and the gear held. And the crawl function with the integral manoeuvring mode facilitates particularly easy moving off and precise, sensitive manoeuvring. In addition to this various driving modes and additional functions make driving in construction transport easier. For example, the rocking mode makes it easier for the vehicle to release itself independently from sludgy, marshy surfaces. The direct shifting from 1 to R – without having to change to neutral –



Transmission for every application. Through the electronic matching of gear ratios to engine speed and the omission of the synchronising rings in the main gearbox the gear shifts are considerably faster. The size of the transmission remains unchanged, and the extra space is used for wider gearwheels, thereby producing higher torque

Rocking mode. The rocking mode is activated at the touch of a button. By alternating between fast actuation and release of the accelerator the vehicle begins to “rock” – this means that a vehicle stuck in a marshy substrate can be driven out of a pit under its own steam

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is a further benefit. And for fast reversing – such as during motorway construction – up to four reverse gears with different ratios are available.

Off-road and power driving programs. When purchasing the Arocs you can select the off-road[1)] or power[1)] driving program. Both driving programs have three driving modes: the standard mode supports a particularly economical driving style for on-road applications and the manual mode facilitates complete control of the Arocs in extreme off-road conditions. In the power mode of the power driving program the shifts are performed with an engine speed which is 100 revolutions higher than in EcoRoll mode. This is automatically deactivated if no corresponding torque is called up.
And the off-road mode of the off-road driving program is characterised by the fact that you constantly have this increased engine speed when the vehicle is in use. Working together with the wear-free Turbo Retarder clutch, which is available on request and is designed for extreme loads, the Arocs boasts optimum prerequisites for powerfully mastering every driving situation with outstanding capability, no matter how difficult it might prove to be.

Manual transmission. Alongside the standard-fit automated transmission the Arocs is also available on request with a manual double H shift with pneumatic shift support. In this way customers who prefer manual transmission can choose between one 9-speed and three optimally tuned 16-speed transmission systems. They all provide virtually loss-free power transmission as well as very smooth gear-changing and a high level of ride comfort.

Gear indicator. In the instrument cluster the current driving mode and the selected gear on the standard Mercedes PowerShift 3 automated transmission is always displayed. This is particularly advantageous when you manipulate the gear selection manually

Shift lever. The standard-fit Mercedes PowerShift 3 automated transmission is conveniently operated via the right-hand steering-column lever in the Arocs. More comfort also results from the fact that the shift console is no longer part of the seat section, thus making it easier to access the co-driver's side

Advantages at a glance

- **Mercedes PowerShift 3 automated transmission as standard**
- **Six application-matched transmission variants with 8, 12 and 16 speeds**
- **Convenient operation via the steering-column lever**
- **Shorter shift times, better performance off-road and on-road**
- **Detection of overrun mode on a downhill gradient**
- **Engageable driving modes and additional functions**
- **Crawl function with integral manoeuvring mode for easy moving off and precise manoeuvring**
- **Rocking mode**
- **Fast reversing**
- **Two individually selectable driving programs: off-road[1)] or power[1)] for all applications**
- **On request Turbo Retarder clutch for extreme loads**
- **Optional manual double H shift with pneumatic shift support for one 9- or three 16-speed transmissions**

[1)] The driving program which is fitted as standard is dependent on the model chosen. For vehicles fitted with the power driving program as standard, the off-road driving program is available as an option

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More traction.
Even in tricky situations

Power is nothing if you cannot get it to the ground. This is why, in the Arocs, not only are all the drive components designed for optimum power transmission; this is also the case where the load-bearing construction and the chassis are concerned.

Power transmission. In physical terms work is the result of force times distance. This simple principle is implemented by the Arocs in impressive fashion. In other words: it transforms high torque and puts it to use with virtually no losses through the optimum coordination of all the drive and chassis components. So that you can perform your work on the construction site highly effectively. Whether you are working on surfaced or unsurfaced ground. Valuable contributions are also made here by the differential locks engageable in steps and the anti-lock braking system which is disengageable as standard – helping to boost safety when driving downhill off-road, for example, as a wedge forms in front of a locking wheel and shortens the stopping distance.
Incidentally – the Electronic Braking System with the integral permanent brake function ensures very good power transmission when braking. Depending on the application in question the Arocs is fitted with disc or drum brakes or a combination of both. And the standard-specification hill holder provides additional safety when moving off on gradients.

All-wheel drive range. For superb traction there are three all-wheel drive variants available for selection. If the vehicle is to be used predominantly on difficult terrain for challenging manoeuvres, for example when moving off on gradients on unsurfaced ground, the Arocs is equipped with permanent all-wheel drive with an off-road gear. Where there is a requirement for high payload yet low fuel consumption, a variant with manually selectable four-wheel drive is available as an alternative. And for road-oriented vehicles which occasionally have higher traction requirements the new Hydraulic Auxiliary Drive[1)] is available. The special feature of this is that, instead of a transfer case, engageable wheel hub motors take care of driving the front axle. This saves weight and fuel. For the various all-wheel drive variants there is a wide range of planetary axles from which to choose. And for predominantly on-road use air-sprung hypoid axles mean low consumption, high refinement and optimum contact with the road.

[1)] Expected to be available from 02/2015

Torsionally flexible frame. For applications on the construction site the Arocs is equipped with the narrow, particularly torsionally flexible frame. This helps to ensure that the high power is also delivered to the ground in uneven off-road conditions and can be converted to work with virtually no losses

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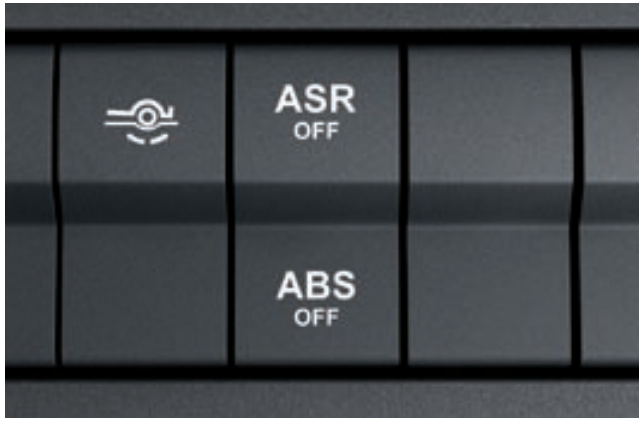
Optimised construction for optimised power transmission. The suspension and frame construction of the Arocs ensures that the power supplied is always steered in the right direction. Any unevenness in the ground is offset as far as possible – and the precise, direct steering facilitates easy manoeuvring. For the various requirements regarding traction we have developed two frames: one with a narrow frame track, which offers optimum traction on the construction site in conjunction with its torsionally flexible design. And one with a wide frame track, which brings optimum power transmission and excellent handling for on-road vehicles.

Servotwin steering. The hydraulic Servotwin steering with electronic steering power assistance is part of the standard equipment for 8 x 4 vehicles with a front axle load of more than 7.5 t. This facilitates precise steering, optimum manoeuvrability and high tyre rut stability even in particularly heavy-duty applications

Inter-axle and inter-wheel differential locks. For optimum traction there are various differential locks available depending on the vehicle model. These are operated via a switch, always in the following order: inter-axle locking, locking of the driven rear axles and – where installed – locking of the driven front axles



ABS, disengageable. The all-wheel drive models of the Arocs are fitted with the disengageable anti-lock braking system as standard. This increases safety in heavy-duty off-road applications – because, through the blocking of the wheels, a wedge of soft substrate material is formed, and this contributes to a shorter stopping distance

Advantages at a glance

- Virtually loss-free power transmission in the drive system through perfect coordination
- Differential lock engageable in stages plus ABS disengageable as standard on all-wheel drive models
- Standard-fit Electronic Braking System with integral permanent brake function, drum and/or disc brakes, hill holder
- Three different all-wheel drive variants
- Robust planetary axles for use off-road
- Optimised-consumption hypoid axles for use on-road
- Precise power transmission through new suspension and frame design with two different frame configurations: torsionally flexible configuration with steel suspension for off-road use; semi-rigid design for very good on-road handling
- Precise, direct, light steering
- Servotwin steering for applications with an increased front axle load

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Hard shell, hard core. Robustness redefined

The Arocs. A truck that lives up to the only standard that can be set – even in difficult conditions: real life.

Robustness. Whether it's a semitrailer tractor, rigid vehicle, concrete mixer or heavy-duty dump truck – the on-road and all-wheel drive variants of the Arocs offer an optimum, particularly robust and resilient vehicle for every challenge in construction transport.
All the robustness and loadability of the Arocs is already reflected in the cabs. In the durable cab bodyshell – which is comprised 100% of fully galvanised sheet metal panels – and to an equal extent in the athletic, powerful design. But the completely solid, high-loadability vehicle design also comes into its own where its robustness is not visible at first glance. With chassis and suspension components optimised for construction transport and two differently configured, highly stable frames the Arocs always cuts a fine figure even in difficult conditions. Co-responsible for this: the drive system designed for high loads with the standard-fit Mercedes PowerShift 3 automated transmission – all the components are optimally matched and characterised by excellent reliability. And so that even extreme angles of approach/departure and breakover angles no longer spread fear and panic, we have equipped the Arocs with a further property to take to the construction site: optimised ground clearance. As you can see, the Arocs is equal to any task.

Bucket tooth look. The radiator grille designed in a bucket tooth look lends the Arocs a striking, unmistakeable face and underlines its power and robustness. Even at first glance it is clear: the Arocs is made for the construction site

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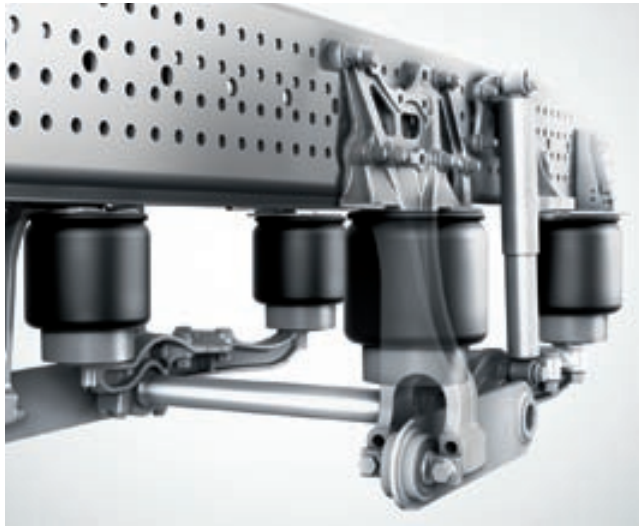
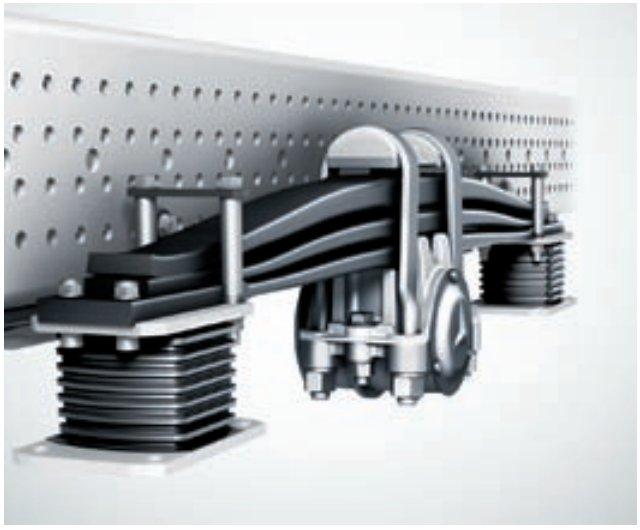
The Arocs has many strengths. Giving in is not one of them

Loadability and robustness are part of the standard equipment for the Arocs. In the case of the design. In the case of the material. And in the case of the frame, chassis and suspension.

Suspension variants. When it comes to the suspension, too, the Arocs makes a real difference – for particularly good load-carrying capacity and suspension comfort it has a robust, durable steel suspension with weight-optimised parabolic springs as part of its standard specification on the construction site. Depending on the gross vehicle weight selected the front and rear springs are fitted with 2-, 3- or 4-leaf spring packages. For extreme applications harder spring variants plus reinforced stabilisers and spring brackets are available.
For on-road use the Arocs's front axle has steel-spring suspension as standard and the rear axle has air suspension. In conjunction with the wide frame the new 4-bellows air suspension supports very good road holding and high ride comfort. A lower noise level, more careful transportation of the cargo and easier loading procedures in the case of semitrailer tractors and rigid vehicles are further advantages. On request the air suspension can also be configured for higher loads.



Air suspension. For predominantly on-road applications the Arocs is equipped with an air-sprung hypoid rear axle. The Arocs thus combines advantages such as good driving dynamics and high ride comfort. On request the air suspension can also be configured for higher loads



Steel suspension. The steel suspension on the Arocs impresses in every situation with its robust, solid construction, high performance and loadability. With the weight-optimised parabolic spring packages and precisely matched shock absorbers and stabilisers you are optimally prepared for anything

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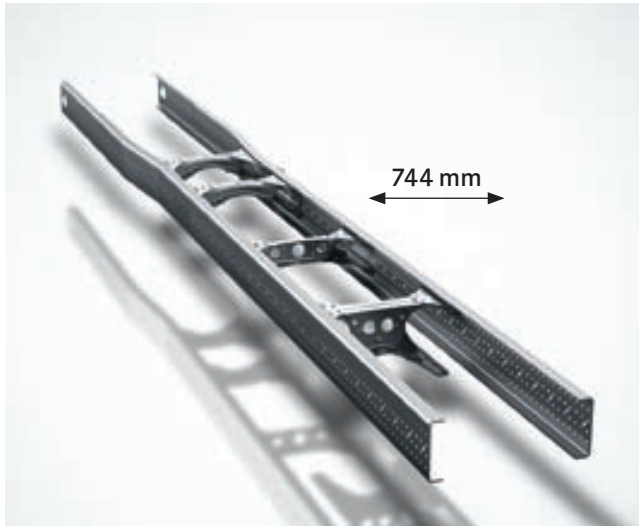
Two application-matched frames. For predominant use on construction sites and off-road the narrow frame with a width of 744 mm and a longitudinal member thickness of 8 or 9 mm and made of cold formed, high-strength fine-grained steel is used. This ensures high loadability and torsional flexibility even in difficult conditions. In the case of Arocs vehicles which are mainly used on the road, the frame, which is 834 mm wide – an increase of 90 mm – and which has a more rigid design with a frame thickness of 7 mm or 8 mm, ensures a particularly good combination of properties such as driving dynamics, torsional flexibility and load-carrying capacity.

Axle load compensation. For 8 x 6 and 8 x 8 vehicles standard-fit axle load compensation between the front axles prevents damage through overload. It also reduces the wear on the suspension mounting, steering system and tyres. Easy handling, high ride comfort and a better distribution of the braking forces are further advantages



The right frame for every application. Applications on the construction site and on the road place different requirements on the frame. This is why we have developed two for the Arocs. One with a narrow frame track, 744 mm, which impresses even in extreme off-road conditions and through its high torsional flexibility and stability. And a second one with a wide frame track, 834 mm, which can bring its advantages to bear fully in on-road use, but which also impresses in light-duty off-road applications at the same time

Advantages at a glance

- Robust and durable steel suspension for high load-carrying capacity and performance in heavy-duty construction site applications
- 4-bellows air suspension for optimised driving dynamics and ride comfort for predominantly on-road use, on request with increased load-carrying capacity
- Two different, application-matched frames for construction site/off-road use and on-road use with different frame tracks of 744 mm and 834 mm plus three longitudinal member thicknesses of 7 mm, 8 mm and 9 mm
- 8 x 6 and 8 x 8 vehicles as standard with axle load compensation for reduced wear and better handling off-road

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Strong links, strong chain

From the engine to the axles – all the drive components in the Arocs are developed for top performance. And that goes for the loadability, too.

Extended service life. In order to meet the exacting demands of construction transport, a particularly strict benchmark was set right from the outset when developing and designing the Arocs: real life. All the drive components in the Arocs are characterised by their especially robust, durable design, high reliability and an increased service life.

Engines. The new 6-cylinder in-line engines also impress where robustness and longevity are concerned. One of the ways in which the higher loadability was achieved was through design measures such as single-piece steel pistons, reinforced connecting rods and bearings plus the more rigid crankcase.

Clutch. The new-generation clutch is fitted with overload protection with a warning system and in the case of vehicles with a driven axle it facilitates the transmission of torques up to 2600 Nm. For the Arocs with several driven axles and for torques up to 3000 Nm a dual-plate clutch is used. In addition to this the optional, wear-free Turbo Retarder clutch gives maximum loadability when moving off and manoeuvring, with particularly high gross combination weights and torques. What's more, it simultaneously serves as an auxiliary brake and thus ensures additional safety.

Transmission. The high loadability of the transmission and gearshift is also due in part to the ceramic PCB of the enhanced transmission control, which is characterised by high temperature and vibration protection. The reduced thermal load through the optimised transmission oil cooler additionally increases loadability in daily use.

Axles. Whether off-road, on the construction site or on the road – the axles on the Arocs impress in every application. For use on the construction site there is the tried-and-trusted, further optimised planetary axle with an axle load of up to 16 t. Where the Arocs is predominantly used on the road, it is equipped with hypoid drive axles which are designed for an axle load of up to 13 t.

Durable engines. The new engines for the Arocs not only impress with their high output – they also shine with their robust, durable design. Plus the wider torque curve reduces the number of shifts and thus also relieves the burden on the clutch and transmission

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Optimised clutch. The new clutch generation is characterised, for example, by a greatly increased service life. For particularly high loads the wear-free Turbo Retarder clutch is available on request

Full braking power at all times. High loadability and safety even in extreme conditions. Depending on the application the Arocs either has drum brakes, a combination of disc and drum brakes or disc brakes all round for optimum deceleration figures – and therefore for a short stopping distance too

Robust axles for off-road applications. The robust planetary axle, manufactured from cast steel, is characterised by the high ground clearance and also by an axle load of up to 16 t. As the full torque is only effective at the wheel hubs, the entire power transmission elements on these axles are subjected to much less stress even in extreme conditions. In the case of 3- and 4-axle vehicles with dual rear-axle drive, a proven through-drive axle is used in the tandem assembly and is also designed for an axle load of up to 16 t

Advantages at a glance

- New 6-cylinder in-line engines with a particularly robust design and a longer life
- Wider torque curve for fewer shifts and to relieve the burden on the clutch and transmission
- New-generation clutch for maximum torques of up to 3000 Nm
- On request Turbo Retarder clutch for wear-free moving off, manoeuvring and wear-free braking with high gross combination weights and torques
- Optimised transmission and longer equipment life
- Robust planetary axles with an ultimate load of up to 16 t for off-road use
- Weight-optimised, fuel-saving hypoid drive axles with a maximum axle load of 13 t
- High-loadability drum and/or disc brakes, optimised for off-road and on-road applications

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Better by a distance

Ground clearance is a highly sought-after commodity on the construction site – the Arocs leads the way by example here.

Ground clearance. Different applications call for a different amount of ground clearance. Whether it's a semitrailer tractor, rigid vehicle or dump truck – the Arocs meets practically any requirements. As all Arocs vehicles are delivered to customers as standard with a higher frame and therefore with more ground clearance. All-wheel drive dump trucks, for instance, impress with their generous ground clearance – even in difficult off-road terrain. And Arocs semitrailer tractors offer sufficient base height to be able to enter construction sites without incurring any damage. And for an optimised angle of approach/departure the Arocs has shorter frame overhangs. But differently offset front and rear axles – available in application-matched variants – also make a fundamental contribution to the high ground clearance on the Arocs.

Axle offset. Depending on the planned application and chassis cab, differently offset front axles with a permissible front axle load of up to 9 t are available for the Arocs. The different, particularly robust planetary axles offer equally high ground clearance. This is possible as in these axles

Ground clearance on semitrailer tractors. With the new Arocs, air-sprung road vehicles such as 4 x 2 semitrailer tractors are specially prepared for use in construction transport too. With a higher frame than comparable semitrailer tractors in long-distance transport, short frame overhangs and components with an improved cross-section, the Arocs offers a particularly good ratio between the vehicle's centre of gravity and ground clearance

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the main gear ratio is in the outer planetary axles and the ring gear and pinion thus takes up less space.

Optimised components, optimised breakover angle.
Already significantly improved, the ground clearance between the axles on the Arocs is also enhanced by the different designs of the exhaust gas outlet, compressed air distributor, batteries and tanks with a smaller cross-section. This considerably betters the breakover angle. And this in turn gives the Arocs precisely that extra amount of ground clearance you need in those decisive moments for work on the construction site to go smoothly.

Ground clearance on all-wheel drive dump trucks. More ground clearance, improved breakover angle and greater angle of approach/departure – the Arocs all-wheel drive dump trucks display their true strengths above all away from surfaced roads and wherever uncompromising off-road capability is called for

Advantages at a glance

- Increased frame height for high ground clearance
- Short frame overhangs for best-possible angle of approach/departure
- Front and rear axles with different axle offsets culminating in a straight axle facilitate excellent ground clearance for every application
- Optimised breakover angle (ground clearance between the axles) through different designs, e.g. of exhaust gas outlet, compressed air distributor and tank cross-section

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Always the right answer instead of unresolved questions. The Arocs cabs

With a total of 14 variants the seven cabs for the new Arocs meet all the requirements encountered in construction transport. Through their robust build, through their high functionality and through their distinctive, powerful design which reflects the high suitability for operating profiles of the Arocs with every detail.

Cabs for all requirements. With its 2300 mm wide cab variants the Arocs offers a very good overview and easy, precise handling for all the usual construction applications. This starts with the easy-access entrance and its staircase-like layout and by no means stops at the ergonomic arrangement of the controls and stowage facilities. As an option L-cabs with a width of 2500 mm are also available for road- and comfort-oriented applications.

ClassicSpace S- and M-cabs with a width of 2300 mm. The ClassicSpace S-cab offers the most compact exterior dimensions of all the Arocs cabs. Just like the other Arocs cabs it is characterised by a comfortable, practical workspace. The ClassicSpace M-cab is longer than the ClassicSpace S-cab, which means that it offers more room and stowage space, and for even more comfort it can be fitted with a folding bunk, for example. It is optionally available as a CompactSpace M-cab with a lowered roof for special bodies or haulage work.

ClassicSpace S-cab. The ClassicSpace S-cab is 2300 mm wide, available with an engine tunnel height of 170 mm or 320 mm and is characterised by the practical, comfortable workspace as well as by the staircase-like entrance, for example, plus a very good overview and its high suitability for operating profiles

BigSpace L-cab. The characteristic features of the BigSpace L-cab with a level floor, headroom of 1.99 m and width of 2500 mm are great freedom of movement and plenty of stowage space. It is very well suited to applications regularly involving overnight stays

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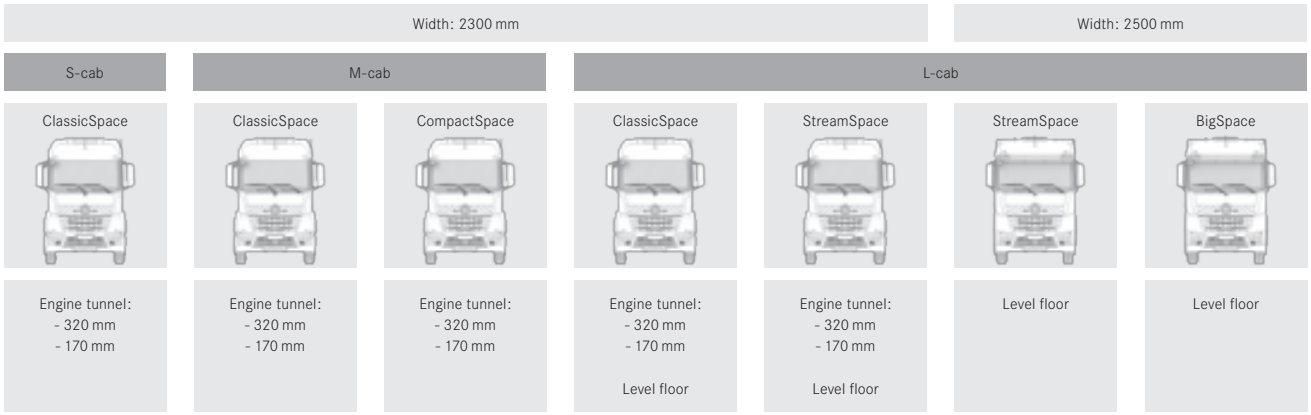
ClassicSpace and StreamSpace L-cabs with a width of 2300 mm. Through the generous amount of room and stowage space and the standard-specification comfort bed with a length of 2000 mm and a width of 750 mm the ClassicSpace and StreamSpace L-cabs with a width of 2300 mm are also suitable for applications which last for more than one day. Both cabs are available with a 170 mm or 320 mm engine tunnel and on request also with a level floor.

StreamSpace and BigSpace L-cabs with a width of 2500 mm. The 2500 mm wide StreamSpace and BigSpace L-cabs are particularly suitable for on-road and comfort-oriented applications with frequent overnight stays. Characteristic features of both cabs are a very generous amount of space and a high level of living comfort. As standard this includes the 2200 mm long and 750 mm wide comfort bed on the bottom plus plenty of stowage space beneath the comfort bed and above the windscreen.

Cab variants



Seven cabs. From the ClassicSpace S-cab to the BigSpace L-cab – the cabs for the Arocs have the right answer for every task in construction transport. With three different lengths and two widths plus an optimum amount of room and stowage space for the planned operating profile in each case, you are always very practically oriented when out on the road, whilst enjoying the best possible levels of comfort. This applies in equal measure during daytime use on the construction site and construction supply transport and for applications involving frequent overnight stays – as you will see

Advantages at a glance

- **Seven cabs for maximum suitability for operating profiles in construction transport[1)]**
- **Two cab widths: 2300 mm and 2500 mm**
- **Three cab lengths: S-cabs: 1700 mm M-cabs: 2000 mm L-cabs: 2300 mm**
- **Engine tunnel in 2300 mm wide cabs in two different heights: 170 mm and 320 mm**
- **Standard-specification level floor in cabs with a width of 2500 mm**
- **Maximum headroom up to 1.99 m**

[1)] Please consult your authorised Mercedes-Benz dealer for combination options

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Robust down to the last detail. Above the foundations, too

The cabs for the Arocs impress with their practical orientation, robustness and resilience. At first glance. With every individual detail. And whenever it really counts.

Special cab design. With the Arocs you always have at your disposal a cab which is optimally configured to the demands of construction transport. For example, with the cab width of 2300 mm they offer a good all-round view – which provides protection against collisions, such as when things get rather tight when manoeuvring. The fact that the cabs are manufactured from 100% fully galvanised sheet metal panels is a further impressive feature of the Arocs.

Robust in every detail. One glance suffices and you know where the Arocs is at home. From the pivoting access step flexibly mounted both lengthwise and crosswise to the handrail on the roof – each detail is precisely designed to meet the requirements on the construction site. That means: the greatest possible functionality paired with impressive robustness. This is clearly visible on the standard-fit, grooved exterior mirror trim and on the radiator grille with its bucket tooth look. And it is clearly tangible on the comfort cab mountings[1)], which ease the burden on the driver even in the case of high loads off-road. Not forgetting the three-section bumper with steel corners. The steel corners protect the headlamps from damage.

Component protection. For high resilience the Arocs is equipped with special protection devices for particular tasks. These include, for example, the protective plate for the radiator and engine which comes as standard with steel-sprung dump truck vehicles, plus the optionally available protective plate for the main tank. Also available on request are protective grilles made of steel for the front headlamps and a bulk material cover for equipment. In short: everything to prevent unnecessary damage and thus unnecessary repair costs.

Protective plate for engine and radiator. Steel-sprung dump trucks have a protective plate to protect the radiator and engine. It can prevent damage and on request it is also available for other Arocs model variants. As an option a solid protective plate for the main tank is also available

Protective grilles for headlamps. For the front headlamps and the tail lights of the Arocs robust steel protective grilles are available as an option. They can, for example, prevent damage from stone impact. This helps to keep costs down and improve safety

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Road construction package. A further example of the high suitability for operation profiles displayed by the Arocs: the optionally available Road construction package. With offset tail lights and reflectors, shortened flanges and a folding spray and underride guard it has all the prerequisites for use in road construction, protects against damage and renders retrofit solutions superfluous.

Exterior mirror trim. Not only does the standard-fit, grooved exterior mirror trim add an eye-catching touch. Thanks to its robust, scratch-resistant surface it also prevents damage to the mirror and thus increases safety. On the construction site. And on the way there

Handrail on the roof. Available on request for all Arocs cabs, the handrail on the roof makes taking a scrutinising look into the recess easier and safer. A secure footing is also ensured by the step which is also included with it and which, depending on the cab variant, is integrated into the sidewall or attached to the rear panel

Advantages at a glance

- Cabs with a robust design for construction work
- Comfort cab mountings[1)] for high vehicle loadability whilst relieving the burden on the driver during off-road use at the same time
- Flexible pivoting access step length- and crosswise, standard for dump trucks and concrete mixers
- Three-piece bumper with steel corners to protect against damage, in particular minor damage
- Optional handrail on the roof for a firm grip when climbing up to check the cargo
- Protective plate for radiator and engine standard on steel-sprung dump trucks
- Protective headlamp grille as an option
- Road construction package on request

[1)] Standard in L-cabs with a level cab floor

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At last: a reason to look forward to Monday morning

From the first time you try out the seat and after countless drives – the cabs for the new Arocs show what characterises a sought-after workplace. With exemplary ergonomics, with high functionality and with lots of practical details which simply make a hard job easier.

Ergonomic workstation. Whichever Arocs cab you climb into – you are always met by a workstation that is optimally designed for the demands of construction transport. This starts with the attractive interior design, which gives a particularly pleasant sense of spaciousness, and it is displayed in the perfect workmanship of the easy-clean materials. Particular attention was also paid to ergonomics. The result: a cockpit which is precisely tailored to the requirements of the driver, with ergonomically arranged controls and stowage facilities.

Multifunction steering wheel. Features which can be operated via the multifunction steering wheel include the telephone and cruise control, plus settings in the instrument cluster can be adjusted. Thanks to its large adjustment range it can be positioned virtually vertically. For easier entry and exit and more space during breaks. The steering wheel can be conveniently adjusted using a foot-operated switch.

ClassicSpace cockpit. On the construction site or on the way there – the newly developed workstation is ideally tailored to the driver's needs and offers superb working conditions: from the practical engine start/stop button through to the stowage facilities and switches in the instrument panel and the standard-fit automatic transmission, which is conveniently operated via the right-hand steering-column lever. Everything is ergonomically arranged, easy and intuitive to operate. Just as you can expect from a contemporary workplace

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Instrument cluster. The instrument cluster is characterised by the non-glare legibility, the intuitive menu guidance and the simplified departure check. Thanks to the standard-specification, graphics-capable 10.4 cm TFT colour display it offers fast and particularly clear display of the important information on the vehicle and operating status. This also includes additional readouts such as the current fuel consumption and activated differential locks. Also available as an option is an instrument cluster with a 12.7 cm TFT colour display plus a variant with a video function.

Vehicle key. The Arocs is delivered as standard with extended central locking, the remote-control key in cheque card format and engine start/stop button. On request the multifunction key is available. At a distance of up to 100 m it serves as a remote control for up to 16 vehicle functions. These include the bulb check, the tyre pressure display and the locking mechanism for the doors, windows and the roof hatch.

Multifunction key. The multifunction key available on request lives up to its name – for instance in that it makes the morning vehicle check much easier. It also serves as a remote control for the radio, auxiliary air conditioning, auxiliary heating and many other vehicle functions

BigSpace cockpit. With a width of 2500 mm, a level floor throughout and headroom of 1.99 m the BigSpace cockpit offers an impressive working atmosphere. In contrast with cabs which have an engine tunnel, its characteristic features include additional stowage facilities such as a drawer in the centre module. A second drawer is available on request

Comfort in the workplace. The standard-fit multifunction steering wheel and the new instrument cluster with a 10.4 cm TFT colour display increase ease of operation and also help ensure that work in the Arocs goes much more smoothly

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Are you sitting more comfortably? For comfortable driving even in difficult conditions the new Arocs is fitted with newly developed seats which are characterised by high seating comfort, lots of setting options and intuitive operation. All the seats have a larger adjustment range both lengthwise and for the height than predecessor models, plus a significantly greater seat cushion width.
Part of the standard specification, the standard suspension seat offers high levels of seating comfort for all the operating profiles in construction transport and it is fitted with robust covers made of flat-weave fabric as standard. As an option it is also available with high-quality velour or with robust man-made leather which is particularly easy to clean.
For even more seating comfort the comfort suspension seat and the climatised suspension seat are available for the driver's and co-driver's side. The characteristic features of the comfort suspension seat, which is installed as part of the standard specification in the BigSpace L-cab, include the greater seat cushion inclination adjustment, the shoulder support and the integral seat belt height adjustment and is fitted with covers made of velour.
Maximum seating comfort comes courtesy of the new climatised suspension seat, which diverts heat and moisture from the seat. The covers are made of Dinamica star – a material similar to Alcantara – and feature excellent climatic properties. The comfort seat and the climatised suspension seat are also optionally available with covers made of high-quality leather.

Massage function. The comfort and climatised suspension seats are available on request with a massage function that protects against back strain – by seven air cushions being inflated and deflated one after the other. This creates a wave effect that massages the back of the driver or co-driver as it runs upwards.

Radio and navigation. For good entertainment the Arocs comes as standard with a radio, which can be conveniently operated via the buttons on the multifunction steering wheel. As an option a CD radio is also available, as is a CD radio with a Bluetooth interface. In addition to this, the Bluetooth Comfort radio navigation system is available on request. From the digital Operating Instructions right through to the truck-specific dynamic route guidance, it leaves nothing to be desired where driver support and entertainment are concerned.
All the radios have a USB and an Aux-in interface for connecting external end devices such as MP3 players. For maximum music enjoyment a powerful sound system[1)] with eight loudspeakers including a subwoofer is available on request.

Seat controls. The newly developed, comfortable seats in the Arocs leave nothing to be desired when it comes to adjustment and control, either: all the controls are set out in an ergonomic way and are very easy to see and operate

Enhanced seating comfort. Available on request for the driver's and co-driver's side, the comfort suspension seat offers particularly high levels of seating comfort and convenience. This is possible through features such as the particularly comfortable horizontal springing, the pneumatic lumbar support and the three-stage seat heating. The pneumatic lateral contour support, the seven-stage shoulder support and standard-fit armrests increase seating comfort even further

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Multimedia. Available on request, the Bluetooth Comfort radio navigation system is ergonomically integrated in the cockpit and can either be operated directly at the device itself or conveniently via the multifunction steering wheel. For connecting external end devices it has a USB and an Aux-in interface

Air-controlled heating and air conditioning system.
The air-controlled heating and air conditioning system also ensures a high level of working comfort in the Arocs. It is characterised by its fast response, facilitates optimum air circulation and, for example, contributes towards rapid defrosting of the windows in the cold season. What's more, the diffuser vent located in the instrument support ensures draught-free ventilation of the cab.
On request an automatic climate control is also available for all Arocs cabs. It automatically controls functions such as the blower, air distribution, temperature or the switchover from fresh air to air recirculation.
The optionally available new residual engine heat utilisation[2)] helps to save fuel by ensuring pleasant temperatures in the cab for up to two hours after the engine has been turned off. Also available as an option: hot-water auxiliary heating[2)] for warming the cab. In addition, hot-water auxiliary heating which heats the cab and the engine either simultaneously or separately as required is also available on request. And for a restful climate during breaks or overnight stays, the auxiliary air-conditioning unit[3)] is available on request.

[1)] Only in conjunction with a level cab floor
[2)] Standard in L-cabs
[3)] Only for cabs with a width of 2500 mm

Comfort climate. For optimum working comfort the cabs for the Arocs are equipped with an air-controlled heating and air conditioning system. As well as their immediate response, they are also characterised, for example, by the diffuser vent which is situated in the instrument support and facilitates draught-free ventilation. Available on request, the automatic climate control and the innovative, fuel-saving residual engine heat utilisation increase comfort even further. Auxiliary air conditioning[3)] is also available for cabs with a level floor

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Practically oriented equipment and appointments. The cabs for the Arocs meet virtually all the requirements placed upon them in construction transport. Amongst the factors which illustrate this are the practically oriented details such as the compressed-air gun and the individually extendable stowage concept.

By way of example, all the stowage facilities in the cockpit are set out in an ergonomic way, particularly well designed to accommodate all the items to be stored and within ideal reach of the driver's workstation. This also applies to the cup and bottle holder, the large stowage space on the instrument support and the compartments in the centre module. In the case of cabs with a level floor two drawers provide more stowage space here. Additional stowage space is offered in the ClassicSpace M-cab, for instance, by the stowage box behind the seats, of which the one on the driver's side is also accessible from outside. Even more stowage facilities suitable for different operating profiles and room for everything that has to come on board with you – all this is to be found in the ClassicSpace, StreamSpace and BigSpace L-cabs – for example with the exterior stowage compartments accessible from inside and the large stowage compartments above the windscreen.

For additional comfort a variety of further practical items of equipment and appointments is optionally available, for example, a refrigerator with a capacity of 25 l; or the centre seat for a second co-driver. Also available on request are a folding table integrated in the instrument support, a luggage net for the rear panel of the cab plus a CD box for up to 6 CDs.

High stowage compartment on the engine tunnel. Available on request for cabs with an engine tunnel, the high stowage box makes it easy to keep everything neat and tidy – it includes an integral refuse container and can be closed with a lid. Alternatively the high stowage compartment can also be configured as a coolbox with a capacity of approximately 15 l

Stowage compartment in the doors. For all those items that must always be ready to hand – the practical, open stowage compartments in the doors also have space for 1.5 l bottles. So a drink is always stored within safe and easy reach and remains fresh for longer, as it is protected against direct sunshine

ClassicSpace M-cab equipment. In the ClassicSpace M-cab two stowage compartments which have lids and are located behind the seats offer plenty of room for everything you should have with you on the construction site. Of particular benefit: the stowage compartment on the driver's side is also accessible from outside. What's more, the stowage compartments on the right- and left-hand sidewall, for example, offer further stowage space. And the standard-fit clothes rail on the rear panel of the cab provides jackets and raincoats with a place of their own. As an option a centre seat can be installed on the engine tunnel for a second co-driver or for practical stowage compartments

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Folding table. Available on request, the folding table integrated in the instrument support on the co-driver's side simply makes catching up on paperwork or taking a break for a sandwich that bit more pleasant. It has a robust, easy-to-clean surface and can be folded out and back in again in next to no time

Compressed-air gun. Standard-fit on concrete mixers, dump trucks and all-wheel drive vehicles, the compressed-air gun has a spiral hose and comes in handy when cleaning the cab

Living comfort in the BigSpace L-cab. The 2500 mm wide BigSpace L-cab for on-road applications involving frequent overnight stays has a comfort bed measuring 2200 mm in length and 750 mm in width. The stowage compartments beneath it are accessible from both inside and outside and offer plenty of room even for bulky items. As an option two sliding and removable stowage trays are available for better use of the space. A refrigerator can also be integrated into one of the spacious drawers between them as an option – for a supply of chilled food and drinks bottles, which can be transported upright

Advantages at a glance

- High levels of driving and working comfort through the newly developed, ergonomically arranged driver's cockpit
- Newly developed, comfortable seats with particularly large cushion area and scope for adjustment
- Intuitively controllable multifunction steering wheel with large adjustment range
- New easily legible instrument cluster with a 10.4 cm TFT colour display and additional readouts
- Immediate-response air-controlled heating and air conditioning system
- On request automatic climate control, innovative residual engine heat utilisation[1)], hot-water auxiliary heating[1)] for the engine and cab plus auxiliary air conditioning[2)]
- As standard radio with USB and Aux-in interface, extensive multimedia range on request
- Extensive and individually extendable new stowage concept with lots of practical stowage facilities

[1)] Standard in L-cabs
[2)] Only for cabs with a width of 2500 mm

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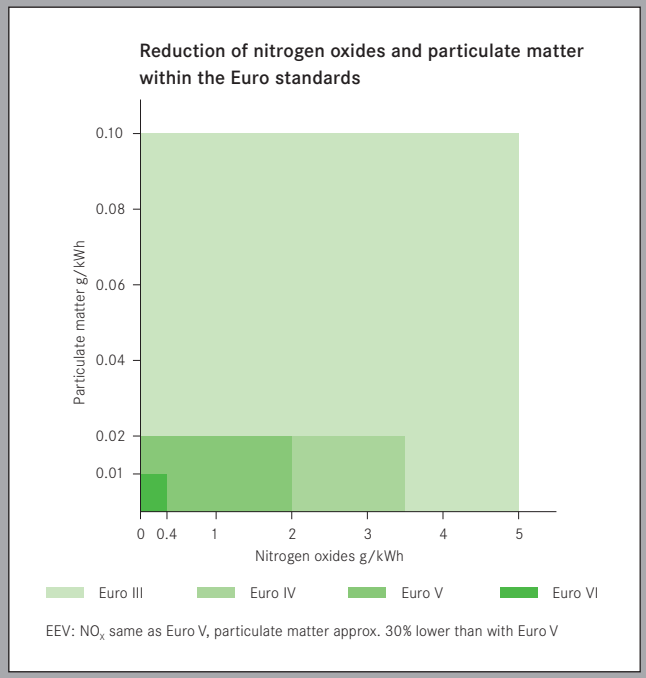
Drive more efficiently, build more efficiently

During development and construction of the Arocs a whole host of technical measures was implemented, and they pursue only one aim: more efficiency. In concrete terms: less consumption and lower costs. From the first day onwards. And over the entire period of use.

Efficiency. With the Arocs, construction transport becomes more efficient than ever before. Because it saves where decisive moves can be made: where consumption is concerned. A fundamental factor here is the Mercedes PowerShift 3 automated transmission, which is used as standard in the Arocs. But the high efficiency of the Arocs starts much earlier than that. With its high-torque Euro VI engines, which not only consume tangibly less fuel – but also live considerably longer. Consumption-optimised auxiliary consumers, sophisticated aerodynamics and the low rolling resistance of the tyres make additional contributions towards low fuel costs.
Over and above this the driver support in the form of the standard-specification FleetBoard® EcoSupport and the optionally available FleetBoard® driving analysis help to save fuel.

For low overall costs we have also equipped the Arocs with long, load-dependent maintenance intervals and and a repair- and maintenance-friendly design. The increased operating life of many of the components and not least the exemplary ease of body mounting also enhance the economy of the Arocs.
All in all: in the case of every operating profile in construction transport the Arocs makes a decisive contribution towards the fact that you are even more efficient and successful when out on the road. Every day. And in every application in construction transport.



Euro VI engines as standard. With the robust, consumption-optimised 6-cylinder in-line engines for the Arocs you already comply with the Euro VI emissions standard coming into force in 2014 – in a particularly economical way

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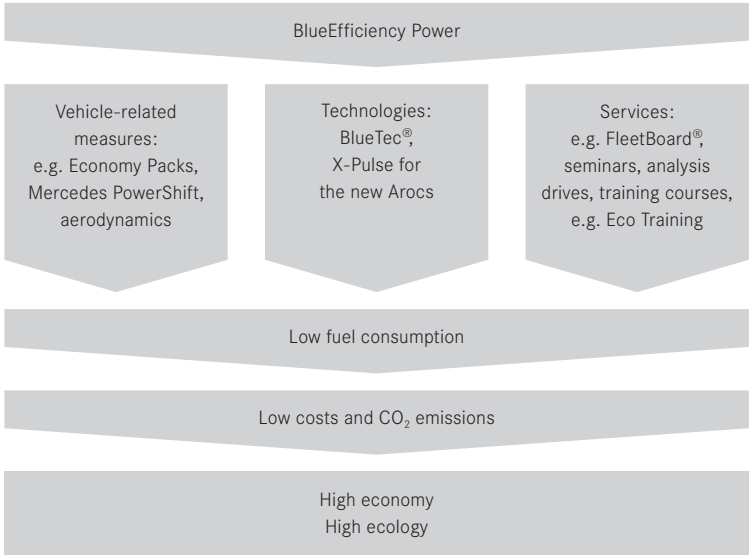
BlueEfficiency Power. Save fuel. Help to reduce the impact on the environment

Along with the new Arocs lots of innovative solutions which significantly reduce consumption and CO_2 emissions are coming to the road. The basis for these is formed by BlueEfficiency Power from Mercedes-Benz Trucks – technologies and services which help to save fuel and thus to reduce the impact on the environment.

BlueEfficiency Power. BlueEfficiency Power makes a difference wherever fuel can be saved and therefore CO_2 emissions reduced. One example of this is the X-Pulse injection system[1], which ensures that fuel is combusted in a very efficient manner with low pollutant levels. In addition to this, the objective of lower consumption and fewer CO_2 emissions set for the development of the new Arocs was achieved thanks to many other vehicle measures: alongside the new frugal in-line engines, the new Mercedes PowerShift 3 automated transmission and the optimised aerodynamics, there is a whole array of innovations and optimised technical solutions in the Arocs to save diesel and therefore reduce CO_2 output. A further element of BlueEfficiency Power also draws on the efficiency-enhancing effect of services. These include FleetBoard®, Mercedes-Benz DriverTraining[2], plus seminars, training courses, advice and analyses. What we always aim to do here is to be on hand as your competent and reliable partner, providing you with tips relating to fuel consumption and the environment – today and in the future.

[1] X-Pulse is not available for engines with 7.7 l displacement
[2] A BlueEfficiency Power service

BlueEfficiency Power at a glance



BlueEfficiency Power. Comprehensive vehicle measures, technologies and services which result in lower consumption and therefore reduce impact on the environment

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More power, less consumption

Noticeably reduced consumption – without making any compromises where robustness, power or endurance are concerned. The new Arocs shows how this is possible.

Low fuel consumption. When developing the Arocs all efforts were focused on reducing fuel consumption. Particularly efficient: the new, very frugal Euro VI engines with common-rail high-pressure injection and optimised engine control. But the cooled exhaust gas recirculation, the AdBlue® injection without air and the increased engine cooling capacity also contribute towards reduced consumption. Other factors which stand for low fuel costs are the standard-specification Mercedes PowerShift 3 automated transmission – for example with shortened shift times and fuel-saving driving programs. The transmission suitable for particular operating profiles and the wide selection of finely tuned rear axle transmissions also play a significant part in saving fuel. Consumption-optimised auxiliary consumers such as compressed air control, air compressors and the power steering pump plus the controlled water pump save fuel too. And the optionally available StreamSpace L-cab also contributes towards low consumption with its aerodynamically optimised roof shape. Equipment items available on request for a low rolling resistance include wide-base tyres[1)] for the drive axle and the tyre pressure monitoring system. What's more, the FleetBoard® EcoSupport also contributes towards reduced consumption. And the FleetBoard® driving analysis facilitates an objective assessment of the driving style on the basis of a multitude of factors and helps to further reduce fuel costs tangibly and sustainably.

A further opportunity to save fuel comes in the form of the engageable all-wheel drive which, in comparison to permanent all-wheel drive, is only used when required. As a third all-wheel drive variant the Hydraulic Auxiliary Drive[2)] is available. This is also an engageable all-wheel drive system and, instead of a transfer case, two powerful wheel hub motors are used at the front axle. They ensure increased traction, for instance, when dump semitrailers are in use up to 30 km/h. Further advantages: in contrast to conventional all-wheel drives with a transfer case, the Hydraulic Auxiliary Drive[2)] saves around 300 kg of unladen weight and consumes noticeably less diesel.

Effective driver support. All Arocs vehicles are equipped as standard with the FleetBoard® EcoSupport. The system supports the driver by displaying tips on a consumption-reducing driving style in the instrument cluster during the journey

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• Consumption-optimised Euro VI engines as standard
Thanks to state-of-the-art common-rail high-pressure injection, the optimised engine control plus further consumption-reducing measures, you are particularly fuel-efficient when out on the road

• Mercedes PowerShift 3
The enhanced, standard-fit Mercedes PowerShift 3 automated transmission supports particularly high levels of ride comfort, better handling and less diesel consumption with driving programs, driving modes and additional functions suitable for different operating profiles

• Auxiliary consumers
Optimisation of auxiliary consumers such as the water pump, air compressor and compressed air control helps to keep fuel consumption low

• FleetBoard®
The standard FleetBoard® EcoSupport system continuously gives the driver tips on how to drive in a fuel-saving manner. For even more fuel savings the FleetBoard® driving analysis is available on request

• Sophisticated aerodynamics
The striking, aerodynamically optimised design of the Arocs supports low consumption. The best example of this: the StreamSpace L-cab. For additional savings further features such as door extensions and other aerodynamic detachable body parts are available

• Hydraulic Auxiliary Drive[2)]
Available on request, the all-wheel drive engageable where increased traction is required contributes towards much less consumption compared with conventional all-wheel drive vehicles. Some 300 kg less unladen weight represent a further benefit

[1)] Expected to be available from 11/2013
[2)] Expected to be available from 02/2015

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Extra efficiency. When it comes to maintenance and repair, too

A robust, repair- and maintenance-friendly design, an increased operating life for many of the components and long, load-dependent maintenance intervals as standard – and on request services with which you can further optimise the already low repair and maintenance costs.

Repair- and maintenance-friendly design. With the launch of the new Euro VI emissions standard considerable additional technical effort was necessary. There are many reasons why the Arocs can nevertheless be repaired and maintained particularly quickly and as inexpensively as comparable predecessor models. For example, as early as the design stage care was taken to ensure that all the components are not only especially robust – but that, should the worst come to the worst, they can also be exchanged or repaired very quickly and inexpensively. Computer simulation was used in order to achieve this, and the Arocs was also tested in extreme conditions. The result: components which live longer and which also have to undergo maintenance less frequently. Take, for example, the robust, high-torque engines, the clutch, the alternator and the air filter, which is now able to perform its work for a much longer period. This contributes towards fewer costs and more efficiency in construction transport.

Long, load-dependent maintenance intervals. With the Arocs maintenance intervals of up to 120,000 km are no rarity. Jointly responsible for this are factors such as the increased operating life of many components and parts, plus the electronic maintenance system of the Arocs. Because it permanently monitors the engine and transmission oil, for instance, as well as the brake pads and the standard-specification particulate filter, and precisely measures wear and stress. The maintenance system indicates to the driver at an early stage when the engine oil has to be changed or the brake pads renewed. This means that the reserve power in all the fuels and lubricants and wear parts can be used to the full. Plus any maintenance work due can be combined and planned in advance. In short: the maintenance is carried out when it is necessary – neither too early nor too late.

Truck maintenance management. On request and in conjunction with FleetBoard® the Mercedes-Benz truck maintenance management is available. With this feature maintenance and wear data are transmitted on a regular basis from the vehicle to the service partner selected by you, then recorded online – without the need for the vehicles to come to the workshop. All this occurs via the FleetBoard® telematics in the Arocs. This brings with it

Individual maintenance intervals. The electronic maintenance system in the Arocs is guided by the actual wear rather than the mileage – meaning that the reserve power in the fuels and lubricants can be used to the full and maintenance work sensibly combined

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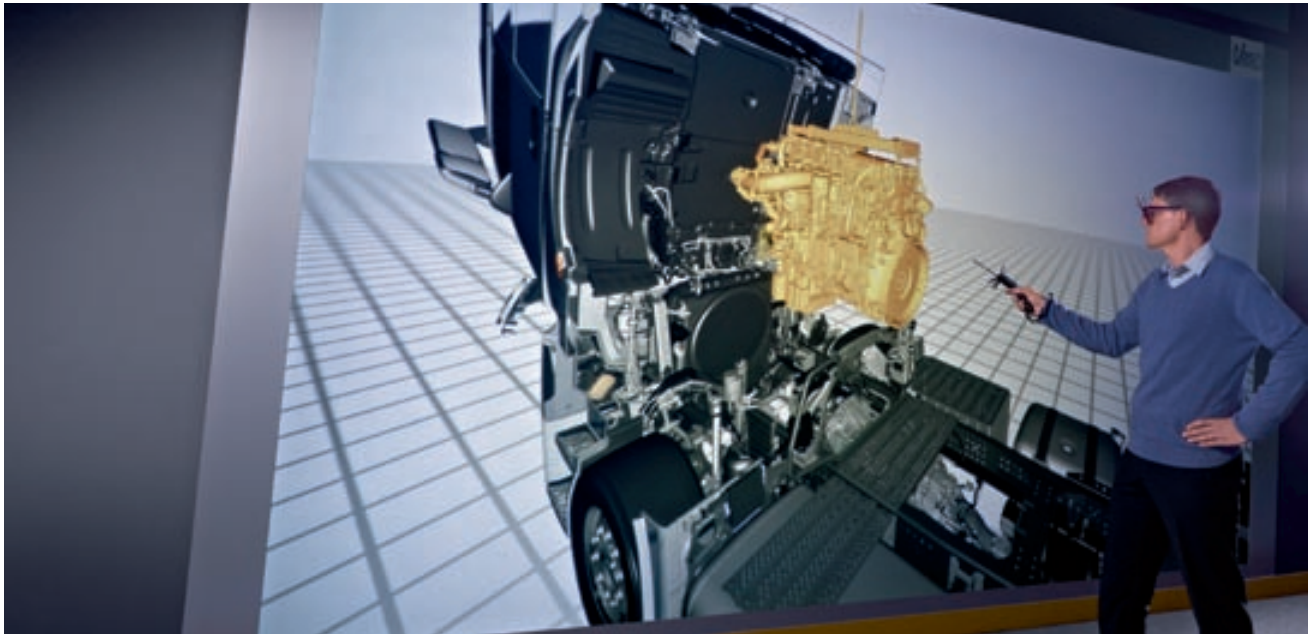
the advantage that the vehicles' maintenance and wear potential can be optimally exploited, any maintenance jobs that are due to be carried out can be combined and the appointments for them organised by the Mercedes-Benz workshop in consultation with you. This cuts the maintenance costs and increases the vehicle uptime. Advantages which you can extend even further with the mobility services from Mercedes-Benz CharterWay.

CharterWay Service Complete. In order to reduce costs from day one, the CharterWay Service Complete contract can provide a full service package that includes safeguarding all vehicle parts/equipment, as well as the replacement, repair and maintenance of all wear parts. And all for attractive, precisely calculated monthly payments that are no higher compared with service contracts involving comparable Euro V predecessor models.



Repair- and maintenance-friendly design. Repair and maintenance work on the Arocs can be carried out particularly quickly and inexpensively. This is possible because, as early as the design stage, 3D simulations are used to test where optimisation was required and the corresponding improvements were implemented. For you can never completely rule out the possibility that a component might break in the harsh conditions encountered in construction transport. What you can rule out, though, is that maintenance and repair will be time- and cost-intensive

Advantages at a glance

- Repair- and maintenance-friendly design
- Right from the outset geared towards low maintenance and repair costs
- Ease of repair was tested as early as the design stage using 3D simulation
- High robustness of all the components through testing in accordance with different operating profiles
- Low costs through the extended operating life of many components and parts
- Electronic maintenance system for particularly long, load-oriented maintenance intervals
- Optional truck maintenance management and Telediagnosis in conjunction with FleetBoard® for optimised maintenance costs and optimum vehicle uptime
- CharterWay service contracts on request for further cost optimisation

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The Arocs.
A colleague whose skills you can build on

From ordering to mounting and connecting to programming – with the Arocs a seamless process is designed to make body mounting particularly straightforward. Meaning that you get your vehicle back ready to enter service quickly and cost effectively.

Impressive ease of body mounting. With a design that allows straightforward body mounting, the Arocs provides an ideal basis for application-matched body solutions for all applications in construction transport. All ex factory and with no compromises.
The Mercedes-Benz Bodybuilder Portal provides a quick and easy means of finding all the necessary data and information. For the efficient assembly of the body the frame has a hole pattern with a 50 mm grid, standardised shackles, consoles and attachment fixtures. Clearances defined at the factory, for example for crane supports, stowage boxes or equipment, the seamless, optimised wheelbase range and selectable frame overhangs reduce the need for subsequent conversion work. In addition to this, pre-installations such as those for crane attachment plates, hydraulic oil tanks and actuating valves for dumper or crane control reduce the mounting time. But the optimum body/equipment solutions for the Arocs also include a wide range of PTOs for the use of the most varied of pumps and equipment. Features which ensure faultless connections include easily accessible pneumatic extensions. For linking the body electrics and electronics, easily accessible joints such as the bodybuilder

Ordering >

Info Pool. All the information which can help to ensure your Arocs enters service in the shortest time possible with a made-to-measure body can be found quickly and easily using the Mercedes-Benz Bodybuilder Portal

Mounting + connecting >

Simple mounting. 1. Wide variety of wheelbases. 2. Defined clear areas. 3. Uniform hole pattern. 4. Attachment parts at defined points of the frame, which reduce the amount of work required when mounting bodies. 5. Easily accessible electrical and pneumatic connections. 6. Take-off flanges optionally available ex factory

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interface are installed. The Arocs also has the optional Parameterisable Special Module (PSM) at its disposal. On the one hand it serves to individually program complex bodies. On the other hand it ensures perfect information exchange between the vehicle and body – and sees to it that everything functions precisely how it should function. The free switch spaces included in the cockpit for operating a wide range of body functions ensure simple handling in day-to-day operation, while the display of important body information in the instrument cluster saves time as well as further enhancing working comfort, usability and efficiency.

Programming >

Parameterisable Special Module (PSM). Double benefit: the parameterisable special module enables customised programming of up to three complex bodies or power take-offs. It furthermore ensures the faultless processing of information and a smooth information exchange between vehicle and body

Operating >

Integral control and display elements. The integration of the body makes it possible to check and operate body functions from the comfort of the driver's seat. The information messages and indicator lamps in the instrument cluster as well as up to three freely assignable switches in the cockpit allow drivers to work even more efficiently

Advantages at a glance

- **Seamless, precisely defined body process from ordering to start of operation**
- **Uniform 50 mm hole pattern (50 x 50) even in the vicinity of the axles, plus standardised shackles, brackets and other attachment parts**
- **Clear areas on frame, defined at the factory for e.g. support legs, stowage boxes or assemblies. No subsequent conversion or relocation of assemblies required**
- **Pre-installations for special bodies ex factory**
- **Wide range of power take-offs and steered leading/trailing axles available ex factory**
- **Parameterisable Special Module (PSM) for programming bodies and attachments and for an optimum exchange of information between vehicle and body**
- **Switch spaces in the cab for bodybuilder electrics, allowing ergonomic operation of various body functions**
- **Integration of bodybuilder information into the instrument cluster for clearly visualising all key vehicle information**

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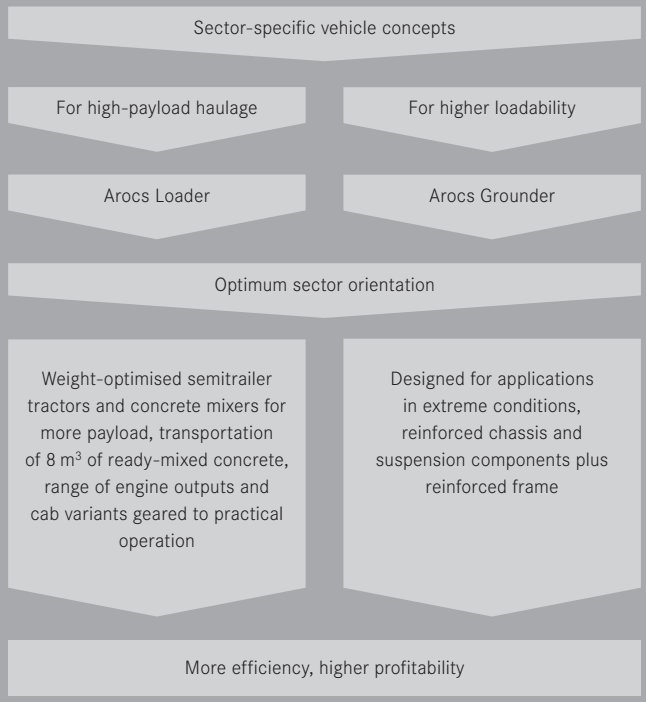
Top workers for top jobs. The Arocs Loader and the Arocs Grounder

For a particularly high payload and for extreme loads. With the Arocs Loader and the Arocs Grounder we can now place at your disposal construction specialists which excel themselves where it matters: on the construction site. And in the accounts department.

Sector-specific vehicle concepts. With the new Arocs, construction transport is more efficient than ever before. In order to live up to this standard to an even greater extent even when it comes to payload-sensitive applications such as those involving dump semitrailers and concrete mixers and when working in difficult conditions, we have developed the Arocs Loader[1)] and the Arocs Grounder[1)].
In the case of the Arocs Loader all the available options regarding saving the vehicle's unladen weight were checked and – wherever it made technical sense – implemented in a targeted manner. The result: payload-optimised 4 x 2 semitrailer tractors which are amongst the lightest in construction transport. And 8 x 4/4 concrete mixers with a perm. GVW of 32 t, with which – thanks to a particularly low unladen weight of 9250 kg maximum – you can deliver 8 m^3 of ready-mixed concrete on every journey. That pays off. Right from day one.

The Arocs Grounder is designed for extreme applications in harsh conditions. In other words: through a multitude of technical measures it is even more robust and offers particularly high stability and loadability.
All in all, in the Arocs Loader and the Arocs Grounder you have at your disposal two top workers able to enhance efficiency in construction transport. The best way to obtain more information and your own personal vehicle configuration is to speak to your authorised Mercedes-Benz dealer.

[1)] Several model variants only expected to be available from 07/2013



With the Arocs Loader and the Arocs Grounder you have at your disposal vehicles which can additionally increase efficiency in construction transport

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Lightweight for heavy-duty work. The Arocs Loader

Higher payload, higher efficiency. This is what the Arocs Loader 8 x 4/4 concrete mixers stand for – you can use them to transport 8 m^3 of concrete. And the payload-optimised Arocs Loader 4 x 2 semitrailer tractors ensure more economy – for example when using a dump semitrailer.

Arocs Loader[1]**.** Steel and ideas for more payload. With the Arocs Loader, 4 x 2 semitrailer tractors and 8 x 4/4 concrete mixers are entering the construction site, and they impress not only with their robustness – but also with their low consumption and their particularly high payload. In the case of the concrete mixer this means that despite the significantly more weight-intensive Euro VI technology, the Arocs Loader is so light that with the combination of the 8 x 4/4 chassis and 9 m^3 drum you can comfortably take 8 m^3 of ready-mixed concrete with you. And that pays – and it pays more with every journey you make.
To ensure the high payload of the Arocs Loader semitrailer tractors there is a whole series of technical measures – for example the weight-reduced windscreen and the widened rear axle with single tyres. To facilitate optimum flexibility for you when it comes to the vehicle configuration, certain measures can also be "de-selected".
As part of the standard specification, for instance, the Arocs Loader 8 x 4/4 concrete mixer with the ClassicSpace S-cab arrives at the construction site with a 170 mm high engine tunnel, 7.7 l displacement and an output of **235 kW** (320 hp). For optimum payload its equipment includes two specially developed, widened hypoid rear axles for single tyres and 385/65 R22.5 wide-base tyres. Alongside the reduction of weight, this combination also supports particularly low consumption. On request the Arocs Loader concrete mixer can be equipped with an M-cab. In addition, for the Arocs Loader semitrailer tractors, 2300 mm wide L-cabs are available. Also on offer: the Euro VI engines in the 10.7 l displacement class – they can be selected in four output levels with up to **315 kW** (428 hp). But the fact that the Arocs Loader tractor units and concrete mixers are among the lightest in construction transport does not mean that you have to relinquish the hallmark robustness. For only those who take that extra payload to its destination reliably can also take more efficiency to the construction site. As the Arocs Loader does.

Payload-optimised tyre concepts. For transporting 8 m^3 of ready-mixed concrete the Arocs 8 x 4/4 concrete mixer is equipped with two widened hypoid rear axles for single tyres and particularly high-load-capacity 385/65 R22.5 wide-base tyres. As well as the payload gained, the low consumption also boosts efficiency

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Equipment that cannot be de-selected

Equipment that can be de-selected

Selectable weight reductions. Whether it's in the form of a concrete mixer or a semitrailer tractor – every Arocs Loader impresses with its excellent payload – because many components and equipment features were specifically designed with a low unladen weight in mind. But because we also know that payload is not "everything", you can, on request, "de-select" certain standard-fit payload optimisations such as the co-driver's seat or the roof hatch

Advantages at a glance

- **Maximum payload through application-matched vehicle configurations and weight-reducing measures for 8 x 4/4 concrete mixers and 4 x 2 semitrailer tractors**
- **Transportation of up to 8 m³ of ready-mixed concrete per journey**
- **Widened rear axles with 385/65 R22.5 single tyres for maximum payload and low consumption**
- **Possibility of de-selecting some of the weight-reducing features**
- **Six cab variants with 2300 mm width depending on the engine variant selectable**

[1] Several model variants only expected to be available from 07/2013
[2] Expected to be available from 07/2013

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Made for extreme applications. The Arocs Grounder

The Arocs Grounder is at home wherever particularly high levels of stability and loadability are called for. With a reinforced frame, reinforced suspension and reinforced confidence.

Arocs Grounder[1]. Extreme applications require extreme solutions. Like the Arocs Grounder. With these semitrailer tractors, rigid vehicles, concrete mixers and dump trucks configured ex factory for particularly heavy-duty applications you are far ahead when it comes to stability and loadability. The basis for this is the extremely stable frame made of cold formed, high-strength fine-grained steel, which has a longitudinal member thickness of 9 mm.

For very high stability and good ride comfort – even in extreme off-road terrain – Arocs Grounder models are fitted at the front and rear axle with robust multi-leaf parabolic springs with a hard spring characteristic[2]. At the rear axles, specially tuned shock absorbers and stabilisers are used – for even more loadability and for more stable handling even in the case of one-sided loads.

High loadability and robustness also characterise the axles. At the front a proven axle with an axle load of 7.5 t and high ground clearance is used as standard. For heavy-duty applications front axles with an axle load of up to 9 t are optionally available. For the rear axles, planetary axles with an axle load of up to 16 t are available – along with their particularly robust, durable design, their characteristic features also include their high ground clearance. Also designed for extreme applications: the wheels and tyres. Depending on the vehicle model variant and the planned application the Arocs is equipped with robust and very durable steep-shoulder rims or with optionally available wide-base rims[2] and – obligatory for these applications – robust tyres with especially high load-carrying capacity. So that you even stay on track where there are not yet any tracks. The Arocs Grounder.

Reinforced rear axle stabilisers. For extreme loadability, Arocs Grounder vehicles such as 8 x 8/4 all-wheel drive dump trucks can be fitted on request with reinforced stabilisers at the 2nd rear axle

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High loadability. Arocs Grounder for extreme applications. Whether it's a rigid vehicle, dump truck, concrete mixer or semitrailer tractor – anyone deciding in favour of an Arocs Grounder is optimally equipped for particularly heavy-duty applications. On the construction site – and wherever a difficult job requires the vehicle to give its all

Advantages at a glance

- Particularly robust vehicles for extreme loads, even in demanding off-road terrain
- Increased loadability through reinforced components
- Highly stable, extremely torsionally flexible frame with 9 mm longitudinal member thickness
- Rear-axle suspension: multi-leaf parabolic springs with hard spring characteristic, with an ultimate load of up to 18 t as an option[2)]
- For all-wheel drive vehicles optional stabilisers at the 1st and 2nd rear axle for increased loadability and stable handling
- Proven, robust planetary axles with high ground clearance and 13 t ultimate load, 16 t as an option
- Robust, durable steep-shoulder rims, optional wide-base rims[2)]
- Tyres for particularly high load capacities

[1)] Several model variants only expected to be available from 07/2013
[2)] Expected to be available from 11/2013

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The new class of services

We place our range of tailor-made services at your disposal to ensure that everything runs smoothly at your end. Alongside the extensive Europe-wide workshop network, these include telematics, mobility and financial services all customised to meet the needs of the new Arocs, helping to ensure that you are particularly economical when out on the road.

Efficiency-enhancing services. As far as we're concerned, service means one thing above all: providing you with strong support in meeting your daily targets in construction transport: all over Europe, round the clock – and in a particularly economical way. In concrete terms you have a huge variety to choose from: our dense pan-European network of workshops, for example, the efficient parts logistics centres, plus the tried-and-trusted Mercedes-Benz Service24h with Telediagnosis[1]. The telematics solution FleetBoard® and mobility solutions provider Mercedes-Benz CharterWay, as well as attractive leasing, financing and insurance solutions from Mercedes-Benz Financial Services are further service modules which enhance your profitability when out on the road and which can be tailored to the requirements in your fleet.
Incidentally, with Mercedes-Benz Custom Tailored Trucks you have at your disposal a competent partner for made-to-measure vehicle conversions.

Our service portfolio also includes the MercedesService-Card and, for example, the Mercedes-Benz DriverTraining courses[2], where not only a particularly fuel-saving and thus economical driving style is taught, but where the participants also learn about a safe way of driving. At the Application Information Centre (BIC) in Wörth you can receive in-depth advice and you can drive, test and compare around 180 vehicles fully fitted with bodies, plus find out about our extensive services.
And there is another member of our service family at your disposal – in the form of TruckStore, the Mercedes-Benz partner for used vehicles, which satisfies the most discerning requirements. Incidentally, this is an ambition which the wide range of accessories for the new Arocs also lives up to in every respect. As you can see, we do everything we possibly can to ensure that you really feel at home in the new Arocs, that you stay mobile and that you are always particularly economical when out on the road.

[1] Only in conjunction with optionally available telematics system FleetBoard®
[2] A BlueEfficiency Power service

Our genuine replacement parts are developed, manufactured and tested according to the same stringent criteria as the parts for series production – because only components which live up to this high standard will also meet the strict requirements regarding reliability, durability and economy in the new Arocs

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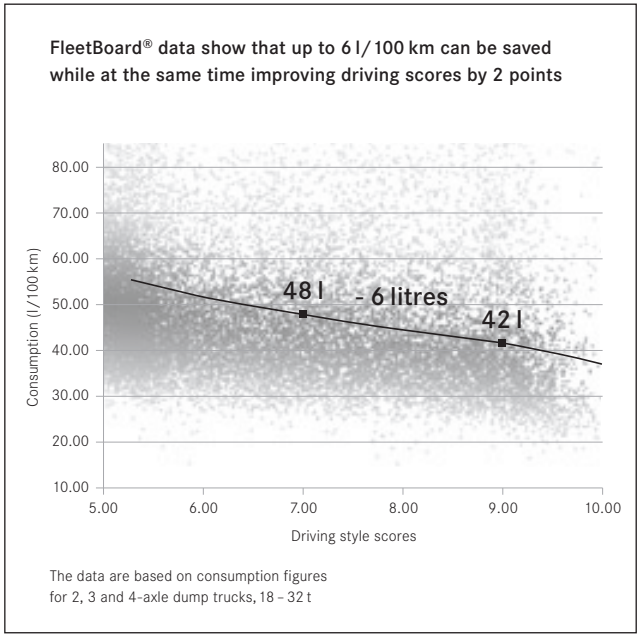
More efficiency through more transparency

FleetBoard®: vehicle management, transport management and time management – all from a single source, making your job that much easier.

FleetBoard® vehicle and transport management.
With FleetBoard® the new Arocs offers you the optimum prerequisites for being even more profitable when out on the road.
FleetBoard® vehicle management reduces fuel costs and wear and thus facilitates increased vehicle uptime.
With the FleetBoard® maintenance prognosis, workshop time for your vehicles is planned in advance. The maintenance scope can be communicated in good time from the vehicle to the workshop and maintenance appointments can be pooled and planned in advance. In short: unnecessary downtimes and costs are avoided.
The FleetBoard® driving analysis facilitates an objective evaluation of driving style, thereby providing the basis for driving in a more fuel-efficient manner and achieving a lasting reduction in fuel consumption. Experience has shown that fuel consumption can quickly be reduced by around 5% to as much as 15%. Another fact worth noting is that sustained FleetBoard® support and training prevents drivers from falling back into their old driving habits, which would increase consumption again. To achieve this FleetBoard® offers driver training courses on an economical driving style.

What's more, drivers continuously receive tips for optimising their driving style while they are at the wheel from the FleetBoard® EcoSupport system. Through the use of additional FleetBoard® services such as transport management or time management further cost reductions are possible.
FleetBoard® Logistics Management serves to make logistics processes more efficient. The basis for this is the DispoPilot.guide. It can be permanently installed in the cab and has a screen measuring 185 x 120 x 25.5 mm (W x H x D). This allows order data to be sent to the cab in real time, addresses to be transferred directly to the truck navigation system, and trips to be managed extremely efficiently. In this way, the goods get to their destination faster and the driver is back at the depot earlier. Plus: you are kept fully up to date with the vehicle, trip and order status at all times.



FleetBoard® driving analysis. By providing a continuous flow of data from the vehicle, the FleetBoard® driving analysis facilitates an objective assessment of driving style which serves as the basis for driving in a more efficient manner. The upshot is a lasting reduction in fuel consumption

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FleetBoard® time management. With FleetBoard® time management, complying with all the legal regulations regarding the logging of driving times and rest periods practically takes care of itself. This is because driver-card and mass-storage data are recorded at the press of a button or completely automatically from the distribution manager's workstation. This saves money and reduces the amount of administration work. With the FleetBoard® app for the iPhone, iPad and iPod touch, you are kept informed whether trips are going as planned or if measures need to be taken fast, no matter where you are – even at night if needs be.

More information about the advantages of FleetBoard® is also available at www.fleetboard.com or direct from your authorised Mercedes-Benz dealer.

FleetBoard® time management. After the driver's card has been inserted into the FleetBoard® vehicle computer, all the data are downloaded from the driver's card and the mass storage device to headquarters at the touch of a button. This saves time, plus all the legal requirements are met

DispoPilot.guide – the easier and faster route to your destination. Following transmission of the order data the delivery or collection address can be added straight to the integral navigation system. This ensures that you always find the best route to your destination and thus save fuel whilst you are out on the road

Advantages at a glance

- **FleetBoard® TiiRec on-board computer available ex factory**
- **Truck maintenance management and Telediagnosis reduce downtimes**
- **FleetBoard® vehicle management for increasing economy**
- **FleetBoard® EcoSupport as standard**
- **FleetBoard® transport management for efficient logistics processes**
- **FleetBoard® time management for easy compliance with legal regulations and reduction of documentation work involved**
- **FleetBoard® app for mobile access to the fleet**

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Anyone who sets standards with a vehicle can’t stop doing so when it comes to service

For particularly low costs and even higher levels of vehicle uptime: our extensive network of workshops with longer opening hours and Mercedes-Benz Service24h ensure that you stay one step ahead – all over Europe.

Low repair and maintenance costs. More flexible, more efficient, more favourably priced. It’s not just the fact that the operating life of many components has been extended – the cab, for example, through full galvanisation – that results in fewer costs for you: it’s also down to the design of the new Arocs, which attaches particular importance to ease of repair and maintenance. What’s more: the additional expenditure on maintenance and repair which arises due to the more sophisticated technology with Euro VI is minimised right from the outset.

Mercedes-Benz service. You have access to some 1800 Mercedes-Benz service outlets throughout Europe, many of which are open until 10 p.m. or even midnight. Our trained staff and high-efficiency parts logistics network mean short repair times to ensure that your new Arocs is back on the road as quickly as possible. Fixed-price packages that inform you in advance which costs will be incurred and how long maintenance or repair work will take are an attractive proposition. And the use of genuine Mercedes-Benz parts contributes to a longer service life and safeguards the performance and resale value of your new Arocs.

Service24h with Telediagnosis[1]. Service24h with Telediagnosis makes rapid help in an emergency even more effective and less expensive: in conjunction with FleetBoard® the diagnosis data are sent to Service24h and evaluated if you require assistance. If the cause of the malfunction can be seen from this data, this cuts costs and ensures that your vehicle can continue on its way as quickly as possible

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A call to the free Europe-wide service hotline[2] 00800 5 777 7777 is all it takes to receive rapid assistance in case of emergency. In conjunction with the FleetBoard® telematics system and Service24h, Telediagnosis[1] is carried out: selected vehicle data are sent to the Customer Assistance Centre via the telematics unit. From there, the nearest Mercedes-Benz workshop is notified – so our Service24h colleague usually already knows the cause of the malfunction before setting out to help your Arocs. This cuts the repair time, enabling you to continue your transport job as quickly as possible. The new "TruckWorks" standard developed in collaboration with highly reputable partners offers you an all-round service for platform trucks, semitrailer tractors, trailers, semitrailers and bodies, allowing you to benefit from the same high standard of manufacturer quality throughout the country for any aspect of your truck.

Workshop service. There are around 1800 Mercedes-Benz service outlets throughout Europe and of these some 400 are open until 10 p.m. – with an increasing number even staying open until midnight. This facilitates more flexible maintenance planning, plus: even more major repairs can be carried out within one working day – so that your new Arocs is not at the workshop for a minute longer than absolutely necessary

Advantages at a glance

- **Repair-friendly design for lower maintenance and repair costs**
- **High availability of replacement parts**
- **Extensive workshop network with around 1800 service outlets throughout Europe**
- **Long workshop opening hours, until 10 p.m. or midnight in some cases**
- **In an emergency Mercedes-Benz Service24h is at your disposal round the clock via the freephone number 00800 5 777 7777[2] throughout Europe**
- **Service24h with Telediagnosis[1] for short repair time and low costs in case of an emergency**
- **Fixed-price packages for the biggest maintenance and repair jobs with genuine Mercedes-Benz parts**
- **TruckWorks offers complete service for trucks**

[1] Only in conjunction with optionally available telematics system FleetBoard®
[2] There may be charges for calls from the mobile phone network

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Superb services that keep you a step ahead

The mobility service provider Mercedes-Benz CharterWay places at your disposal global solutions which meet your requirements regarding vehicle procurement, mobility cover and assistance with administration. And from Mercedes-Benz Financial Services there are attractive leasing, financing and insurance solutions tailored to your company's needs.

Mercedes-Benz CharterWay mobility solutions.
For particularly attractive overall costs, Mercedes-Benz CharterWay offers you efficient, economical mobility solutions precisely where they can really make a difference: where risk cover is concerned, with best-possible vehicle availability and transparent cost calculation – from warranty extensions or maintenance packages through to a comprehensive service contract including wear. The individual service products are graduated in such a way that the requirements of every application in construction transport can be optimally covered.
CharterWay ServiceLeasing combines the advantages of CharterWay service products with leasing to form an individual, inexpensive global solution without any additional investment expenditure. The benefits are that you receive the vehicle of your choice, whilst securing the procurement and availability of your fleet with minimal capital expenditure and freeing yourself of administrative tasks, allowing you to concentrate fully on your core business. CharterWay Rental enables you to top up transport capacity at short notice without tying up any capital and without incurring risks. And

Tailor-made mobility solutions. For more economy and more transparency in your fleet – Mercedes-Benz CharterWay offers you tailor-made mobility solutions which can be individually combined and which ensure that you already know beforehand exactly how much a vehicle is going to cost you: per mile driven and over the entire period of use

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Europe-wide support from Mercedes-Benz sales and service partners is included in all CharterWay products.

Mercedes-Benz Financial Services. With the Mercedes-Benz Bank, one of the leading automotive banks in Germany, you have at your disposal a competent and reliable partner for very attractive leasing, financing and insurance solutions. Profit, for example, from the flexible Plus3 financing, with which you only decide at the end of the contract period whether you want to sell or keep your vehicle or whether you would rather give it back and change over to a new one. Or would you like to drive a vehicle which meets your requirements, without having to tie up any capital? Then opt for our attractive leasing offers. And if you decide in favour of the Classic Safety Pack with Active Brake Assist 3[1)] you will also receive extremely attractive insurance discounts. In short: from financing to leasing and insurance – through close cooperation with all the Daimler brands we can provide you with everything from a single source.

Attractive financial services. Everything from a single source – as a specialist for leasing, financing and insurance, Mercedes-Benz Financial Services offers you individual solutions for vehicle procurement that are optimally tailored to your company's needs – with especially interesting terms and conditions. And, depending on your vehicle's specification, potentially with attractive insurance rebates

Advantages at a glance

- **Mercedes-Benz CharterWay for vehicle procurement, mobility cover and easing the administrative burden**
- **Flexible repair and maintenance products which focus on customers' requirements:**
  - **Warranty extension for drive system/ vehicle: Service Extend/Service ExtendPlus**
  - **Maintenance package (BestBasic)**
  - **Combination of warranty extension for the drive system and maintenance (Select)**
  - **Combination of vehicle warranty and warranty package (SelectPlus)**
  - **Service Complete**
- **Attractive price benefits of ServiceLeasing products through the coupling of service and leasing modules**
- **Rental offers for high flexibility without capital tie-up**
- **Simple control of planning/costs through instalments precisely determined beforehand**
- **Mercedes-Benz Financial Services for individual leasing, financing and insurance solutions**
- **Attractive insurance discounts in conjunction with Classic Safety Pack with Active Brake Assist 3[1)]**

[1)] Only available in conjunction with Proximity Control Assist

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Special requests are our speciality. Mercedes-Benz Custom Tailored Trucks

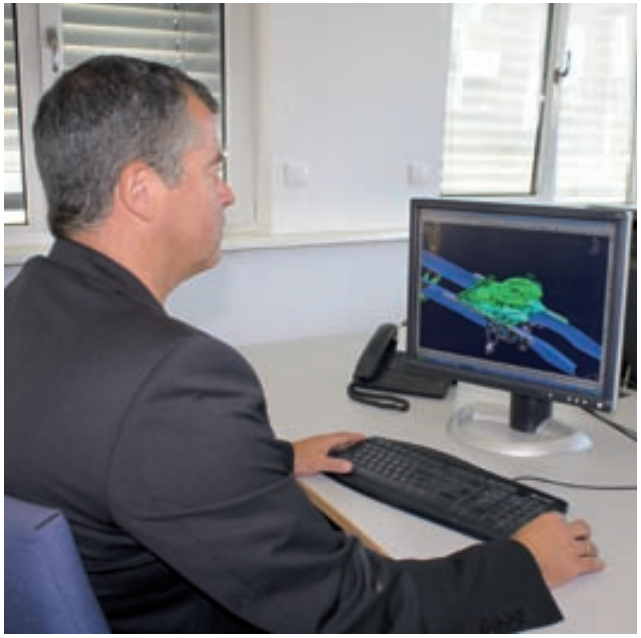
Tailor-made vehicle conversions – Mercedes-Benz Custom Tailored Trucks extends the extensive portfolio of the Arocs to include your own special conversion requirements. With innovative developments, optimum technical implementation and with a full Mercedes-Benz warranty.

Vehicle conversions from a single source. With the Arocs you have at your disposal a multitude of optimum vehicle configurations ex factory. Should you nevertheless still be left wishing for something, together with you we develop a tailor-made solution and implement it in the proven Mercedes-Benz quality.

Development. Mercedes-Benz Custom Tailored Trucks takes up the baton where the comprehensive range of standard and special equipment for the Arocs finishes. This involves us developing precisely the solution you need for your particular application in construction transport – all on the basis of profound know-how and many years of experience. But this implementation of your requirements does not just include the development and testing – it also involves the technically optimum production, guaranteed global after-sales service with documentation and replacement parts availability plus the order processing and coordination. In short: you receive everything from a single source. And with a full Mercedes-Benz warranty.

Conversion and production. After the conversion, too, there is one fact above all that applies to the Arocs: it is in every respect a Mercedes-Benz. This is why, in everything we do, precisely the same stringent directives and specifications apply as they do in series production. For only things which meet these strict quality requirements also meet the requirements that apply in everyday working life. This also includes the fact that the conversion work on your Arocs is carried out exclusively by the experienced employees in our coordinated production system – exactly in accordance with precisely defined working processes.

Precision work. With tailor-made vehicle solutions Mercedes-Benz Custom Tailored Trucks extends the already extensive range for the Arocs to include your own special requirements. This includes, for example, the installation of various leading and trailing axles or of axle lift devices. Chassis modifications such as changes to frames or frame reinforcements for special bodies, the moving of vehicle components and the installation of auxiliary tanks are further measures which we implement in accordance with your wishes. But cab adjustments such as roof recesses for



Development of individual solutions. From development through custom-tailored production of a prototype and testing to final approval by the Mercedes-Benz development department – we offer you precisely the solution you need for your application. Safely, reliably and with optimised costs

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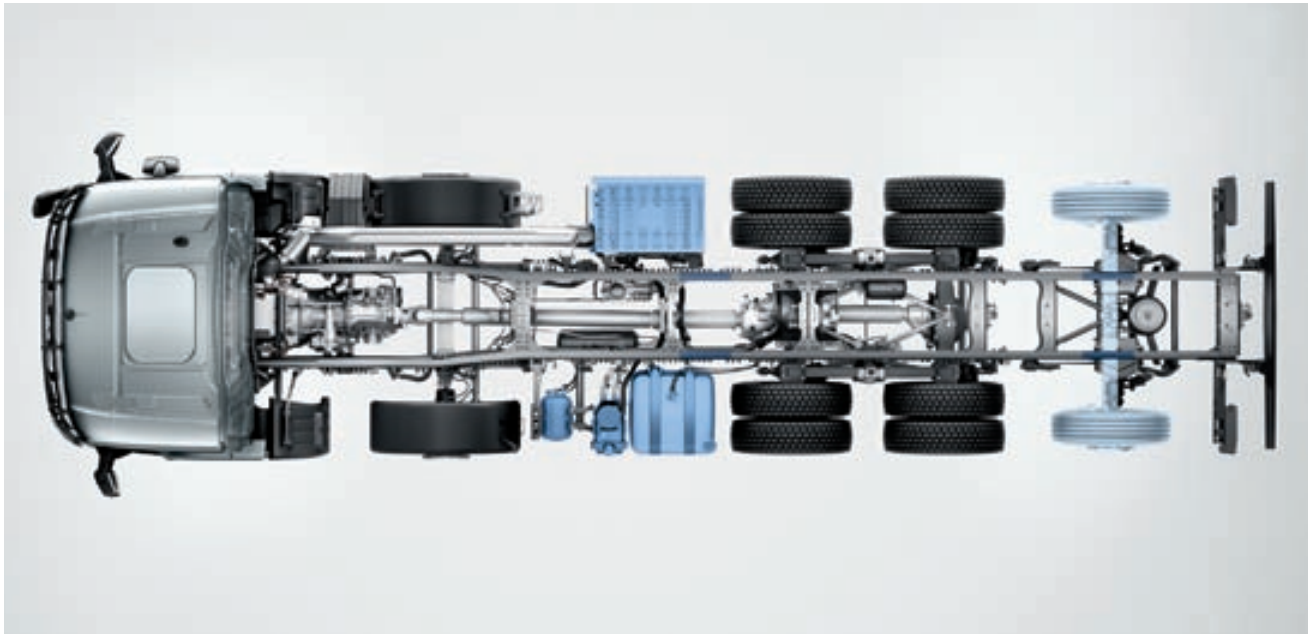
Additional axles. Whether it's steered leading and trailing axles or maybe axle lift devices – with Mercedes-Benz Custom Tailored Trucks you also have at your disposal an extended service spectrum where additional axles are concerned, and it leaves practically nothing to be desired

concrete pump attachments and cooling equipment are also part of our service spectrum.
In addition to all this, your authorised Mercedes-Benz dealer is glad to be at your disposal with Mercedes-Benz Custom Tailored Trucks to provide you with advice and help regarding further individual vehicle conversions – to secure with you the decisive competitive edge with tailor-made vehicle solutions.



Chassis modifications. Special work calls for special trucks – the reliable and economical implementation of your requirements by us extends from simply moving components, for example in order to optimise the installation space and for bodybuilder preparation, through the installation of combination or auxiliary tanks to frame modifications or frame reinforcements for special bodies. Simply tell us what you need. As long as it is technically possible, we ensure tailor-made, economical implementation

Advantages at a glance

- Development and implementation of individual, tailor-made vehicle conversions in accordance with customer requirements
- One-stop shop
- Proven Mercedes-Benz quality, even for special solutions
- Extensive portfolio of conversion measures: chassis modifications, various axle combinations, cab modifications, additional tank variants
- Further, individual conversion solutions on request
- Full warranty, service documentation and replacement parts availability

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Our additional services – making it even easier for you to achieve your targets

From Mercedes-Benz DriverTraining[1)] through the MercedesServiceCard and TruckStore to the Application Information Centre in Wörth – we do everything we can to ensure you always remain one step ahead with your new Arocs.

DriverTraining. If you come to Wörth to pick up your new truck, you can participate in a driver information seminar to maximise the potential of your new vehicle. You can also complete the Mercedes-Benz DriverTraining[1)] course in accordance with the German professional driver qualification law. Eco Training[1)] teaches you a style of driving that can generate a saving of up to 10% fuel. The driver safety training course shows you how to master critical traffic situations. The DriverTraining[1)] course can also be held at your company or your authorised Mercedes-Benz dealer.

Application Information Centre. The Mercedes-Benz Application Information Centre enables you to directly compare numerous complete vehicles, tractor units and bodies from various manufacturers. The presentation including a demonstration of the bodies and extensive test and comparison drives are just as much a part of the service as the individual, sector-specific advice and information on the wide range of services we offer.

Mercedes-Benz DriverTraining. Lower consumption, greater safety and all the training measures prescribed by professional driver training legislation – through its more than 70 qualified trainers, Mercedes-Benz DriverTraining[1)] ensures that you are optimally prepared to meet the increasing demands of day-to-day operations in both theoretical and practical terms. So that you can exploit all the benefits of the Arocs to the full

https://truckmanualshub.com/

TruckStore. TruckStore, the Mercedes-Benz used vehicle partner, will take your truck in part-payment or buy it from you – irrespective of the manufacturer. In addition to a large selection of vehicles, TruckStore offers a 12-month EU-wide warranty for the complete drive system of many vehicles – as well as individual leasing/financing packages. As an option, TruckStore will guarantee the resale value of your vehicle and buy it back from you at the end of its specified service life.

MercedesServiceCard. Convenient, flexible, safe. The MercedesService-Card is your Europe-wide means of settlement – for rapid assistance from Mercedes-Benz Service24h, for services in Mercedes-Benz workshops and if requested also for refuelling and payment of tolls

Application Information Centre. At the Application Information Centre in Wörth there is a permanent display of some 180 complete vehicles fitted with sector-specific body solutions from more than 70 manufacturers at your disposal. All the vehicles and body solutions can be test-driven, tried out and directly compared with each other in real-life conditions. Not only does this save time and hassle, it also shows very quickly which is the ideal solution for you. On more than one occasion, impressed customers have taken "their" vehicle straight home with them – direct from the yard of the Application Information Centre

Advantages at a glance

- Mercedes-Benz DriverTraining[1)] for a safe and economical driving style
- Training in accordance with the German professional driver qualification law
- Application Information Centre in Wörth with approx. 180 practical, sector-specific solutions providing hands-on access, to test, compare and test-drive. Sector-specific events with driving experiences
- MercedesServiceCard for Europe-wide, cashless settlement of vehicle-related services
- TruckStore for the purchase and sale of used trucks in all age brackets and bodies with comprehensive services such as leasing, financing and EU-wide TruckStore warranty

[1)] A BlueEfficiency Power service

https://truckmanualshub.com/

Every Arocs driver is different

That’s why there are the genuine Mercedes-Benz accessories – in order to style the Arocs just how you have always wanted – both inside and out.

Genuine Mercedes-Benz accessories. The new Arocs is just as powerful and robust as it is functional. What’s more, there are the genuine Mercedes-Benz accessories, which continue this high standard where your own individual requirements begin.
By way of example, the roof bulb bars made of stainless steel add some gleaming highlights and offer room for up to four additional headlamps. But the genuine Mercedes-Benz accessories are not just shining examples in visual terms. For instance, the side window wind deflector and the lockable fuel filler cap for the fuel and AdBlue® tank are very useful. And on the inside? For protection against dirt accumulation and damage to the high-quality seats and for a personal ambience, man-made leather covers and washable microfibre velour seat covers are available. Alongside their protective function, they impress as they are easy to fit, have an optimum shape and feel pleasant to sit on. Practical details such as the mobile phone charging cradle or the spectacles case, which is simply fastened using a Velcro strip, ensure optimum storage of essential accessories.
For fast, convenient cleaning a powerful upright vacuum cleaner is also available.

But whichever genuine accessory you opt for – it always meets the high Mercedes-Benz quality standards, and is developed and tested in accordance with the same stringent criteria as every other component in the Arocs. So it always delivers what you want from it. You can find further accessories from practical to beautiful in the separate genuine accessories brochure or from your authorised Mercedes-Benz dealer. They will be glad to advise you in detail and on request can also take care of professional installation.

Lockable fuel filler cap. The lockable fuel filler cap makes life difficult for fuel thieves and with the 1-key system it is easy and convenient to use. A lockable AdBlue® fuel filler cap is also available and is supplied with two colour-coded keys

https://truckmanualshub.com/

Roof lamp bar. The roof lamp bars, which are made from tough, high-sheen polished stainless steel, don't just look good: they have space for up to four additional headlamps. With these, you'll see every construction site in the right light. The roof lamp bars are available in differing variants for all Arocs cabs

Side window wind deflector. The side window wind deflector set for the driver's and co-driver's side provides ideal protection from unpleasant draughts and rain. The side window can remain open all the time – this allows a pleasant continuous exchange of air and in rainy weather it prevents dangerous misting-over of the windows

Mobile phone charging cradle (for the iPhone 4). The mobile phone charging cradle allows you to conveniently operate your mobile phone using the buttons on the multifunction steering wheel. The cradle also holds your phone firmly in place while you're driving, recharges the battery and llows it to link up to the vehicle's exterior aerial

Advantages at a glance

- Wide selection of practical accessories for adapting the Arocs to your personal requirements
- Roof bulb bar in stainless steel for up to four additional headlamps
- Lockable fuel filler cap for fuel and AdBlue® tanks
- Mobile phone charging cradle for connecting to the exterior aerial, for charging the battery and for secure support during the journey
- Side window wind deflector for protection from rain and draughts
- Seat covers in man-made leather plus washable microfibre velour seat covers for protecting the seats from dirt and damage

https://truckmanualshub.com/

The new Arocs – cab variants

With its seven cabs the Arocs covers every requirement arising out of the differing applications in construction transport in an ideal manner. Whether for day jobs on construction sites and in construction supply transport or on projects involving frequent overnight stays – all the cabs impress with their robust, durable design; their ergonomic, comfortable workstations; and the ease and efficiency of their handling.

S-cab (2300 mm cab width)

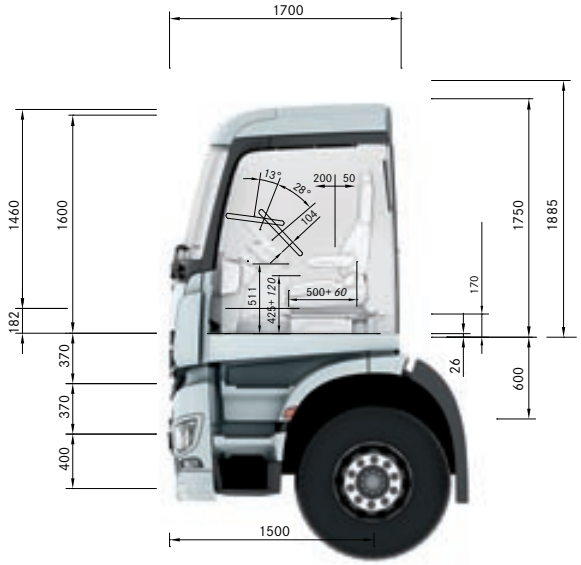
General technical data

ClassicSpace S-cab

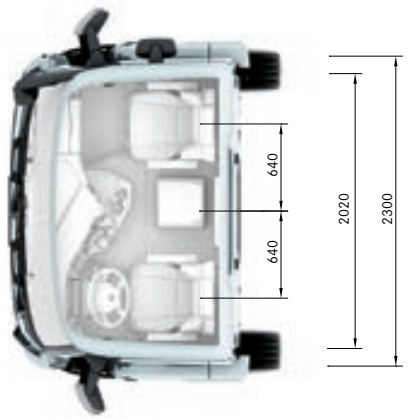
Exterior width:	2300 mm
Exterior length:	1700 mm
Headroom in front of the seats:	1600 mm

Engine tunnel variants

Engine tunnel:	170 mm
Headroom on engine tunnel:	1460 mm
Engine tunnel:	320 mm
Headroom on engine tunnel:	1310 mm



ClassicSpace S-cab



ClassicSpace S-cab

https://truckmanualshub.com/

M-cab
(2300 mm cab width)

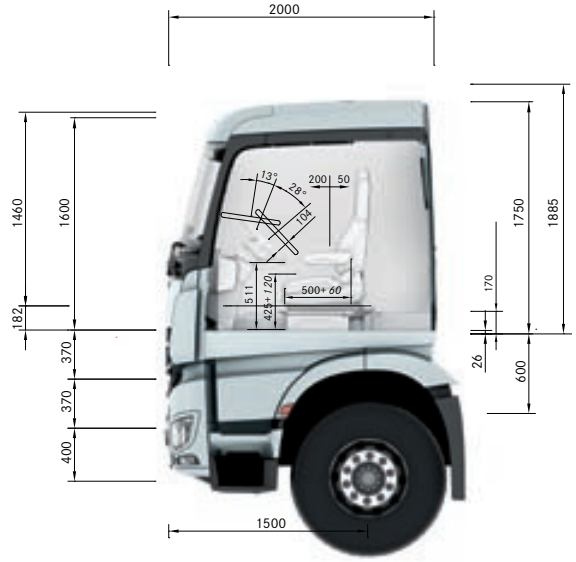
General technical data

ClassicSpace M-cab

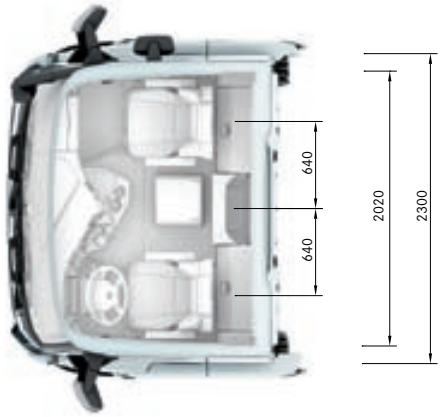
Exterior width:	2300 mm
Exterior length:	2000 mm
Headroom in front of the seats:	1600 mm

Engine tunnel variants

Engine tunnel:	170 mm
Headroom on engine tunnel:	1460 mm
Engine tunnel:	320 mm
Headroom on engine tunnel:	1310 mm



ClassicSpace M-cab



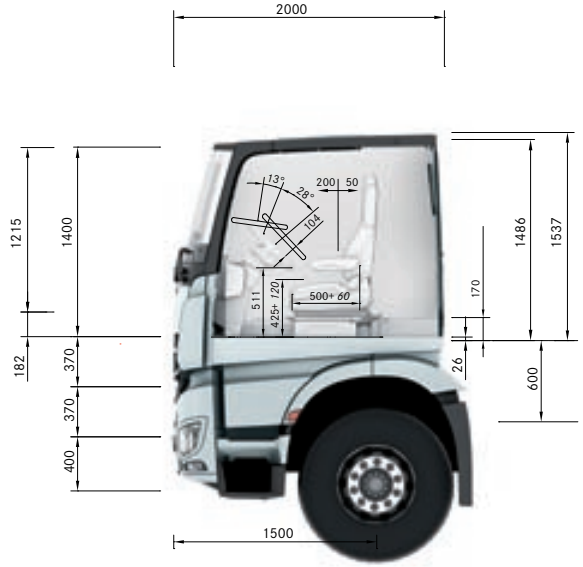
ClassicSpace M-cab

CompactSpace M-cab

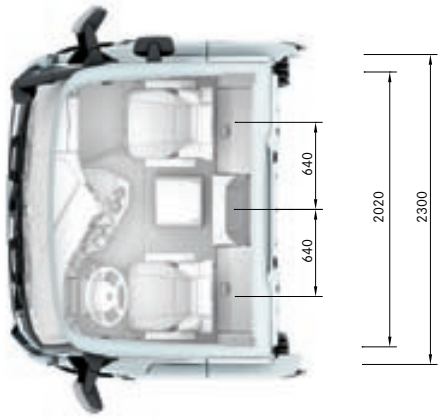
Exterior width:	2300 mm
Exterior length:	2000 mm
Headroom in front of the seats:	1400 mm

Engine tunnel variants

Engine tunnel:	170 mm
Headroom on engine tunnel:	1215 mm
Engine tunnel:	320 mm
Headroom on engine tunnel:	1065 mm



CompactSpace M-cab



CompactSpace M-cab

https://truckmanualshub.com/

L-cab
(2300 mm cab width)

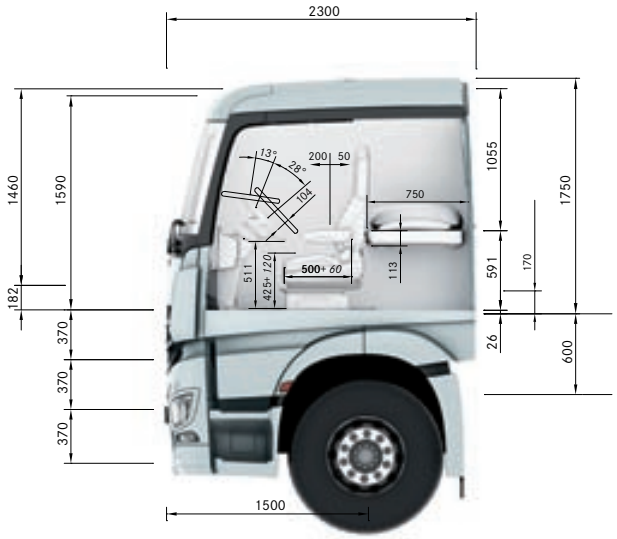
General technical data

ClassicSpace L-cab

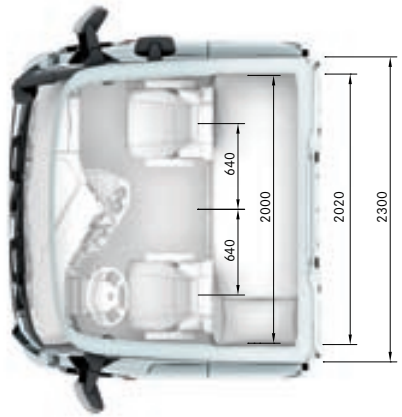
Exterior width:	2300 mm
Exterior length:	2300 mm
Headroom in front of the seats:	1590 mm

Engine tunnel variants

Engine tunnel:	170 mm
Headroom on engine tunnel:	1460 mm
Engine tunnel:	320 mm
Headroom on engine tunnel:	1310 mm
Headroom on level floor:	1640 mm



ClassicSpace L-cab



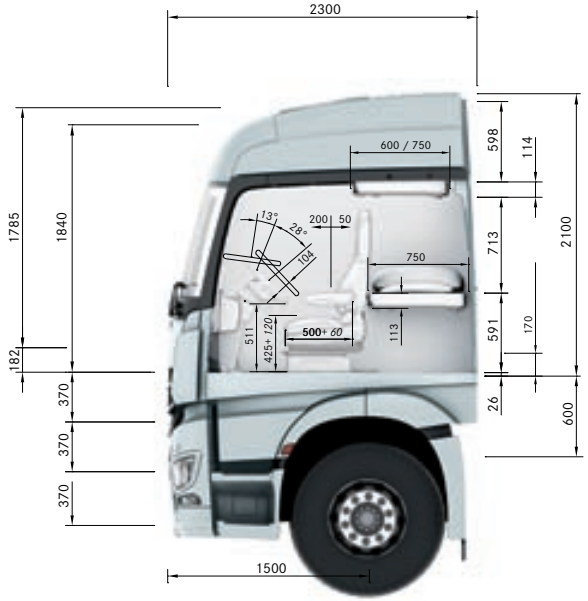
ClassicSpace L-cab

StreamSpace L-cab

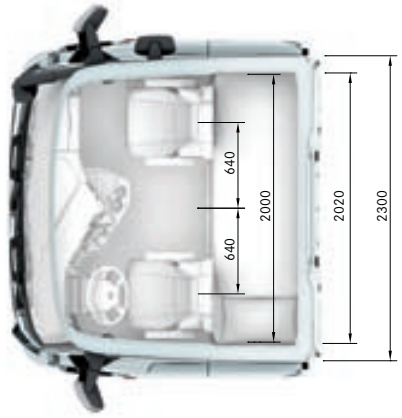
Exterior width:	2300 mm
Exterior length:	2300 mm
Headroom in front of the seats:	1840 mm

Engine tunnel variants

Engine tunnel:	170 mm
Headroom on engine tunnel:	1785 mm
Engine tunnel:	320 mm
Headroom on engine tunnel:	1635 mm
Headroom on level floor:	1970 mm



StreamSpace L-cab



StreamSpace L-cab

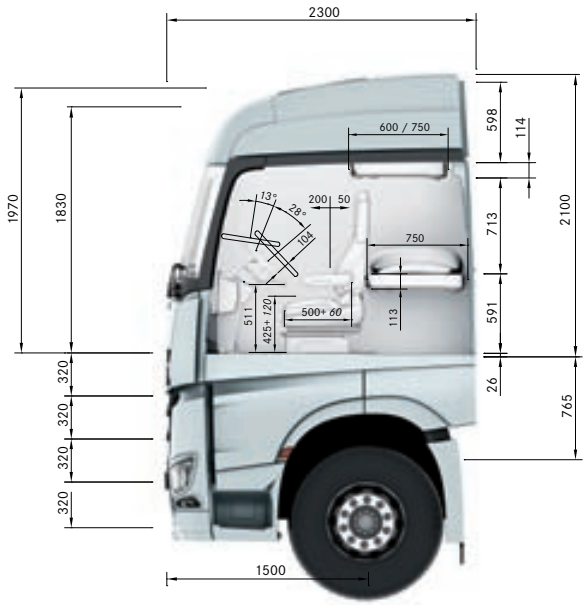
https://truckmanualshub.com/

L-cab
(2500 mm cab width)

General technical data

StreamSpace L-cab

Exterior width:	2500 mm
Exterior length:	2300 mm
Headroom in front of the seats:	1830 mm
Headroom on level floor:	1970 mm

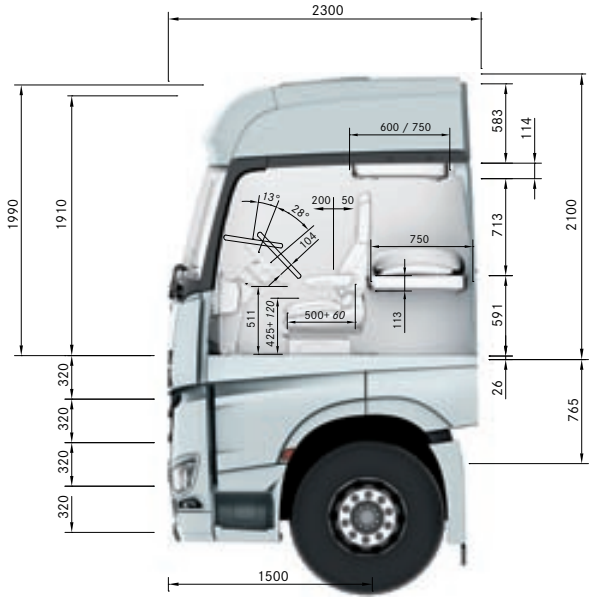


StreamSpace L-cab

StreamSpace L-cab

BigSpace L-cab

Exterior width:	2500 mm
Exterior length:	2300 mm
Headroom in front of the seats:	1910 mm
Headroom on level floor:	1990 mm



BigSpace L-cab

BigSpace L-cab

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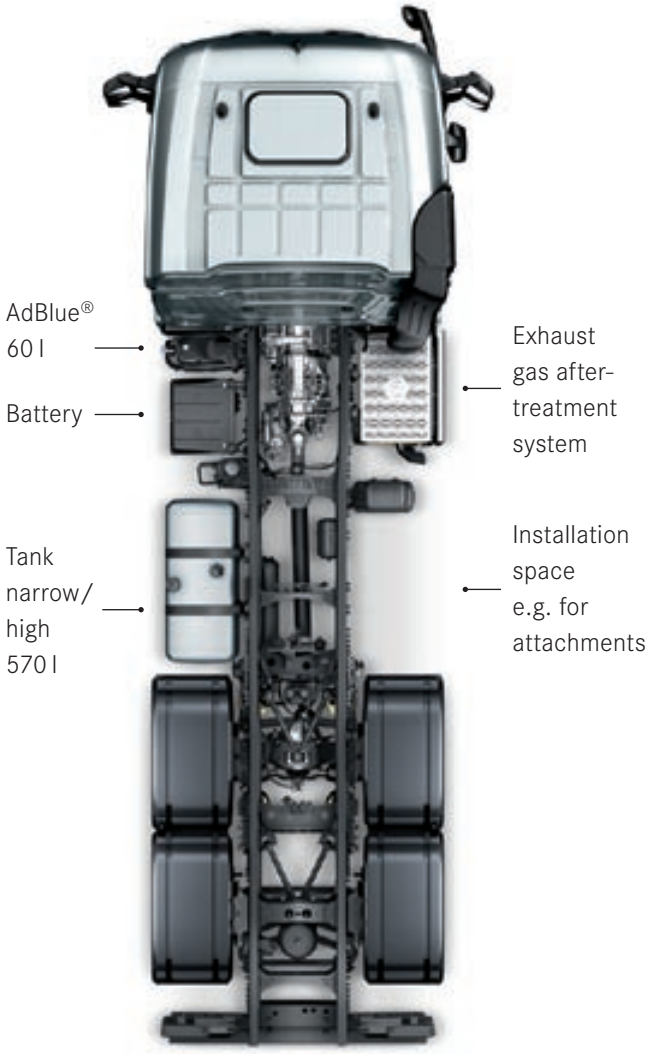
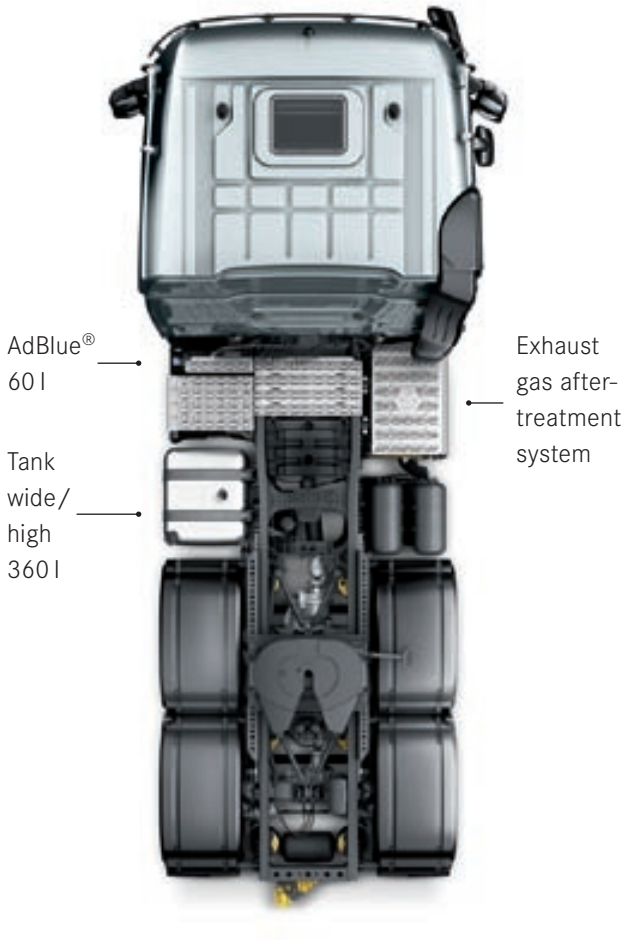
The new Arocs – tank variants

Flexible combination options: within the same tank cross-section, different tank volumes can be combined on the left- and right-hand sides. This applies to diesel and AdBlue® tanks as well as to combination tanks. The illustrations show two possible variants for a platform truck and semitrailer tractor respectively.

Modular system for tanks – so that it can be geared exactly to the operating profile, the new Arocs can be equipped with tanks of varying heights and widths



Example tank variant for Arocs platform truck



Example tank variant for Arocs semitrailer tractor

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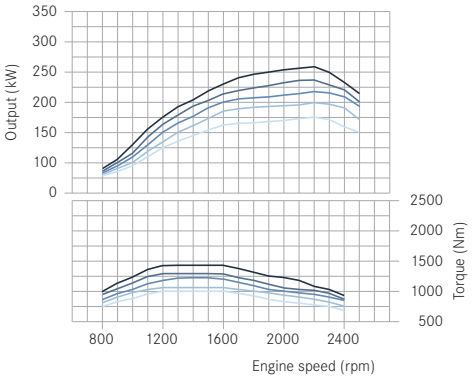
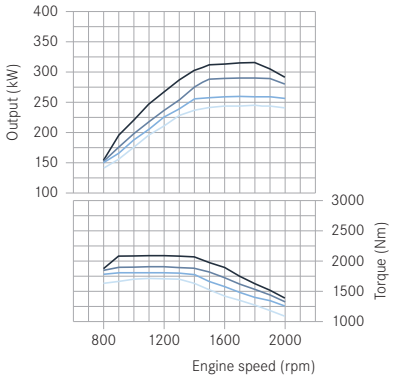
The new Arocs – engine performance data

OM 936 – 7.7 l



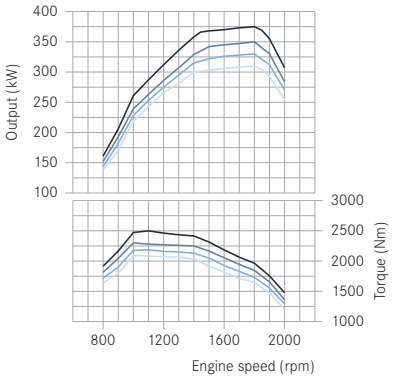
6-cylinder in-line, 7.7 l displacement	
kW (hp)	Nm
at 2200 rpm	at 1200 – 1600 rpm
175 (238)	1000
200 (272)	1100
220 (299)	1200
235 (320)	1300
260 (354)	1400

OM 470 – 10.7 l



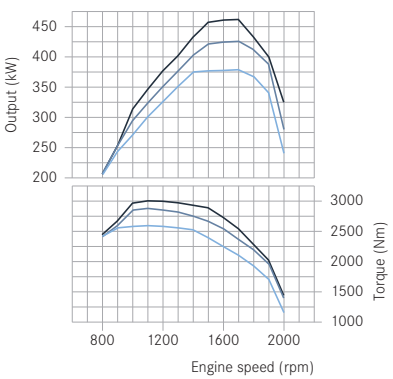
6-cylinder in-line, 10.7 l displacement	
kW (hp)	Nm
at 1800 rpm	at 1100 rpm
240 (326)	1700
265 (360)	1800
290 (394)	1900
315 (428)	2100

OM 471 – 12.8 l



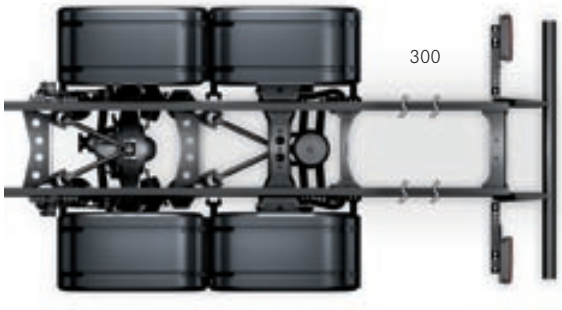
6-cylinder in-line, 12.8 l displacement	
kW (hp)	Nm
at 1800 rpm	at 1100 rpm
310 (421)	2100
330 (449)	2200
350 (476)	2300
375 (510)	2500

OM 473 – 15.6 l



6-cylinder in-line, 15.6 l displacement	
kW (hp)	Nm
at 1700 rpm	at 1100 rpm
380 (517)	2600
425 (578)	2800
460 (625)	3000

The new Arocs – variability of frame overhangs and end cross members



Frame overhangs each movable by 300 mm

50 mm each for end cross member positions

Factory-fitted frame overhangs which can be selected in 300 mm increments and the end cross member which can be moved in 50 mm increments (up to a maximum of 300 mm overall) increase ease of body mounting and reduce mounting costs

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Semitrailer tractor						
		2)	2)		2)	2)
Tonnage	18	18	18	20	20	20
Wheel arrangement	4 x 2	4 x 2	4 x 4	4 x 2	4 x 2	4 x 4
Suspension	Air	Air	Steel	Steel	Air	Steel
Engines						
175 kW (238 hp) – **260 kW** (354 hp) [2]	x	x [5]	–	x	x	–
240 kW (326 hp) – **315 kW** (428 hp)	x	x	x	x	x	x
310 kW (421 hp) – **375 kW** (510 hp)	x	–	x	x	x	x
380 kW (517 hp) – **460 kW** (625 hp) [3]	x	–	–	x	x	–
Wheelbase (300 mm grid)	3300 – 3900	3300 – 3900	3300 – 3900	3300 – 3900	3300 – 3900	3300 – 3900
Product group	–	Loader	–	Grounder	–	Grounder
Cab variants						
ClassicSpace S-cab, 2300 mm, 320 mm	•	•	•	•	•	•
ClassicSpace S-cab, 2300 mm, 170 mm	x	x	–	x	x	–
CompactSpace M-cab, 2300 mm, 320 mm	x	x	x	x	x	x
CompactSpace M-cab, 2300 mm, 170 mm	x	x	–	x	x	–
ClassicSpace M-cab, 2300 mm, 320 mm	x	x	x	x	x	x
ClassicSpace M-cab, 2300 mm, 170 mm	x	x	–	x	x	–
ClassicSpace L-cab, 2300 mm, 320 mm	x	x	x	x	x	x
ClassicSpace L-cab, 2300 mm, 170 mm	x	x	–	x	x	–
StreamSpace L-cab, 2300 mm, 320 mm	x	x	x	x	x	x
StreamSpace L-cab, 2300 mm, 170 mm	x	x	–	x	x	–
ClassicSpace L-cab, 2300 mm, level floor	x	–	–	x	x	–
StreamSpace L-cab, 2300 mm, level floor	x	–	–	x	x	–
StreamSpace L-cab, 2500 mm, level floor	x	–	–	x	x	–
BigSpace L-cab, 2500 mm, level floor	x	–	–	x	x	–

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[1]	[1]	[3]	[1]		[2]		[2]	[2]
25	25	25	26	26	26	33	33	33
6x2 ENA	6x2/2 VLA 22.5"	6x2/4 VLA 22.5"	6x2 DNA	6x4	6x4	6x4	6x4	6x6
Air	Air	Air	Air	Steel	Air	Steel	Air	Steel
x [4]	–	–	x [4]	x [4]	x [4]	–	–	–
x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x	x
–	–	–	–	x	x	x	x	x
3300, 3450	2550	2550	3300, 3450	3300 – 3900	3300 – 3900	3300 – 3900	3300 – 3900	3600 – 4200
–	–	–	–	–	–	Grounder	–	Grounder
–	–	–	–	•	•	–	–	•
•	•	•	•	x	x	•	•	–
–	–	–	–	x	x	–	–	x
x	x	x	x	x	x	x	x	–
–	–	–	–	x	x	–	–	x
x	x	x	x	x	x	x	x	–
–	–	–	–	x	x	–	–	x
x	x	x	x	x	x	x	x	–
–	–	–	–	x	x	–	–	x
x	x	x	x	x	x	x	x	–
x	x	x	x	x	x	x	x	–
x	x	x	x	x	x	x	x	–
x	x	x	x	x	x	x	x	–
x	x	x	x	x	x	x	x	–

• Standard x Available on request – Not available [1] From 05/2013 [2] From 07/2013 [3] From 11/2013 [4] No **175 kW** (238 hp) [5] From **235 kW** (320 hp)

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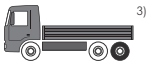
Platform truck								
		2)	2)		2)	2)	1)	 3)
Tonnage	18	18	18	20	20	20	25	25
Wheel arrangement	4 x 2	4 x 2	4 x 4	4 x 2	4 x 2	4 x 4	6 x 2 ENA	6 x 2/4 VLA 22.5"
Suspension	Steel	Air	Air	Steel	Air	Steel	Air	Air
Engines								
175 kW (238 hp) – **260 kW** (354 hp) 2)	x	x	x	x	x	–	x 5)	x 5)
240 kW (326 hp) – **315 kW** (428 hp)	x	x	x	x	x	x	x	x
310 kW (421 hp) – **375 kW** (510 hp)	x	x	x	x	x	x	x	x
380 kW (517 hp) – **460 kW** (625 hp) 3)	x	x	–	x	x	–	x	–
Wheelbase (300 mm grid)	3600 – 6600	3300 – 6600	3600 – 4500	3300 – 6600	3300 – 6600	3600 – 4500	3900 – 6000	3150 – 4050
Product group	–	–	–	Grounder	–	Grounder	–	–
Cab variants								
ClassicSpace S-cab, 2300 mm, 320 mm	•	•	•	–	–	•	•	•
ClassicSpace S-cab, 2300 mm, 170 mm	x	x	–	•	•	–	x	x
CompactSpace M-cab, 2300 mm, 320 mm	x	x	x	–	–	x	x	x
CompactSpace M-cab, 2300 mm, 170 mm	x	x	–	x	x	–	x	x
ClassicSpace M-cab, 2300 mm, 320 mm	x	x	x	–	–	x	x	x
ClassicSpace M-cab, 2300 mm, 170 mm	x	x	–	x	x	–	x	x
ClassicSpace L-cab, 2300 mm, 320 mm	x	x	x	–	–	x	x	x
ClassicSpace L-cab, 2300 mm, 170 mm	x	x	–	x	x	–	x	x
StreamSpace L-cab, 2300 mm, 320 mm	x	x	x	–	–	x	x	x
StreamSpace L-cab, 2300 mm, 170 mm	x	x	–	x	x	–	x	x
ClassicSpace L-cab, 2300 mm, level floor	x	x	–	x	x	–	x	x
StreamSpace L-cab, 2300 mm, level floor	x	x	–	x	x	–	x	–
StreamSpace L-cab, 2500 mm, level floor	x	x	–	x	x	–	x	–
BigSpace L-cab, 2500 mm, level floor	x	x	–	x	x	–	x	–

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[1]		[2]		[2]	[2]	[4]		[2]	[2]	
26	26	26	33	33	33	32	32	32	32	41
6x2 DNA	6x4	6x4	6x4	6x4	6x6	8x2/4 ENA	8x4/4	8x4/4	8x4/4 ENA	8x4/4
Air	Steel	Air	Steel	Air	Steel	Air	Steel	Air	Air	Steel
x [5]	x [5]	x [5]	–	–	–	x [5]	x [5]	x [5]	x [5]	–
x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x [6]	x	x	x	x	x
3900 – 6000	3600 – 5700	3600 – 5700	3600 – 5700	3600 – 5700	3600 – 5100	4250 – 6050	4250 – 6350	4250 – 6350	3600 – 5700	4250 – 6350
–	–	–	Grounder	–	Grounder	–	–	–	–	Grounder
•	•	•	–	–	•	–	–	–	–	–
x	x	x	•	•	–	•	•	•	•	•
x	x	x	–	–	x	–	–	–	–	–
x	x	x	x	x	–	x	x	x	x	x
x	x	x	–	–	x	–	–	–	–	–
x	x	x	x	x	–	x	x	x	x	x
x	x	x	–	–	x	–	–	–	–	–
x	x	x	x	x	–	x	x	x	x	x
x	x	x	–	–	x	–	–	–	–	–
x	x	x	x	x	–	x	x	x	x	x
x	x	x	x	x	–	x	x	x	x	x
x	x	x	x	x	–	x	x	x	x	x
x	x	x	x	x	–	x	x	x	x	x
x	x	x	x	x	–	x	x	x	x	x

• Standard x Available on request – Not available [1] From 05/2013 [2] From 07/2013 [3] From 11/2013 [4] From 11/2015 [5] No **175 kW** (238 hp) [6] Only **380 kW** (517 hp)

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Dump truck							
		[1]	[1]		[1]	[1]	
Tonnage	18	18	18	20	20	20	26
Wheel arrangement	4 x 2	4 x 2	4 x 4	4 x 2	4 x 2	4 x 4	6 x 4
Suspension	Steel	Air	Steel	Steel	Air	Steel	Steel
Engines							
175 kW (238 hp) – **260 kW** (354 hp) [1]	x	x	x	x	x	–	x [3]
240 kW (326 hp) – **315 kW** (428 hp)	x	x	x	x	x	x	x
310 kW (421 hp) – **375 kW** (510 hp)	x	x	x	x	x	x	x
380 kW (517 hp) – **460 kW** (625 hp) [2]	–	–	–	–	–	–	x
Wheelbase (300 mm grid)	3600 – 5400	3600 – 5400	3600 – 5400	3600 – 5400	3600 – 5400	3600 – 5400	3300 – 5400
Product group	–	–	–	Grounder	–	Grounder	–
Cab variants							
ClassicSpace S-cab, 2300 mm, 320 mm	•	•	•	–	–	•	•
ClassicSpace S-cab, 2300 mm, 170 mm	x	x	–	•	•	–	x
CompactSpace M-cab, 2300 mm, 320 mm	x	x	x	–	–	x	x
CompactSpace M-cab, 2300 mm, 170 mm	x	x	–	x	x	–	x
ClassicSpace M-cab, 2300 mm, 320 mm	x	x	x	–	–	x	x
ClassicSpace M-cab, 2300 mm, 170 mm	x	x	–	x	x	–	x
ClassicSpace L-cab, 2300 mm, 320 mm	x	x	x	–	–	x	x
ClassicSpace L-cab, 2300 mm, 170 mm	x	x	–	x	x	–	x
StreamSpace L-cab, 2300 mm, 320 mm	x	x	x	–	–	x	x
StreamSpace L-cab, 2300 mm, 170 mm	x	x	–	x	x	–	x
ClassicSpace L-cab, 2300 mm, level floor	–	–	–	–	–	–	x
StreamSpace L-cab, 2300 mm, level floor	–	–	–	–	–	–	x
StreamSpace L-cab, 2500 mm, level floor	–	–	–	–	–	–	x
BigSpace L-cab, 2500 mm, level floor	–	–	–	–	–	–	x

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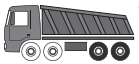
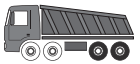
[1]		[1]	[1]		 [1]	[1]		[1]	[1]
26	33	33	33	32	32	32	41	41	41
6x4	6x4	6x4	6x6	8x4/4	8x4/4	8x4 ENA	8x4/4	8x6/4	8x6/4
Air	Steel	Air	Steel	Steel	Air	Air	Steel	Steel	Steel
x [3]	–	–	–	x [3]	x [3]	x [3]	–	–	–
x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x	x	x
x	x	x	x [4]	x	x	x	x	–	x
3300 – 5400	3300 – 5400	3300 – 5400	3600 – 4200	4250 – 6350	4250 – 6350	3600 – 5700	4250 – 6350	4550 – 6050	4850 – 5450
–	Grounder	–	Grounder	–	–	–	Grounder	Grounder	Grounder
•	–	–	•	–	–	–	–	•	•
x	•	•	–	•	•	•	•	x	x
x	–	–	x	–	–	–	–	–	–
x	x	x	–	x	x	x	x	x	x
x	–	–	x	–	–	–	–	–	–
x	x	x	–	x	x	x	x	x	x
x	–	–	x	–	–	–	–	–	–
x	x	x	–	x	x	x	x	x	x
x	–	–	x	–	–	–	–	–	–
x	x	x	–	x	x	x	x	–	–
x	x	x	–	x	x	x	x	–	–
x	x	x	–	x	x	x	x	–	–
x	x	x	–	–	x	x	–	–	–
x	x	x	–	–	x	x	–	–	–

• Standard x Available on request – Not available [1] From 07/2013 [2] From 11/2013 [3] No **175 kW** (238 hp) [4] Only **380 kW** (517 hp)

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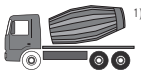
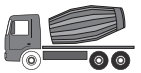
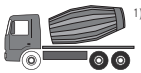
Concrete mixer				
		 [1]		 [1]
Tonnage	26	26	33	33
Wheel arrangement	6 x 4	6 x 4	6 x 4	6 x 4
Suspension	Steel	Air	Steel	Air
Engines				
175 kW (238 hp) – **260 kW** (354 hp) [1]	x [3]	x [3]	–	–
240 kW (326 hp) – **315 kW** (428 hp)	x	x	x	x
310 kW (421 hp) – **375 kW** (510 hp)	x	x	x	x
380 kW (517 hp) – **460 kW** (625 hp) [2]	–	–	–	–
Wheelbase (300 mm grid)	3300 – 4200	3300 – 4200	3300 – 4200	3300 – 4200
Product group	–	–	Grounder	–
Cab variants				
ClassicSpace S-cab, 2300 mm, 320 mm	•	•	–	–
ClassicSpace S-cab, 2300 mm, 170 mm	x	x	•	•
CompactSpace M-cab, 2300 mm, 320 mm	x	x	–	–
CompactSpace M-cab, 2300 mm, 170 mm	x	x	x	x
ClassicSpace M-cab, 2300 mm, 320 mm	x	x	–	–
ClassicSpace M-cab, 2300 mm, 170 mm	x	x	x	x
ClassicSpace L-cab, 2300 mm, 320 mm	x	x	–	–
ClassicSpace L-cab, 2300 mm, 170 mm	x	x	x	x
StreamSpace L-cab, 2300 mm, 320 mm	x	x	–	–
StreamSpace L-cab, 2300 mm, 170 mm	x	x	x	x
ClassicSpace L-cab, 2300 mm, level floor	–	–	–	–
StreamSpace L-cab, 2300 mm, level floor	–	–	–	–
StreamSpace L-cab, 2500 mm, level floor	–	–	–	–
BigSpace L-cab, 2500 mm, level floor	–	–	–	–

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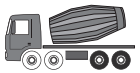
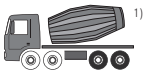
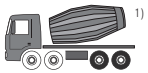
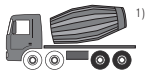
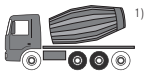
	 [1]	 [1]	 [1]	 [1]	
32	32	32	32	32	41
8x4/4	8x4/4	8x4/4	8x4/4	8x4 ENA	8x4/4
Steel	Steel	Air	Air	Air	Steel
x [3]	x [4]	x [3]	x [4]	x [3]	–
x	x	x	x	x	x
x	–	x	–	x	x
–	–	–	–	–	–
4250 – 6050	4250 – 6050	4250 – 6050	4250 – 6050	3600 – 5700	4250 – 6050
–	Loader	–	Loader	–	Grounder
–	–	–	–	–	–
•	•	•	•	•	•
–	–	–	–	–	–
x	x	x	x	x	x
–	–	–	–	–	–
x	x	x	x	x	x
–	–	–	–	–	–
x	–	x	–	x	x
–	–	–	–	–	–
x	–	x	–	x	x
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–

• Standard x Available on request – Not available [1] From 07/2013 [2] From 11/2013 [3] No **175 kW** (238 hp) [4] From **235 kW** (320 hp)

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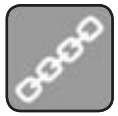
The new Arocs.
Power, robustness and efficiency at a glance

High power. In the Arocs the drive system, frame, chassis and suspension work in perfect harmony. So that you can powerfully master every driving situation.

- All the drive components are designed for particularly high loads and are optimally matched to each other
- Standard-specification high-torque, durable Euro VI engines with common-rail high-pressure injection
- Wider torque curve for fewer shifts and to relieve the burden on the clutch and transmission
- New-generation clutch for maximum torques of up to 3000 Nm
- On request Turbo Retarder clutch for wear-free moving off and manoeuvring with particularly high gross combination weights and torques
- Standard-fit enhanced Mercedes PowerShift 3 automated transmission with driving programs designed for construction-industry vehicles
- Unique new suspension and frame design for optimum power transmission
- High traction and precise steerability in all applications in construction transport through perfectly matched drive and suspension components



Increased robustness. The Arocs is particularly robust and offers a superb vehicle configuration for every application in construction transport.

- The drive system stands up in practically every driving situation
- The extra-solid vehicle design offers particularly high stability and loadability
- Two different application-optimised frames for construction site/off-road use plus on-road use
- Robust and durable steel suspension for construction site and on-road use and for high loadability in difficult terrain
- 4-bellows air suspension for optimised driving dynamics in on-road use
- High ground clearance and off-road capability
- Cabs with a reinforced design specially developed for construction transport
- Seven cabs with 2300 mm and 2500 mm width for all requirements in construction transport
- 2300 mm cab width offers optimum body length/payload/overview ratio
- Newly developed, ergonomic workstation with appealing design

Impressive efficiency. The new Arocs impresses with particularly high overall economy and thus helps you to be even more successful.

- Compliance with the Euro VI emissions standard as standard
- Reduced consumption through optimised drive system configurations with particularly efficient 6-cylinder in-line engines, sophisticated aerodynamics
- Consumption-reducing driver support, for example through the standard-fit Mercedes PowerShift 3 automated transmission and FleetBoard® EcoSupport
- Electronic maintenance system for load-dependent and long service intervals of up to 120,000 km
- Repair- and maintenance-friendly design
- Particularly robust design and increased operating life for the engines, clutch and many other components
- Straightforward body mounting for cost-effective body solutions and faster delivery of finished vehicle
- Sector-specific Arocs Loader and Arocs Grounder vehicle concepts
- Extensive portfolio of Mercedes-Benz services designed to lower overall costs

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Sector-specific vehicle concepts. Arocs Loader concrete mixers and semitrailer tractors for particularly high payload. Arocs Grounder for extreme applications where significantly higher stability and loadability are essential.

Arocs Loader:
- 8 x 4/4 concrete mixer and 4 x 2 semitrailer tractors for particularly payload-oriented transportation
- Reduced unladen weight through an array of individual measures, some of which can be selected as required
- Concrete mixer with maximum unladen weight of 9250 kg for transporting 8 m^3 of ready-mixed concrete
- Range of engine outputs and cab variants geared to practical operation

Arocs Grounder:
- Vehicles with a particularly robust design for high performance and heavy loads
- Reinforced frame for particularly high stability and resilience
- Reinforced chassis and suspension components for extreme loadability, even in challenging off-road conditions

Efficiency-enhancing services. An extensive range of services contributes towards higher vehicle availability and lower overall costs in all applications in construction transport.

- FleetBoard® vehicle and transport management and time management
- Mercedes-Benz CharterWay products for vehicle procurement, mobility cover and easing the administrative burden
- Mercedes-Benz Financial Services for individual leasing, financing and insurance solutions
- Extensive workshop network with approx. 1800 service outlets and extended workshop opening hours throughout Europe
- Mercedes-Benz Service 24h with Telediagnosis[1)]
- MercedesServiceCard
- Individual vehicle conversions through Mercedes-Benz Custom Tailored Trucks
- Mercedes-Benz DriverTraining[2)]
- Application Information Centre in Wörth
- TruckStore

[1)] Only in conjunction with optionally available telematics system FleetBoard®
[2)] A BlueEfficiency Power service

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