

ATEGO

Features and Benefits



125! years of innovation



Mercedes-Benz
Trucks you can trust.





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Built to lead: The Atego

Whether used for refrigerated transport, specialist trades or furniture carrying, for instance, a distribution truck has to deliver the goods in every sense of the word – manoeuvring in narrow city streets and loading yards as well as coping with country roads. But that is not all. It must also be durable, economical and robust. A vehicle you can rely on day after day.

The Atego – with a GVM of 9.5 to 15 tonnes – fulfils these requirements to a T. Compact dimensions and superb handling make it an agile performer in town. Many details are designed with short-radius distribution in mind: the low entrance, wide-opening doors and easy through-cab access make life easy for drivers who spend much of the day getting in and out of the cab. And when it comes to economy and reliability, the durable, low-maintenance

engines and the tried-and-trusted Telligent® engine management system are in a class of their own. The cab variants feature an all-new interior design that is the last word in comfort and ingenuity, including a specially adapted cockpit, controls that are now even easier to use, an innovative stowage concept and a new heating system. So driver comfort will not be a problem. After all, if you like where you work, you'll enjoy working a whole lot better.



A workplace to make your workmates green with envy

For distribution truck drivers, comfort is the key when it comes to maintaining high levels of performance and health. Because, to be honest, distribution work demands a lot of the driver's fitness – and spinal column. This is why we do everything we can to make the job easier. By providing an ergonomically designed access setup, wide-opening doors and plenty of room to move around in the cab, for instance. Or by installing ergonomically and logically positioned controls within easy reach of the driver. We have also extended the range of stowage areas and compartments to help drivers keep their “office” tidy. And the ergonomically optimised airsprung driver's seats – standard in Atego trucks weighing 15 tonnes and above – are especially kind to your back. The new generation of cockpits – one designed with drivers and their job requirements firmly in mind.

Less clambering.

But more of a view

Climb aboard, take your seat and enjoy the view. The two-piece parallel frame is lower at the front and allows a low entrance with just one generously proportioned, well-lit non-slip step as standard for the Atego up to 10,5 tonnes. There are also grab handles on both sides. The large windscreen and deep-set side windows offer excellent visibility, whilst the new clear-lens headlamps illuminate a wide area of the road. Excellent rear visibility is also assured thanks to electronically adjustable aerodynamic exterior mirrors (standard on the co-driver's side) as well as the wide angle rearview mirror located below the main mirror. Heated exterior mirrors come as standard so there is no risk of misting or icing over. The new front bumper view mirror will provide assistance in tight spots.

A good seat.

As important as a good office chair

Comfortable, ergonomically designed seats are a must in distribution trucks, since the driver is behind the wheel for most of the working day. This is why the standard equipment package for Atego trucks weighing 15 tonnes and above includes an airsprung driver's suspension seat with a wide adjustment range, allowing the driver to adopt the ideal sitting position. Its outstanding ergonomic qualities have been commended by “Aktion Gesunder Rücken e.V.” (AGR) – a specialist German organisation formed to promote back health. AGR works to encourage back-friendly product designs and has the support of over 20 highly renowned associations. New seat cover in Brasao design will offer support and functionality.

Easy reading

All of the most important vehicle data – road speed, r/min., fuel level, brake pressure – are clearly displayed on the instrument cluster. A graphics-capable display is included with certain trim lines: the adaptive green rev counter sector helps the driver to save diesel, for example. Furthermore, fault messages backed with text can also be displayed. The new instrument cluster with chrome rings offers more informative graphics display and the new automatic departure check.

A wide range of applications

After all, the Atego can perform many different jobs. Compact on the outside and astonishingly spacious on the inside, the standard day cab is ideal for trucks that spend most of their time in towns and cities.

Cockpit designed for the job in hand

Carefully designed to cater for specific needs, the new cockpit sweeps harmoniously around the front of the cab and features a host of stowage options as well as ergonomically positioned controls within easy reach of the driver: from the A4 recess on the instrument panel and the pen holder and ashtray to the heating and air conditioning controls and the hazard warning light switch. Cup and bottle holders are located in the centre of the instrument panel, within easy reach of both the driver and the co-driver. The dimensions of the instrument panel and the recess below permit extremely easy through-cab access. We also took great care in selecting easy-care materials that are pleasant to the touch and easy on the eye.

Stowage space in abundance

The standard-size recesses and compartments in the standard-roof version can incorporate all the devices required to transform the Atego into a state-of-the-art communications centre, including telephone, fax, CB radio, navigation system, and, of course, the radio unit with RDS and integral cassette deck or CD player.

Pleasant working climate

The new thermostatically controlled heating system can be individually adjusted to provide the desired temperature in the cab in next to no time. The airflow from the eyeball-type outlets at the front of the driver's and co-driver's doors firstly prevents the side windows from misting over. Secondly these outlets can emit warm air to form a "wall of heat" in front of the side window when it is cold outside. Thirdly they can blow fresh, cool air towards the driver when the temperature outside starts to rise.



The new multi-function steering wheel has integrated control functions for the on-board computer, radio and telephone. All these value added equipment allows for more comfort at the workplace.

Illuminating details

The lighting in the driver's area includes a bright reading light which proves especially useful when filling out tachograph discs or checking freight papers, for example. Dimmed green lighting allows relaxed, stress-free driving whilst anti-glare lights illuminate the main areas of the interior. For work, rest and recreation.



Reverse warning buzzer integrated in reverse light.



All aboard please: on some models, one step is enough, with a height of a mere 818 mm from road surface to cab floor. Drivers of Atego distribution trucks in the weight category up to 10.5 tonnes, who have to get in and out perhaps 30 or 40 times a day, are sure to appreciate this. On the Atego from 13 to 15 tonnes, two steps are enough



The instrument cluster with function check: the most important vehicle data and functions – such as the engine oil level and pressure, coolant level, brake lining wear and lighting – are checked by the system, meaning that, apart from the tyre checks, there is no longer a need for the driver to carry out daily exterior checks of the vehicle



Airsprung driver's suspension seat: standard equipment for Atego trucks over 15 tonnes



A 1.5-litre bottle holder is integrated in the open door pocket

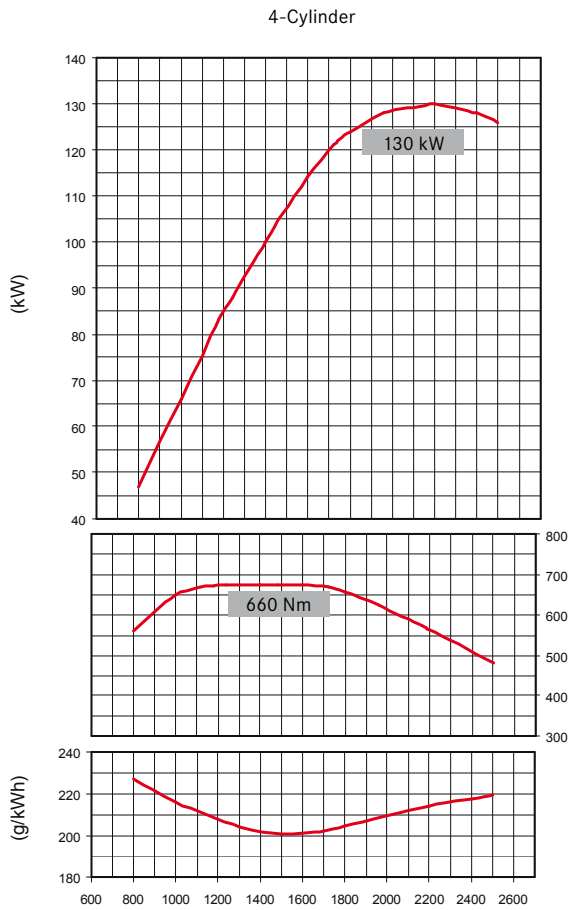


The standard day cab has the option of a centre seat for jobs requiring a larger crew

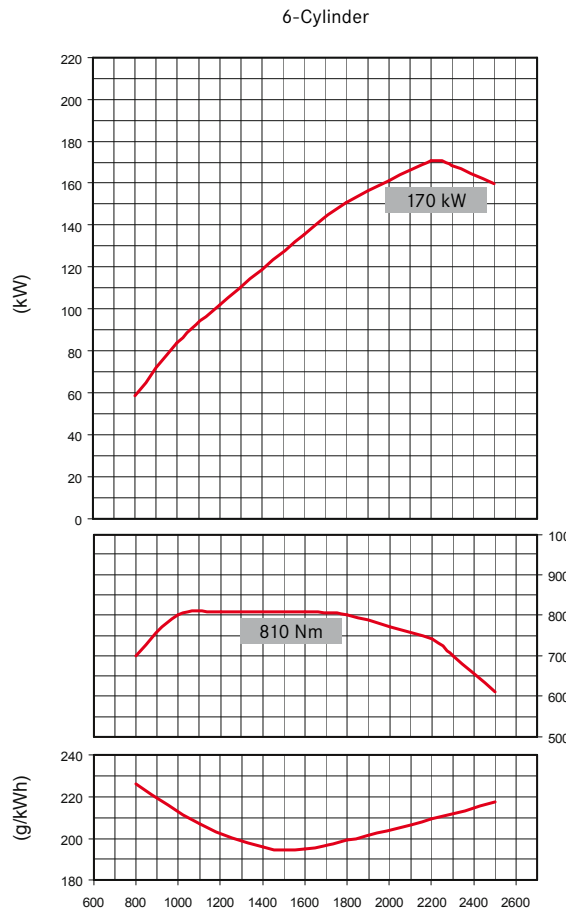


The new easy-grip steering wheel has a pneumatic adjustment mechanism: the height can be adjusted by 66 mm, whilst the angle can be set between 22 and 39, meaning that each driver can set the ideal position and get in and out of the cab easily

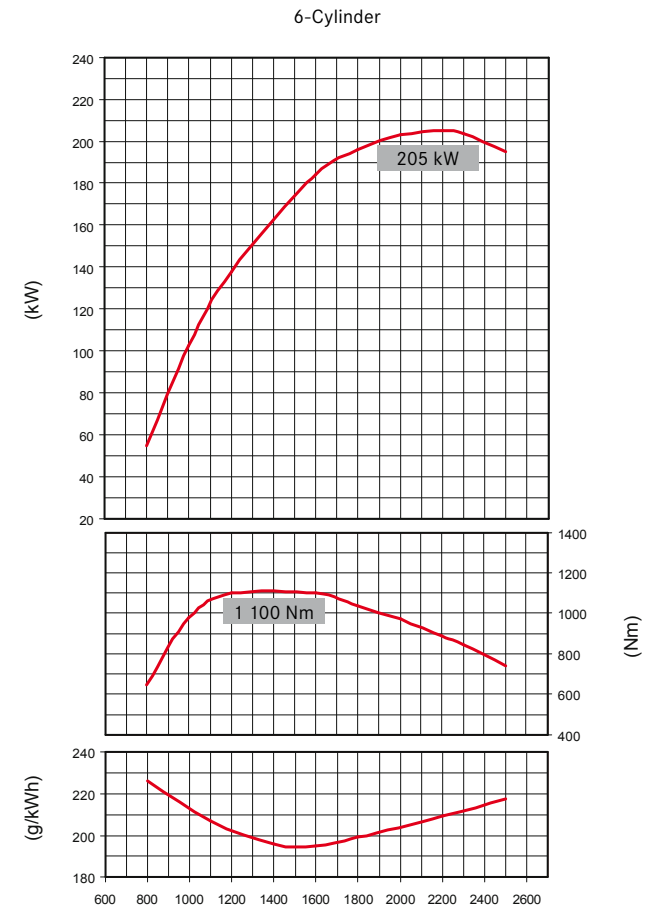
Behind every success lies a driving force.
Here's yours



OM 904 LA Euro3



OM 906 LA Euro3



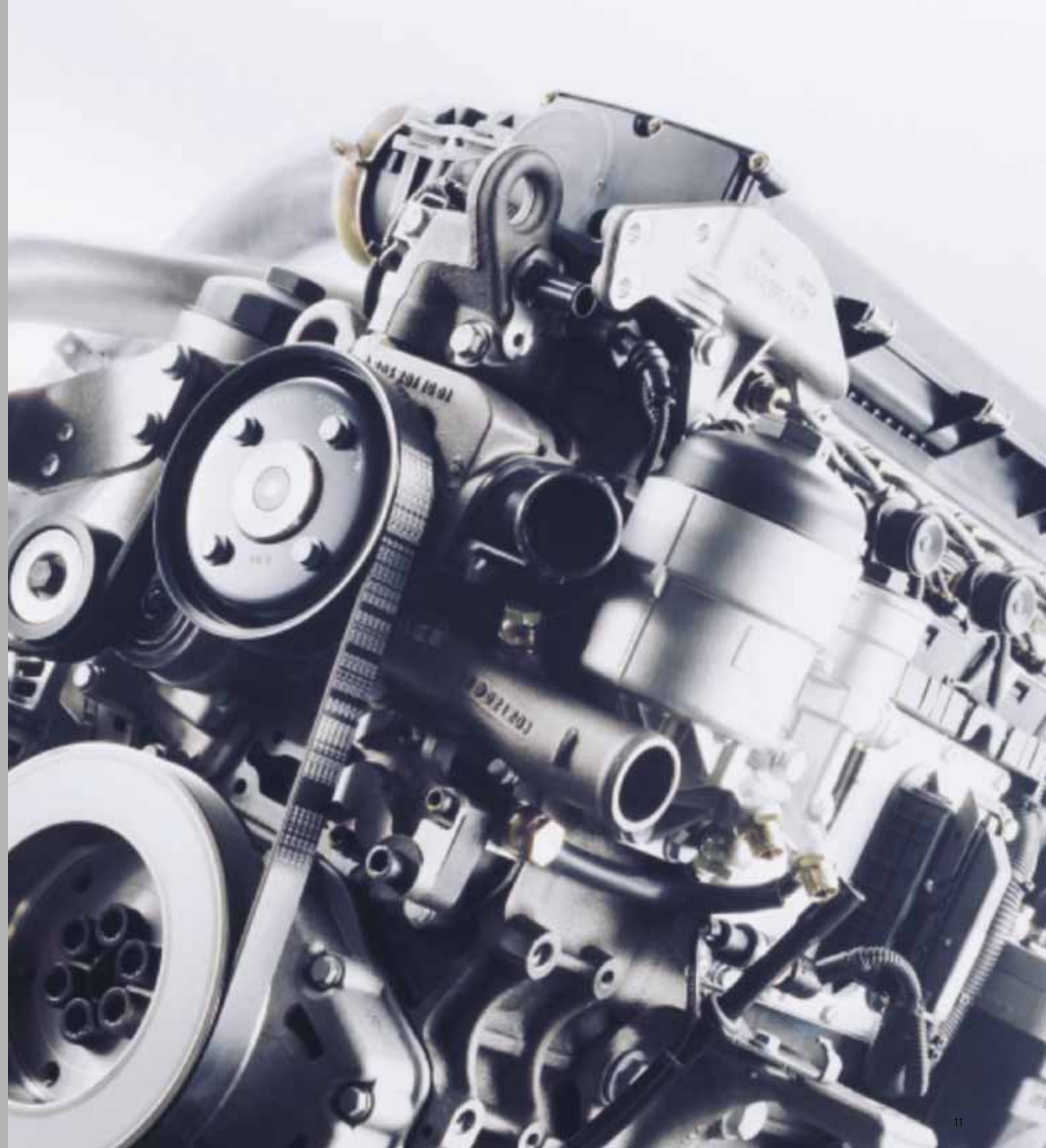
OM 906 LA Euro3

Tailor made rather than one size fits all

A complete line-up of 4 and 6-cylinder in-line engines with displacements ranging from 4.2 to 6.4 litres is available for the Atego. Each of these in-line Engines feature logic-controlled engine management: the torque is at its highest in the r/min. range in which fuel consumption is at its lowest. The engines reach their peak torque of up to 1 100 Nm from just 1 200 r/min, thus minimising the number of gear changes required and ensuring safe overtaking of the road.

The Telligent® engine management system

The main requirements that engines have to fulfil have changed little over the years and remain fairly simple: maximum torque and pulling power, minimum fuel consumption. The Telligent® engine management system, on the other hand, is highly complex. But it is extremely efficient, calculating the ideal injection timing, the optimal injection metering and the precise injection period for each cylinder. What's more, it constantly adjusts these variables to the current driving situation at lightning speed, based on the continuous input of relevant data such as air and boost pressure as well as engine, fuel and charge air temperature. The fuel is injected at up to 1 800 bar, the theory being that higher injection pressure means cleaner and more effective combustion. A 6-hole injection nozzle allows optimal distribution of the fuel, whilst the three valves per cylinder ensure rapid and comprehensive gas exchange. In addition, the Telligent® engine management system corrects any malfunctions immediately - after all, self-criticism is a sure-fire sign of intelligence. So much for the theory. In practice, the Telligent® engine management system ensures superlative power delivery and powerful acceleration, even at low engine speeds.





Geared towards economy

A master class in delegation: the Telligent® automated gearshift

The optional Telligent® automated gearshift enables the driver to concentrate on driving rather than gear selection. In conjunction with a 6-speed transmission, it relieves the driver of all gear-shifting duties and changes gear both precisely and smoothly. Since there is no need to operate the clutch, the driver's life is made easier when manoeuvring in tight spaces, pulling away on hills or driving in heavy traffic where gear changes are more frequent. Nevertheless, the driver retains a free hand and is able to intervene manually at any time in anticipation of a situation on the road ahead, for example by selecting a lower gear when approaching a bend. There is also a manual gear-selection mode available. Further advantages of this system include gear changes that are both reliable and easy on the powertrain components. Experience also shows that the Telligent® automated gearshift encourages an extremely economical driving style.

Pearls of wisdom for the road: our transmissions

Each of our transmissions has one main aim: to get the very most out of the engine. They are designed to transfer the engine power to the road with minimum friction loss and, if possible, without interruptions. Furthermore, they are fine-tuned to the engine output and the transport task in hand. Servicing is also easier, since the hydraulic fluid does not need to be changed during the truck's entire service life.

Our engineers are also partly responsible for the smile on your controller's face

Success in the distribution sector can be found on many things. Not least low fuel consumption, long service intervals and a high degree of reliability. It was precisely these aspects that were focused on during the development and modification of the Atego powertrain. The range of durable and reliable 4 and 6-cylinder in-line engines are also available. Whether in urban stop-and-go traffic or overtaking on the motorway, the Telligent® engine management system minimises fuel consumption at all times. New features include a weight-optimised transmission and a lighter yet no less robust hypoid rear axle. Furthermore, the optional Telligent® automated gearshift not only relieves driver stress, it is also kind to the transmission components, thus ensuring a long transmission service life. So drivers enjoy the ride whilst operators enjoy the economic benefits.

A frame has to be more than just strong

One need have no hesitation in calling the Atego frame an intelligent and ingenious solution. Specially designed with distribution work in mind, the frame is a two-piece construction. The front part is made of two downwards-sloping longitudinal members with a Z-profile, thus making it significantly lower and providing a low cab entrance. The Z-shape also allows more room for attaching components. The Atego frame is also extremely strong, of course, with an optimal loadability-to-weight ratio. This weight-optimised design delivers benefits in terms of payload. A further advantage is that no reinforcements or extra frames are required for the addition of a tail lift (with a load-bearing capacity of 1.5 t).

The best way to prevent rust: holes

The Atego frame is also ideally prepared to withstand adverse weather conditions. Cathodic dip coating ensures outstanding corrosion protection. But that is not all. Previously even the best corrosion protection systems were prone to damage due to the drilling of additional holes for mounting bodies and other units. However, now the frame has a continuous 50 mm hole pattern. These holes, which are spaced 50 mm apart, enable all bodies and other units such as tanks, exhaust systems and batteries to be easily retrofitted without additional drilling. This leads to a double saving: the time the vehicle has to be off the road at the body manufacturer's is reduced, and damage to the corrosion protection system is avoided, all of which makes for a long truck service life.

Our driving force

The HI2 and HL4 single-reduction hypoid rear axles - both of which are quiet, easy to maintain and practically indestructible - offer a choice of ratios, thus ensuring the optimum drive configuration. And that's not all, since we have also reduced the weight: the HL4 axle for higher weight categories is now some 70 kg lighter following the switch from a cast axle to an axle made using a metal forming process.

Suspension:

For a more comfortable drive and improved stability, parabolic springs and maintenance-free rubber mounts are fitted as standard. Now including a rear-axle wishbone for all Atego trucks weighing 13 tonnes and above, for even better handling - is specified either on the rear axle (in combination with steel springs at the front axle) or, for a GVM of 13 tonnes.



The optional Telligent® automated gearshift enables the driver to concentrate fully on driving and combine comfort with convenience



The frame's 50-mm hole pattern enables bodies and other units to be mounted both quickly and inexpensively. The fact that no extra drilling is required, avoids damage to the corrosion protection provided by the cathodic dip coating process



Technology that makes a difference: the robust HL4 hypoid rear axle is now 70 kg lighter following the switch from a cast axle to an axle made by metal forming



Less time-consuming, lower costs, improved reliability: the new body manufacturer interface, integrated centrally in the hatch below the cab's front-end flap, makes it easy to establish connections without the need for tiresome cable routing. Communication between the cab and body is simplified and body manufacturers gain easier access to the electrical systems



Your very own guardian angels

At the heart of the Atego is an extensive and well-thought-out safety package. Trying to make savings here really would be a false economy. To start with, there is the fully neutral driving behaviour with solid handling characteristics. Visibility is also good thanks to the large windows without centre guides as well as new features such as the heated exterior mirrors and clear-lens headlamps. Naturally the Atego cabs comply with the latest safety standards, having come through the requisite crash tests with flying colours. Even the shapes and materials used for the interior appointments have been chosen with safety firmly in mind. The braking system is always a crucial element, not least in distribution trucks. After all, the heavier the vehicle, the more powerful and effective the braking system needs to be. Furthermore, distribution trucks have to use their brakes more than practically any other goods vehicle, all of which places an immense amount of stress on the brakes. In addition to frequent braking in urban traffic, the braking system also has to be able to cope with emergency stops at high speeds without excessive fading. The Atego provides the answer with extremely powerful brakes fitted as standard.

Fast reactions: the braking system

To minimise stopping distances, we have fitted the Atego with a pneumatically actuated braking system with internally ventilated discs all round and ABS as standard. Not to mention a constant pressure system operating at 10 bar. The brakes respond faster, leaving more valuable time for the actual braking process. Even after the brakes are used repeatedly in quick succession, there is no fade or delayed response. An engine brake and constantly open throttle valve are available as standard for vehicles weighing 10.5 tonnes and above.

Safety has many facets

One of the Atego's principal safety features is a range of cabs that meet the European ECE R 29 and Swedish crash-worthiness test standards.



Good looks and powerful performance: the new clear-lens headlamps enhance safety by ensuring optimal illumination of a wide road area. The monochrome indicators are integrated in the radiator grille



Fitted as standard, the large exterior mirrors can be heated so they do not mist or ice over or become prone to bedded-in dirt particles. The wide-angle rear-view mirror is mounted below the main mirror so as to provide better visibility. Furthermore, the new front bumper view mirror, reduces front blind spots and enhances safety.



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If you think driving in the city is tough, you should see our test routes in East London

Quality is a term that has become synonymous with Mercedes-Benz. And there is a good reason for this, namely a design and development process that is continuously optimised in order to produce solutions that just keep getting better and better. A process which involves the very toughest testing right from the start. From CAD to test drives, from dynamometers to test tracks, from entire engines to the smallest of switches. For us, satisfaction is a must, not a virtue. Some of the tests sound unusual, like the endurance test for our indicator stalk, carried out on a special test rig. Here the component is actuated one million times with twice the normal pressure. However, the stalk is only used in production if the switch triggering resistance remains the same throughout the test and there are no signs of material fatigue at the end of the test. Many people believe that such meticulous attention to detail is over the top. But we see it as an expression of our understanding of quality, all of which helps to ensure that you will enjoy working with the Atego for a very long time to come. In our opinion, you can never cut corners when it comes to quality.

Virtual test lab

Our tests are not all about endurance and longevity. The Atego was 100% computer designed using CAD and state-of-the-art design programs. Even in the early stages of design, we use digital mock-ups to check whether parts are quick or expensive to exchange so as to make the vehicle easier to service and repair. Computers were also used to subject the cabs to a series of virtual crash tests in order to further enhance safety. And this high level of safety was confirmed in real-life crash tests such as those specified by the European ECE R 29 and Swedish crashworthiness standards.

Our engineers like inflicting punishment on good engines

The tests we carry out on our dynamometers all have one thing in common: extreme loads. By way of example, the engines were tested with an extremely high injection quantity, at an increased rated engine speed and, to cap it all, with fuels containing water and dirt. Some 3 000 hours on the dynamometers under these conditions can hardly be described as a walk in the park. In addition, the electronic engine management system is monitored by two computers working side by side. And the 10-cent plugs that used to bring trucks to a grinding halt when they failed are now firmly a thing of the past, superseded by plug-in connections that are secured by waterproof bayonet locks with secondary locking. You can strike the word "rust" from your vocabulary. Cathodic dip coating is now one of the most reliable methods of corrosion protection. And the most widely used in the case of the Atego. Not just for the frame and all the attached castings and forgings. But also for the entire cab.



So light yet so safe: the cab for the new Atego is extremely rigid and complies with European Safety Standard ECE R 29. This is possible thanks to the lightweight monocoque bodyshell, an all-steel construction which is the product of highly precise, state-of-the-art production processes. Driver safety is further enhanced by extremely lightweight panels and components in weight-optimised and torsionally stiff shell form



Hot/cold, partial-load, full-load and endurance tests: all in all, our engines have to survive dynamometer endurance tests equivalent to some 3.6 million kilometres of real-life driving. Otherwise they never make it into an Atego truck



Test benches are often used to simulate many of the loads that occur in real life, just to be on the safe side. The hydropulse test rig is used to simulate extremely poor conditions such as roads with potholes in order to test the durability of specific components

Service

Our service organisation: a wide safety-net for your truck

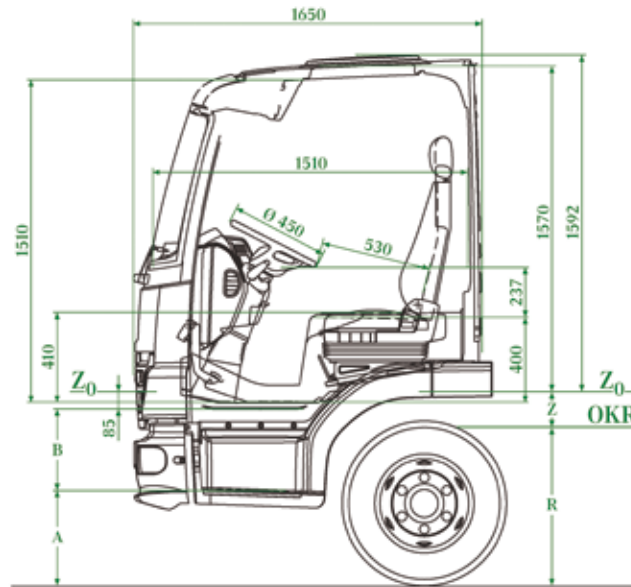
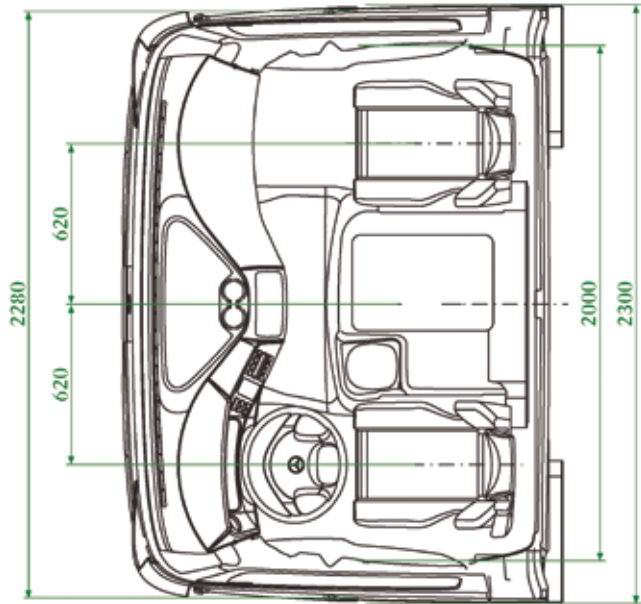
Mobile assistance around the clock: Service 24h
Service 24h has a fleet of mobile workshops that you can call on in an emergency – 365 days a year, day and night. Just dial 0800-1333-55.

One call is all it takes. Some 80% of all breakdowns can be fixed at the side of the road. After all, the show must go on. Particularly where distribution trucks are concerned.

Driver Training Academy

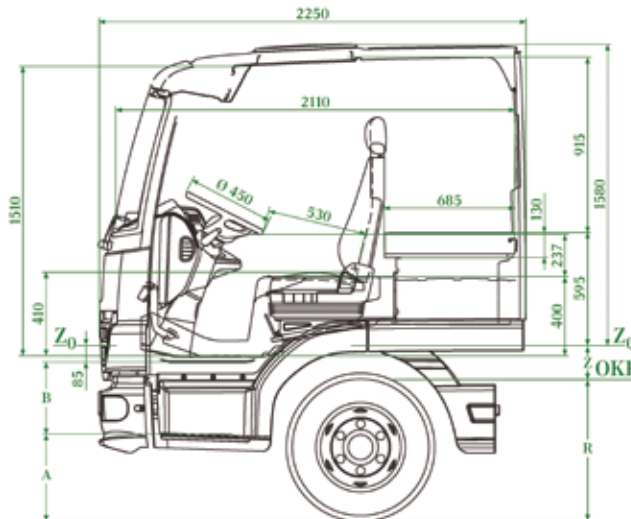
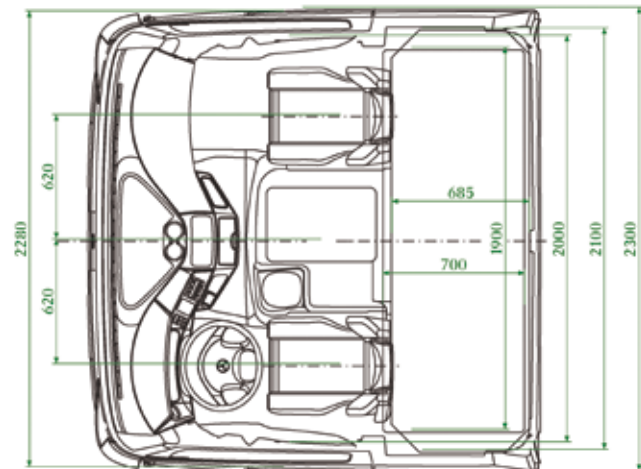
Mercedes-Benz eco-training for drivers provides you with vital tips and information about economical driving. You can reduce fuel consumption by up to 10% without any noticeable drop in performance. Meanwhile our driver safety training programme teaches you how to master dangerous and extreme situations by practising emergency stops, cornering and many other useful exercises. So you are fully prepared for whatever the working day throws at you.





Standard cab

Exterior length	1 650 mm
Exterior width	2 300 mm
Interior height	1 510 mm
Interior width	2 000 mm



Optional:

Low roof

Long cab

Exterior length	2 250 mm
Exterior width	2 300 mm
Interior height	1 510 mm
Interior width	2 000 mm



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Dealer

Please note: Changes may have been made to the product since the brochure went to press (25.02.2011). The manufacturer reserves the right to make changes to the design, form, colour and specification of any Mercedes-Benz vehicle during the lifecycle period, provided these changes, while taking into account the interests of the vendor, is communicated to the purchaser. The illustrations may show accessories and items of optional equipment which are not part of standard South African specification. Colours may differ slightly from those shown in the brochure, owing to the limitations of the electronic and printing process.

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