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## The Axor

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Mercedes-Benz



Overseas model shown



### One name stands out. The new Axor

When it comes to medium-distance haulage and heavy-duty distribution in the weight category from 18 to 26 tonnes one name stands out from the crowd. The New Axor. The Axor was designed specifically for these tasks, so high payload is one of its fortes. And with a durable, economic and

powerful 6 cylinder engine, robust design and long service intervals - the Axor is also built to last. There is a wide range of Axor models and cabs to choose from, as well as comprehensive comfort, safety and equipment packages. Rigid trucks are available in addition to prime-movers. Powerful

clear-lens headlamps are fitted as standard. And you are sure to find the right cab as there are four on offer, including larger cabs for more space up front and smaller cabs for increased payload, depending on the application in question. Drivers especially will be pleased about the mini

revolution that has taken place in the interior: a luxury driver's seat as standard, controls that are easy to use and new beds. After all, driver motivation is an important economic factor too.



*Acceleration and braking: a single control stalk is used to operate the cruise control and engine brake functions.*



*The new door operating panel with easy-to-use function buttons: for adjusting the exterior mirrors on the driver's and co-driver's side, switching the exterior mirror heaters on/off, operating the power windows on the driver's and co-driver's side and - as an option - activating the central locking or extended central locking system.*

## Lightening the load: the cab

It's all about focusing on the essentials. Axor trucks used for medium-distance haulage and heavy-duty short-radius distribution offer just the right amount of room. All thanks to ergonomic design and optimum use of the available space, the aim being to

make the driver's job easier. Prominent aspects of the cab include the flowing, rounded forms of the cockpit and instrument panel, more freedom of movement, extra stowage options and the fact that the main controls are positioned within easy reach

around the driver. We also attached great importance to selecting easy-care materials that are pleasant to the touch and easy on the eye. In short, the new Axor cab is designed to provide the driver with a very comfortable working environment.

### Outstanding seats

The human body was not designed for sitting. All the more reason to make seats as comfortable as possible. Ergonomically optimised seats are vital for driver well-being. Plus they enable drivers to do a good job and remain alert, especially when they are sitting behind the wheel for mile after mile. Standard equipment for the Axor therefore includes a luxury air-sprung suspension seat with a host of adjustment options for finding the ideal sitting position.

A contemporary fabric design means the seats look good too. Its outstanding ergonomic qualities, which prevent occupational ailments, have been commended by "Aktion Gesunder Rücken e.V." (AGR) - a specialist German organization that was formed to promote back-friendly product designs and is supported by over 20 highly renowned associations.

### Outstanding controls

The door features an operating panel incorporating a host of

functions that can be controlled using conveniently large buttons. Further features of note include the comfortable armrest and the new eyeball-type outlets with sensitive airflow control at the front of the driver's and co-driver's door. Firstly these outlets prevent the side windows from misting or icing over. Secondly they 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. Finally the door also incorporates an open pocket with an integral bottle holder and scratchproof surfaces.

### Easy reading

All of the most important vehicle data - such as road speed, rpm, fuel level and brake pressure - are clearly visible on the anti-glare instrument cluster. A graphic-capable display is standard: the adaptive green rev counter helps the driver to save diesel, for example.

### Ideal working conditions

A pleasant climate helps to create that all-important feel good factor. Perhaps the most crucial aspect is how the body reacts to the heat or cold - and this varies from person to person. The new, responsive air-controlled heating and air-conditioning system meets the very highest of standards.

### Sleeping made easy

The bunks available for the Axor L-cabs are proper, fullsize

beds. The lower bunk is the comfortable standard bed with a single-section sprung mattress. The upper bunk - optional for the L-cab with raised roof - is a luxury bed with a flexible, body contour-supporting slatted base and a high-quality foam mattress. Movable support elements enable the slatted base to be adjusted to suit the occupant's weight. And varying degrees of support can be provided for specific areas of the body. Drivers who have to change cabs can simply take

their mattresses with them. After all, it's always nice to sleep in your own bed. In addition there are three spacious stowage compartments under the standard bed.



The new air-controlled heating system can be individually adjusted and distributes the air through a cleverly thought-out system of air ducts and outlet nozzles. It has a fast response time and thus reacts quickly to driver inputs.



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



The anti-glare instrument cluster: the function check covers the most important vehicle data and functions and, apart from the tyre checks, assists the daily exterior checks of the vehicle carried out by the driver.



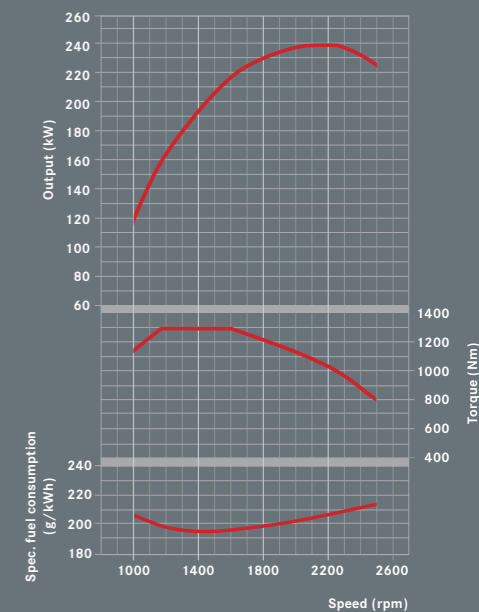
Bearing the seal of approval of "Aktion Gesunder Rückene. V." (a German organisation formed to promote back health): the luxury suspension seat standard for the driver and available as an optional extra for the co-driver, with an ergonomically designed shape that fits the body, an integral padded head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





Overseas model shown

6-cylinder in-line engine



6-cylinder in-line, 7.2-litre displacement	
kW / hp at 2200 rpm	Nm at 1200 – 1600 rpm
240 / 326	1300

*Precise shift travel, supreme ease of shifting: the new 9-speed direct-drive transmission (with eight gears plus one crawler gear) with hydraulic/pneumatic gearshift is fitted as standard in Axor trucks. It is up to 30 kg lighter than conventional transmissions. The hydraulic oil does not need to be changed or topped-up during the entire service life of the truck.*



## The Axor looks good. Both on the road and on your balance sheet

Whether it be a prime-mover or a rigid truck, the Axor is hard to beat in terms of economy. During the design phase we do what we can to minimise weight and thus maximise payload, cases in point being the direct-drive transmission, the 2-bellows air suspension and the bumpers. Every kilo counts, after all. A

true glutton for work, the Axor also sets high standards when it comes to other economic factors such as fuel consumption and servicing, featuring the Telligent® engine management system and powerful yet economical 6-cylinder in-line engine. Ideally the torque should be at its highest in the rpm range in which fuel con-

sumption is at its lowest. This principle certainly holds true in the case of the 6-cylinder in-line engine with a displacement of 7 litre, since its peak torque of 1300 Nm is developed at just 1200 rpm to 1600 rpm. Designed for heavy-duty work, the powerful Axor engine develops 240 kW (326hp). The standard 9-speed

direct-drive transmission allows straightforward gear changes, and thanks to an ideal crawler gear and reverse ratio, enables precise low-speed manoeuvring. The optional Telligent® gearshift in conjunction with the 16-speed direct-drive transmission makes gear changes even easier. Simply nudge the shift lever and operate the clutch.

## It's not just about looking after the load

You can overdo things. But there's no such thing as too much safety. And this principle certainly applies to the Axor, which has a cleverly thought-out safety concept that protects both vehicle and driver. Firstly there's the smooth, sure handling coupled with excellent visibility. Not to mention new details such as heated exterior mirrors with manual control and pow-

erful clear-glass headlamps. Axor cabs also comply with the latest safety standards, of course, having passed the customary crash tests with flying colours. Optional extras include a driver's airbag and seatbelt pre-tensioner. Even the forms and materials used for the interior appointments have been chosen with safety firmly in mind. Only flame-retardant, splinter-proof materi-

als with rounded corners and edges are used in the interior. And lying at the heart of the Axor safety concept is a powerful brake system fitted as standard.

*The new wind deflectors on the A-pillar, exterior mirror fairings and corner panels improve aerodynamics on the one hand and reduce dirt build-up on the side door and side window on the other.*



*Getting in and out of the cab is made easier with three wide, non-slip, offset steps and full-length handrails on both sides of the door opening.*



*See and be seen: the new clear-glass headlamps for optimal illumination of the road. Fast bulb changes are now child's play. Simply open up the light. Further optional extras include fog lamps in the front spoiler.*





Overseas model shown



The cab mountings with additional longitudinal mounts and rubber mounts ensure better damping of shocks and vibrations caused by uneven road surfaces, for example. Standard for L-cabs and available as an option for S-cabs.



The 4x2 prime-movers with an air-sprung rear axle are fitted with 2-bellows air suspension which makes for more stable handling qualities and improved driving dynamics.



Simple connections without tiresome cable routing: the new body manufacturer interface integrated centrally in the cab hatch simplifies communication between the cab and the body and affords the body manufacturer easier access to the electrical systems.

## You wouldn't believe what your new Axor had to go through before it reached you

Quality is an on-going process. A process that begins in the design and concept development phase, as this is when the quality of the truck is largely decided. Even at this early stage, it must be assured that the whole is greater than the sum of its parts. CAD enables different design

variants to be compared in computer simulations. So our trucks have to pass their first tests before they are even built. Then come tests on special test rigs, in which components and materials are subjected to levels of load and stress that are several times higher than those they will face during the

long truck service life. From engine endurance tests to material tests on the smallest of parts such as a rocker switch or direction indicator. The final hurdle is on-road testing - winter testing in Rovaniemi, Finland and summer testing in the Spanish Sierra Nevada - where the

Axor delivers to both our and your satisfaction. Not just once, but year after year. After all, the development of a truck does not end with production start-up. And when it comes to quality in particular, better is the enemy of good.



Overseas model shown

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# It's like having your own personal service station

A truck's economic performance is largely determined by two things. Firstly it must spend as much time as possible on the road. Secondly it must operate as efficiently as possible whilst on the road. This is why Mercedes-Benz has a network of over 45 Authorised Service Centres Australia wide. However, on top of this, our extensive range of accessories

leaves little to be desired. And the one common denominator behind all of these services? Our business is to provide solutions for the transport industry.