



The Arocs Range

Product Guide

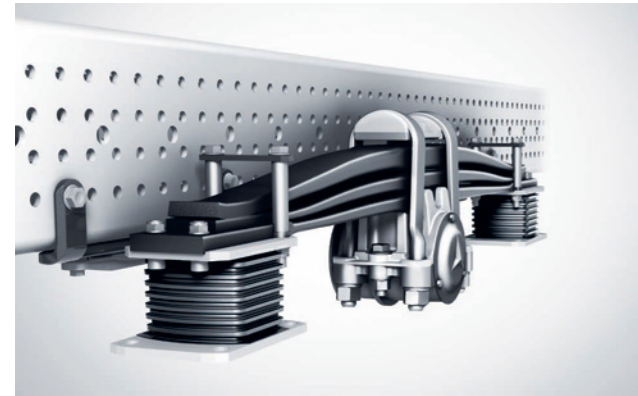
Mercedes-Benz
Trucks you can trust



The new Arocs - Unbridled power, restrained fuel consumption; the truck for distribution & construction application.

Arocs for Distribution.

With independent design and technology matched to its application, the Arocs overcomes the challenges of day-to-day operation with great proficiency. The Arocs makes distribution work noticeably easier and boasts innovative, fuel-saving technology, low overall costs and greater safety. Core Characteristics of the Arocs for Distribution are Reliability, Efficiency and Safety.



Efficient Direct Drive Powershi 3 transmission and hypoid axles



Low drag and rolling resistance. The design contributes to a low level of aerodynamic drag and thus to reduced fuel consumption.



Lane keeping Assist & Attention Assist are standard on Arocs Distribution Vehicles.

Arocs for Construction

For all types of construction use and every type of construction site. From off-highway applications to concrete mixers and heavy-duty tippers, the on-road, off-road and all-wheel drive variants of the Arocs are true specialists of the construction industry. Thanks to their versatility, they have the right answer for virtually every task and for every segment of the construction industry. With its fuel-efficient engines, quality, outstanding reliability and robustness, the extended service lives of many components, low repair and maintenance costs and its good body-mounting ability the Arocs is the specialist for heavy-duty operations and provides for a particularly economical operation. In short: Mercedes-Benz delivers what the practical realities require: On the construction site and on the road.

Core Characteristics of the Arocs for Construction are Reliability, Robustness and Bodybuilder Friendliness.

In both applications, the new Mercedes-Benz model series impress not only with a comfortable driver workplace, but also with precisely coordinated, application-matched vehicle configurations, fuel-saving, efficient technology and attractive service offers which can increase the overall cost-effectiveness further still.

ClassicSpace L-Cab, 2.30 m, engine tunnel 170 mm.

The comfortable ClassicSpace L-Cab is designed fully for the needs and comfort of the driver in solo operation in distribution and national long-distance applications. It is designed on the basis of state-of-the-art ergonomic and safety criteria and offers generous interior space as well as plenty of storage space. The cab also features the newly-developed seat concept with seats that have wider seat cushions. The functional colour concept of the interior design in flannel grey and greige enhances the feeling of well-being.

ClassicSpace M-Cab, 2.30m, engine tunnel 170 mm.

The comfortable ClassicSpace M-Cab is designed fully for the needs and comfort of the driver in solo operation in distribution applications. It is designed on the basis of state-of-the-art ergonomic and safety criteria. The cab also features the newly-developed seat concept with seats that have wider seat cushions. The functional colour concept of the interior design in flannel grey and greige enhances the feeling of well-being.

ClassicSpace S-Cab, 2.30m, engine tunnel, 170mm.

The comfortable ClassicSpace S-Cab is designed fully for the needs and comfort of the driver in solo operation in distribution and short-haul applications. It is designed on the basis of state-of-the-art ergonomic and safety criteria. It also maximises the space available for body installation

behind the cab. The cab also features the newly-developed seat concept with seats that have wider seat cushions. The functional colour concept of the interior design in flannel grey and greige enhances the feeling of well-being.



OM460 Euro III

The OM460 engine has been developed on the basis of tried and tested technology and robust components. The new in-line 6-cylinder engine configuration with exhaust gas turbocharger and unit pump line injectors obtains a high torque already at low engine speeds and across a wider engine speed range contributing to much improved driving characteristics and a significant increase in economic fuel efficiency.

OM473 Euro III

If an engine could be described as "heavier than heavy duty", the OM473 in-line six-cylinder engine from Mercedes-Benz would fit the bill perfectly. The OM473 stands apart from the rest, in a category of its

own, characterised by peak performance under harsh conditions and meeting the toughest requirements in terms of transport speed, pulling power and robustness.

The flexible common rail system with X-PULSE pressure boost is responsible for fuel injection in the OM473. The maximum pressure of approximately 900 bar in the commonrail is increased to up to 2100 bar in the individual injectors. The X-PULSE system used exclusively by Mercedes-Benz continually adjusts the injection specifically for each cylinder based on the engine's current operating conditions. Alongside the injection timing and amount, the injection quantity and the injection pressure modulation of the individual injectors is also possible. The already familiar, extremely powerful high performance engine brake is also standard in the OM473.

Amongst the special features of the Mercedes-Benz OM473 is a technical highlight, known as turbocompound technology. It is one of the main reasons for the engine's high performance and economic efficiency. The term turbocompound refers to a second turbine located downstream of the exhaust gas turbocharger. It makes use of the exhaust gas temperature which is maintained after the gas has flowed through the exhaust gas turbocharger, thereby further boosting efficiency. The power is transferred via a shaft and a hydrodynamic clutch to the engine's gear drive and thus directly to the crankshaft.



The reliable and durable design of the OM460 features particular robust technology such as unit pump-line injectors.



Robust planetary axles for off-road operation.



Modular Layout of the chassis allows for easier body mounting.



Key Specifications

| Description | Arocs 1836AE/45 | Arocs 3236B/51 | Arocs 3336K/36 | Arocs 3336/48 |
|--------------------------|--|--|--|---|
| Application | Single Wheel All Wheel Drive. | Mixer / Tipper | Tipper | F/C On/Off H/way |
| Wheelbase | 4,500 mm | 5,150 mm | 3,600 mm | 4,800 mm |
| Rear Overhang | 2,400 mm | 1,000 mm | 800 mm | 1,950 mm |
| Engine | OM460 12.8 l , inline 6 | OM460 12.8 l , inline 6 | OM460 12.8 l , inline 6 | OM460 12.8 l , inline 6 |
| kW/Nm/hp | 265kW, 1800Nm, 360hp | 265kW, 1800Nm, 360hp | 265kW, 1800Nm, 360hp | 265kW, 1800Nm, 360hp |
| PTO | PTO MB 131-2c | PTO MB 131-2c + Engine PTO | PTO MB 131-2c | PTO MB 131-2c |
| Emission | Euro III | Euro III | Euro III | Euro III |
| Gearbox | G230-12 | G211-12 Direct Drive | G280-16 | G330-12 |
| Final Drive Ratio | 4.333 | 3.583 Hypoid | 5.333 | 4.333 |
| Fuel Capacity | 390 L, left | 290 L, left | 390 L, left | 390 L, left |
| Cabin | S-cab ClassicSpace, 2.30m, 320mm Engine Tunnel | S-cab ClassicSpace, 2.30m, 170mm Engine Tunnel | S-cab ClassicSpace, 2.30m, 170mm Engine Tunnel | M-cab ClassicSpace, 2.30m, 170mm Engine Tunnel |
| Air-Deflectors | - | - | - | - |
| Wheel Rims | Reinforced,Steel Rims | Alcoa Aluminium, Dura-Bright | Reinforced,Steel Rims | Reinforced,Steel Rims |
| Brakes | Drum brakes on front and rear axle | Disc brakes on front and rear axle | Drum brakes on front and rear axle | Drum brakes on front and rear axle |
| Wear-Free Braking System | Engine Brake | Engine Brake | Engine Brake | Engine Brake |
| Safety Systems | Disengageable ABS | Driver Airbag, disengageable ABS & ASR | Driver Airbag, disengageable ABS & ASR | Driver Airbag, Attention Assist, Lane Keeping Assist, disengageable ABS & ASR |

| Arocs 3340/48 | Arocs 3345/48 | Arocs 3352/45 | Arocs 3352AE/48 | Arocs 4152K/51 |
|---|---|---|--|--|
| F/C On/Off H/way | F/C On/Off H/way | F/C On/Off H/way | Single Wheel All Wheel Drive | Tipper |
| 4,800 mm | 4,800 mm | 4,500 mm | 4,800 mm | 5,150 mm |
| 1,950 mm | 1,950 mm | 1,950 mm | 2,200 mm | 1,000 mm |
| OM460 12.8 l , inline 6 | OM460 12.8 l , inline 6 | OM473 15.6 l , inline 6 | OM473 15.6 l , inline 6 | OM473 15.6 l , inline 6 |
| 290kW, 1900Nm, 394hp | 330kW, 2200Nm, 449hp | 380kW, 2600Nm, 517hp | 330kW, 2200Nm, 449hp | - |
| PTO MB 131-2c | PTO MB 131-2c | PTO MB 131-2c | - | - |
| Euro III | Euro III | Euro III | Euro III | Euro III |
| G330-12 | G330-12 | G330-12 | G280-16 | G280-16 |
| 4.333 | 4.333 | 4.333 | 5.333 | 5.333 |
| 390 L, left | 390 L, left | 390 L, left | 390 L, left | 390 L, left |
| M-cab ClassicSpace, 2.30m, 170mm Engine Tunnel | M-cab ClassicSpace, 2.30m, 170mm Engine Tunnel | M-cab ClassicSpace, 2.30m, 170mm Engine Tunnel | L-cab ClassicSpace, 2.30m, 170mm Engine Tunnel | S-cab ClassicSpace, 2.30m, 170mm Engine Tunnel |
| - | - | - | - | - |
| Reinforced,Steel Rims | Reinforced,Steel Rims | Reinforced,Steel Rims | Reinforced,Steel Rims | Reinforced,Steel Rims |
| Drum brakes on front and rear axle | Drum brakes on front and rear axle | Drum brakes on front and rear axle | Drum brakes on front and rear axle | Drum brakes on front and rear axle |
| Engine Brake + Voith SW Retarder | Engine Brake + Voith SW Retarder | High Performance Engine Brake + Voith SW Retarder | High Performance Engine Brake | High Performance Engine Brake |
| Driver Airbag, Attention Assist, Lane Keeping Assist, disengageable ABS & ASR | Driver Airbag, Attention Assist, Lane Keeping Assist, disengageable ABS & ASR | Driver Airbag, Attention Assist, Lane Keeping Assist, disengageable ABS & ASR | Disengageable ABS & ASR | Disengageable ABS & ASR |

Please note: changes may have been made to the product since this manual went to press (01.10.2021). The manufacturer reserves the right to make changes to the design, form, colour and specification during the delivery period, provided these changes, while taking into account the interests of the vendor, can be deemed reasonable with respect to the purchaser. Where the vendor or the manufacturer uses symbols or numbers to describe an order or the subject of an order, no rights may be derived solely from these. The illustrations may show accessories and items of special equipment which are not part of standard specification. Colours may differ slightly from those shown in the brochure, owing to the limitations of the printing process. This manual may also contain models and services which are not available in certain countries. This manual is distributed internationally. It provides a general indication of the range of models, features, special equipment and/or colours available in various countries. Some of the models, features, special equipment and/or colours may not be available in your country, or may only be available in a different specification. Additionally some models, features, special equipment and/or colours may only be available in combination with others. For current and more specific information relating to the range of models, features, special equipment and/or colours available in your country, and their pricing, you should contact your nearest Mercedes-Benz Truck Dealer.

Revised 20.04.2022

www.mercedes-benz.co.za/trucks