



The Atego



Mercedes-Benz



Built to lead: The new 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. And prove as adept at manoeuvring in narrow city streets and loading yards as it is at 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. 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 helps to make life easier 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 power plants and the tried-and-trusted Telligent® engine management system are in a class of their own.

Each of the four cab variants features an all-new interior design, including a specially adapted cockpit, controls that are now even easier to use, an innovative stowage concept and a new heating and air conditioning system. So driver motivation should not be a problem. After all, if you like where you work, you'll enjoy working a whole lot better.





In the "Long-distance" cockpit, the extended instrument panel provides further generously sized stowage options. The brake lever is integrated in the instrument panel.



The "Luxury" cockpit with extended recess below the instrument panel provides even more stowage areas for paperwork or other objects that need to be within easy reach. Partially soft surface materials lend the cab a pleasant feel.



A workplace to make your workmates green with envy

For distribution truck drivers, comfort is the key. Because, to be honest, distribution work can be hard work that demands a lot of the driver's fitness – and spinal column. This is why we do what 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. The ergonomically optimised

luxury air-sprung driver's seat is especially kind to your back. And the new generation of cockpits – there are three variants – is designed with drivers and their job requirements firmly in mind.



Bearing the quality seal of "Aktion Gesunder Rücken e.V." (a German organisation formed to promote back health): the luxury air-sprung suspension seat, available as an optional extra for the driver or the co-driver. With an ergonomically designed shape that fits the body, an integral padded head restraint and a wide range of adjustment options such as lumbar support and side contour adjustment.



The new thermostatically controlled heating and air conditioning system responds quickly to set the desired temperature and can be individually adjusted. The air is distributed through a sophisticated system of air ducts and outlets.



Plank beds are a thing of the past: below the 64.5 cm wide standard bed with sprung mattress for the L-cab, above the optional 70 cm wide luxury bed for the L-cab with raised roof.



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 less need for the driver to carry out daily exterior checks of the vehicle.



Scratch resistant surfaces, an integral armrest, eyeball-type air outlets and a new door operating panel with easy-to-use function buttons for adjusting the exterior mirrors on both sides, switching the mirror heaters on/off, operating the power windows and activating the central locking and extended central locking system.



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



The new easy-grip steering wheel has an infinitely variable 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 their ideal position and get in and out of the cab easily.

Also new: the combined cruise control and speed limiter, for even more convenience.





Vehicle shown with application available at extra cost

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

Success in the distribution sector can be founded on many things. Not least lower fuel consumption, longer 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.

Whether in urban peak hour traffic or overtaking on the freeway, the durable and reliable 6-cylinder in-line engines with Telligent® engine management system helps to minimise fuel consumption. New features include a weight-optimised 9-speed direct-drive transmission. Furthermore, the

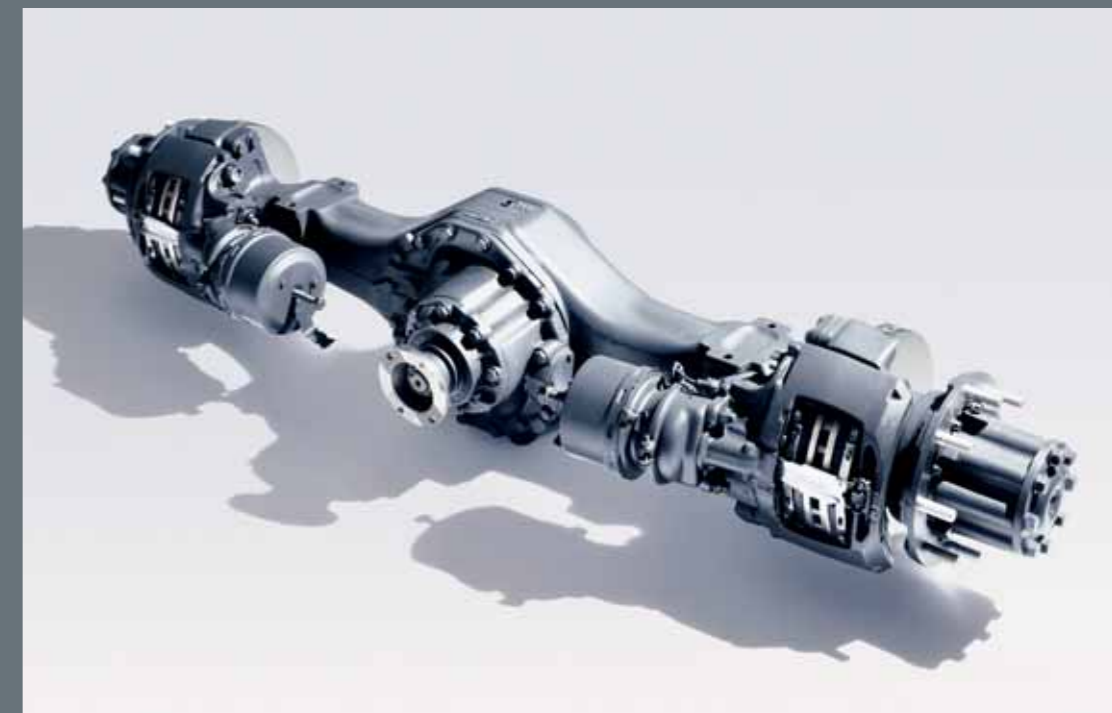
optional Telligent® automated gear-shift helps to relieve driver stress and is kind to the transmission components, thus improving the transmission service life. So drivers enjoy the ride whilst operators enjoy the economic benefits.



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 helps to avoid damage to the corrosion protection provided by the cathodic dip coating process.



Technology that makes a difference: the robust HL4 hypoid rear axle.



The optional Telligent® automated gearshift helps the driver concentrate on driving and combines comfort with convenience.

Shift paths, supreme ease of shifting: the new 9-speed direct-drive transmission with hydraulic/pneumatic gearshift and single-plate clutch weighs up to 30 kg less than conventional transmissions.



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 windscreen and deep-set side 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 European ECE R29 and Swedish crash worthiness test. The options list includes a driver airbag. 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 most other goods vehicles 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 powerful brakes fitted as standard. As well as the optional ASR traction control system which helps to prevent wheel spin.

Good looks and powerful performance: the new clear-lens head-lamps helps to enhance safety by improving 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 to help prevent mist or ice over or become prone to bedded-in dirt particles. The wide-angle rear-view mirror is mounted below the main mirror to provide better visibility.

Safety in the air: precise air ducting, thanks largely to the wind deflector on the A-pillar and new corner panelling, helps to prevent dirt build-up on the side windows.

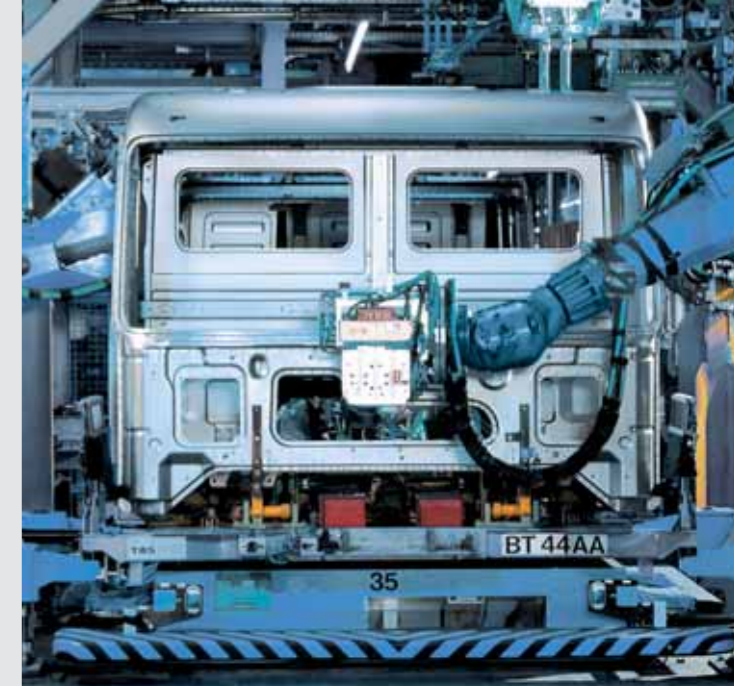


Vehicle shown with application available at extra cost

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

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 tough 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.

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 poor conditions such as roads with potholes in order to test the durability of specific components.



So light yet so safe: the cab for the new Atego is very 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.



Tested on Europe's worst roads: our vehicles are spared nothing on the "torture track". Before they are even allowed onto the road, they must first be tested under some of the toughest conditions imaginable. So all that follows is very much plain sailing by comparison.



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