

User Guide Engineering

Bodybuilder Portal Mercedes-Benz Truck



March 2026



Updates and changes

Due to the **spin-off** of the Truck & Bus division from Passenger cars / Vans, this User Guide Engineering has been revised and refers exclusively to the Mercedes-Benz Truck Bodybuilder Portal since 1st December 2021.

In case of uncertainties and questions do not hesitate to contact the bodybuilder portal hotline.

Hotline Mercedes-Benz Bodybuilder-Portal Truck

Phone: **+49 (0)711 8485 3333**

Email: bbportal@daimlertruck.com



Contents

1. Login and Dashboard.....	4
2. Engineering and information	7
2.1 2D chassis drawings.....	10
2.2 3D design data	10
2.3 3D chassis visualisation	13
2.4 Order drawings.....	14
2.5 Cloud service	14
2.6 VIN Archive	15
2.7 Quotation data (truck)	17
3. Background information on chassis drawings and 3D data.....	18
3.1 Product range and specification used in drawings and 3D data	18
3.2 Material thickness of frame rails, crossmembers and reinforcements.....	20
3.3 Body mounting brackets in drawings of Actros 4/5, Antos and Arocs	22
3.4 Holes in rear axle area (model variant 963.020)	26
3.5 Overall length to end of trailer coupling with Actros 4/5 / Antos / Arocs	27
3.6. Fifth wheel	27
3.8 Compressed air tanks and electrical, hydraulic and pneumatic components.....	31
3.9 Preparation for special front-mounted equipment (C5O).....	31
3.10 Chassis with lowered frame height (C5Y, C8U, C5W, C5R)	32
3.11 Tipper body variants	33
3.12 Swap body frame (P5X, P5Z) for Actros 4/5.....	33
3.13 Preinstallation for on-road tipper (C5X) for Arocs	34
3.14 Vehicle adaptation, large tyres (R0V) for Arocs.....	34
3.15 Arocs 4-axle trucks with ServoTwin steering (C6H).....	35
3.16 Hydraulic Auxiliary Drive (A1H).....	35
3.17 Extended axle spacing with Arocs 8x4 ENA WB 3600 mm with 32 t GVW.....	36
3.18 Rear axle spring deflections and calculations in 2D chassis drawings.....	37
3.19 Visualization eArocs	40



1. Login and Dashboard

To view and download information on our trucks you must be a registered user and you must be logged on to access (all of) the information provided in the Truck Bodybuilder Portal. If you forgot your password or if it has expired, just click the link **> Renew password** to reset it.

Log-in (external companies)

Username:

Password:

Login

[> Register now](#) [> Renew password](#)

Employee log-in

Log-in with Enterprise ID

Employee log-in

Welcome to the bodybuilder systems of Daimler Truck AG

The bodybuilder systems of Daimler Truck AG are used to capture and manage information from the bodybuilder industry. The aim is to improve the mutual exchange of information as well as the handling processes (procurement and execution of orders).

Daimler Truck AG and its associated companies assume no liability and provide no warranty or guarantee with regard to the content, correctness, completeness or quality of the information provided in bodybuilder systems.

The Bodybuilder Portals of Daimler Truck AG brand are the leading bodybuilder data systems.

© 2026 Daimler Truck AG | [Cookies](#) | [Data protection](#) | [Legal Notice](#)

Fig. 1: Login, Registration and Renew password

You are not logged on unless your name is displayed in the top right corner followed by your user name.

Provider/Data protection **International** **English** **Logout (Username)**

Fig. 2: Name and user name (in parentheses) displayed after login

The **Dashboard** is the starting point to the technical section of the truck portal: Scroll down and select the division **Trucks** to have truck-related tiles and contents displayed. Use the search field above the vehicle icons to search for specific tiles. Clicking the tile **Engineering and Information** will take you to the technical contents of trucks such as Body/equipment mounting directives, 2D chassis drawings, 3D data, technical datasheets, PTOs ...

Dashboard.

The dashboard is the central point of entry to the various specialist areas of the Portal. You can save windows as Favourites, filter by Division or use the search field to search directly for content.

Please enter one or several search terms...



Fig. 3: Tile *Engineering and Information Mercedes-Benz Trucks*

Having clicked on the tile you have the choice of selecting data either of a truck from the **Current model series** or from earlier series. Drawings of trucks built in 2011 or later are available from the **VIN - archive**, for trucks built earlier than 2011 use the **Archive model series**.

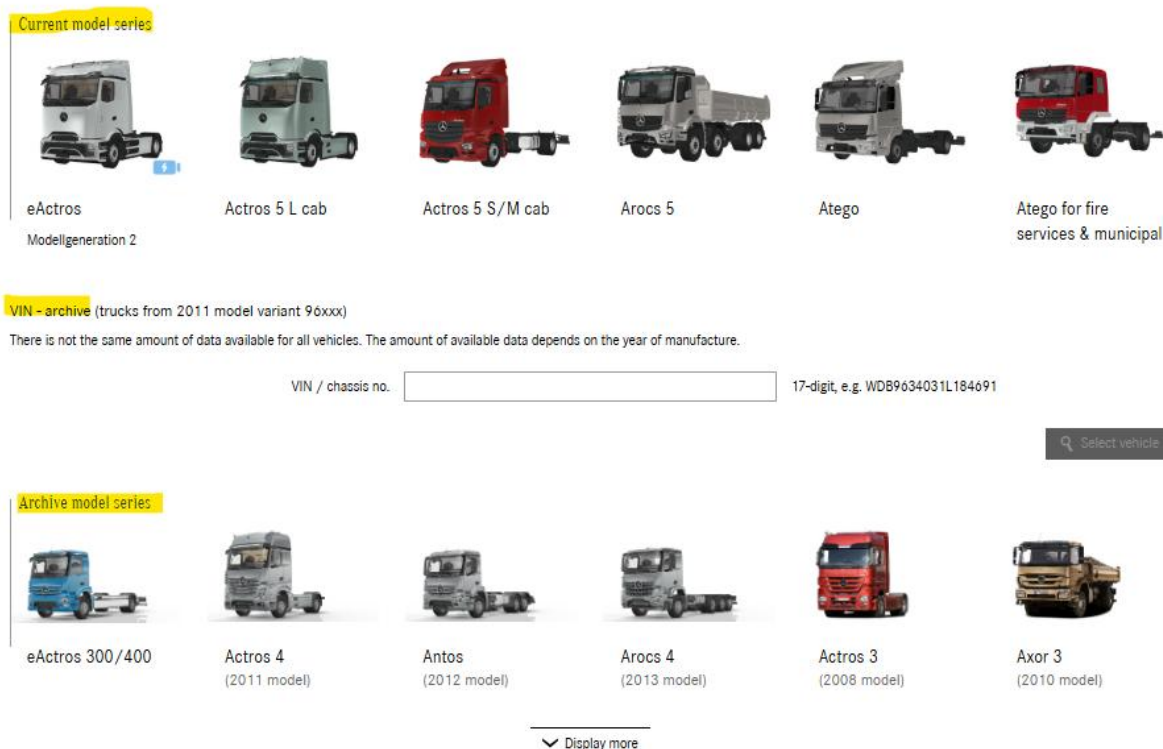


Fig. 4: Selection provided in the tile *Engineering and information Mercedes-Benz Trucks*

With the current model series there are several approaches for accessing technical information: start by hovering over the truck icon with the mouse pointer:

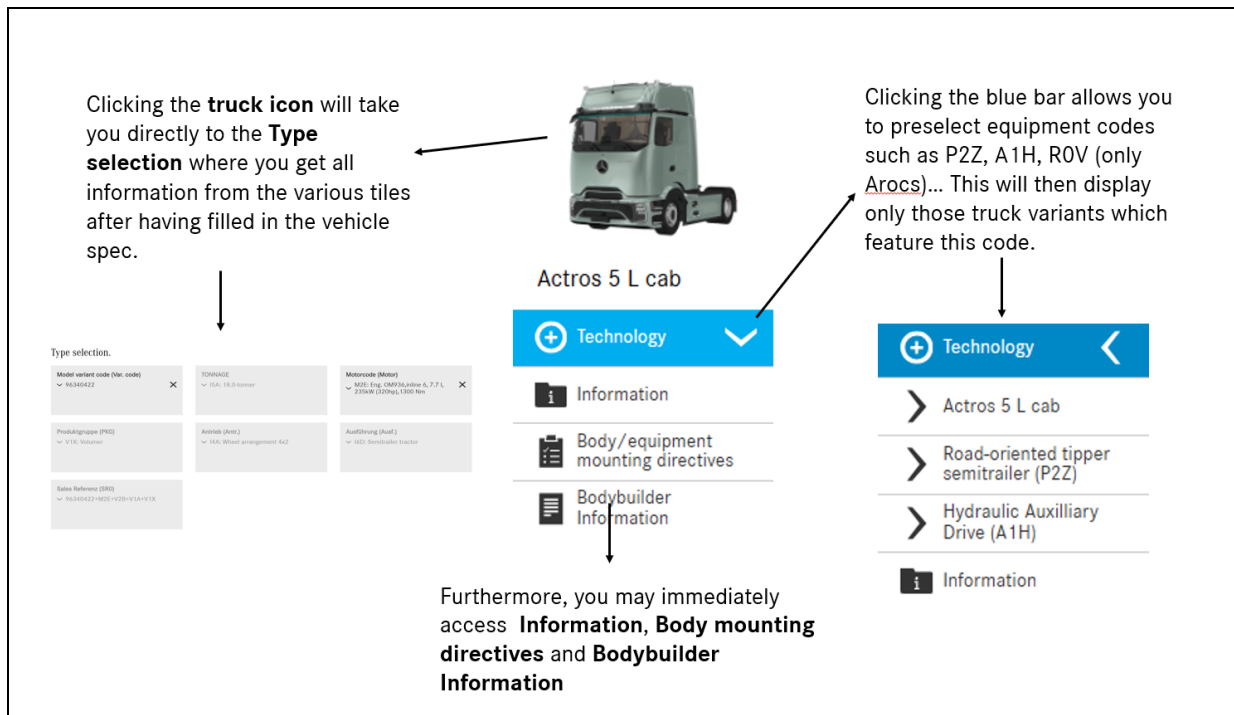


Fig. 5: Different approaches of selecting a model from the current model series



2. Engineering and information

The follow-up **Type selection** features two types of tiles in the lower area entitled **Technical data**: the tiles in the first row show grey-coloured text indicating the fields you have to fill in in order to activate the involved tile. Tiles in the rows further below mostly show dark-coloured text and can be clicked immediately without requiring you to fill in fields in the type selection. Examples of such tiles are **Body/equipment mounting directives** and **Equipment lists**.

Note: 3D design and **3D visualisation data** is not available to all user groups but to bodybuilders only. If you cannot access these tiles or if you have any questions regarding this please contact our hotline. For product liability reasons, 3D data is NOT given directly to private persons.

In type selection, it is not possible to filter directly by vehicle type. Instead, choose the “Tonnage” and “Engine code” selection fields to restrict them to one type. The “Version” field can only be restricted to the vehicle base type (platform/semitrailer tractor/tipper, etc.). This means that a low-frame chassis can only be selected directly via the model or via the product group (Volumer). The same applies to all-wheel drive vehicles, which can only be selected via the “Drive” tile or directly via the model.

The new configuration context in the upper area is used to select the country of use for which the vehicle is intended. This selection is relevant for the availability of vehicles or equipment. To the right of it, the desired delivery date can be selected. Please note that subscriptions are only possible up to a maximum of one quarter in advance.

Configuration context.

The configuration context interface consists of two main sections. On the left, under the heading 'Country', there is a dropdown menu currently showing 'Germany' with a small 'X' icon to its right. On the right, under the heading 'Delivery date', there is a text input field containing '25.03.2026' and a small calendar icon to its right.

Type selection.

The type selection interface displays eight tiles arranged in two rows. The top row contains four tiles: 'Model variant code (Var. code)' with a dropdown showing 'Please select...', 'Tonnage (t)' with a dropdown showing 'Please select...', 'Engine code (Engine)' with a dropdown showing 'Please select...', and 'Emissions standard (Euro)' with a dropdown showing 'Please select...'. The bottom row contains four tiles: 'Product group (PCG)' with a dropdown showing 'Please select...', 'Drive (Drv.)' which is expanded to show a list of wheel configurations (I4A: Wheel arrangement 4x2, I4B: Wheel arrangement 4x4, I4C: Wheel config. 6x2, single-tyred trailing axle, I4D: Wheel arrangement 6x2, trailing axle, twin tyres, I4E: Wheel configuration 6x2/2, leading axle, 22.5"), 'Version (Vers.)' which is expanded to show a list of chassis types (I6A: Rigid chassis, I6B: Tipper chassis, I6C: Concrete-mixer chassis, I6D: Semitrailer tractor), and 'Steering' with a dropdown showing 'Please select...'.

Fig. 6: Type selection



Type selection.

Model variant code (Var. code) ▼ Please select...	Tonnage (t) ▼ Please select...	Engine code (Engine) ▼ Please select...	Emissions standard (Euro) ▼ Please select...
Product group (PCG) ▼ Please select...	Drive (Drv.) ▼ Please select...	Version (Vers.) ▼ Please select...	Steering ▼ Please select...

Technical data.

Technical data sheet To release this data, you must provide the following information: Model variant code (Var. code), Tonnage (t), Engine code (Engine), Emissions standard (Euro), Product group (PCG), Drive (Drv.), Version (Vers.), Steering	2D chassis drawings To release this data, you must provide the following information: Model variant code (Var. code), Tonnage (t), Engine code (Engine), Emissions standard (Euro), Product group (PCG), Drive (Drv.), Version (Vers.), Steering	3D design data To release this data, you must provide the following information: Model variant code (Var. code), Tonnage (t), Engine code (Engine), Emissions standard (Euro), Product group (PCG), Drive (Drv.), Version (Vers.), Steering	3D visualisation data To release this data, you must provide the following information: Model variant code (Var. code), Tonnage (t), Engine code (Engine), Emissions standard (Euro), Product group (PCG), Drive (Drv.), Version (Vers.), Steering
Equipment lists (CPL) To release this data, you must provide the following information: Model variant code (Var. code)	Body/equipment mounting directives (3) You will find here the key technical information about Mercedes-Benz basic vehicles for your bodybuilding solutions and conversions.	Body/equipment mounting directives archive (15) You will find here the key technical information about Mercedes-Benz basic vehicles of older model series, required for your bodybuilding solutions and conversions.	Archive Equipment lists - Germany (856) Equipment Lists offers you information about standard and optional equipment for Mercedes-Benz vehicles.

Fig. 7: Type selection with no select boxes filled in

After you have finished the type selection all tiles will feature black-coloured text so that you may access them all. Clicking one of the tiles shown below will take you to the **Selection of options**.

Technical data sheet Technical data sheets for the selected model series are available here, in line with the specific variant selected. It is also possible to select special equipment items and make weight calculations.	2D chassis drawings This is where we provide 2D drawings of the selected model series, in line with the specific variant selected, in various views and formats.	3D design data 3D design data for the selected model series are available here, in line with the specific variant selected. Approval is given on a project basis.	3D visualisation data 3D visualisation data for the selected model series are available here, in line with the specific variant selected. Approval is given on a project basis.
--	--	---	---

Fig. 8: All tiles become active after the type selection has been finished

When you change from one tile to the other, the options you selected will be taken over to the next tile. To go from one tile to another tile either use the backward arrow of your browser or click the type selection in the breadcrumb.

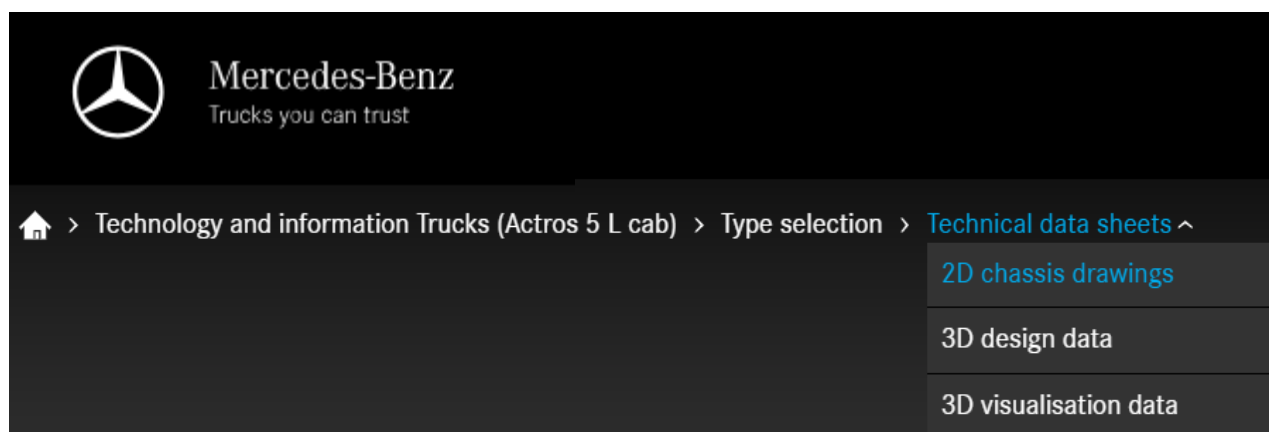


Fig.9 : Using the breadcrumb for jumping to another tile



Having completed the selection of options in the tile **Technical data sheet** you may download a data sheet. With this finished, you may for example switch to the tile **2D chassis drawings** to download the corresponding 2D drawing. Next, you may switch to 3D design data to download the corresponding 3D data. When switching between the tiles you will not lose the options you selected.

The selection of options allows you to select the preferred equipment option from the different select boxes provided in various design groups:

The screenshot shows the 'Technical data sheet' interface with the following design groups and select box entries:

- Powertrain, air intake & exhaust system (G1E, M8A, K7I)**
 - Engine, generations: Please choose ...
 - Transmission versions: (S) G1E: Transmission G 140-8/9.30-0.79
 - Air intake, filter: (S) M8A: Air intake from front
 - Cyclone prefilter, for coarse dust: Please choose ...
 - Exhaust variants: (S) K7I: Exhaust system, on frame, right, tailpipe in...
 - Exhaust system relocated, for large tyres: Please choose ...
 - Exhaust system lowered by 80 mm: Please choose ...
 - Exhaust pipe layout, over 2nd axle: Please choose ...
 - Single and twin power take-offs: Please choose ...
 - Engine-drive PTO, partially clutch-dependent, clutch-dependent: Please choose ...
 - Engine PTO at rear: Please choose ...
 - GATS 2.0 box: Please choose ...
- Axles & brake system (Q1S, A1Z, A1C, B4M, A2E, A5X, B2A)**

Fig. 10: Examples of Design groups and Select box entries

When choosing options, the entries in the select boxes may have different looks as shown below:

The screenshot shows the 'Axles & brake system (A1C, A5X, A2E, Q1S, A1Y, B2A, B4M)' interface with the following select box entries:

- Front axle version (max. axle load):** (S) A1C: Front axle 7.5 t
- Front springs:** (S) Q1S: Front spring, 7.5 t, 2-leaf
- Front axle version (form):** (S) A1Y: Front axle, straight version
- Stabiliser RA variants:** Please choose ...
- Compressed air reservoir:** (S) B4M: Air reservoir, steel
- Final drive ratio:** (S) A5X: Axle ratio i = 4.300
- Trailing axle version:** Please choose ...
- Rear axle, narrow version:** Please choose ...
- Stabiliser, 1st rear axle:** Please choose ...
- Additional compressed air reservoir:** Please choose ...
- Rear axles:** (S) A2E: Rear axle, crown wheel 440, hypoid, 13.0 t
- Hydraulic Auxiliary Drive (HAD):** Please choose ...
- Disk/drum brake, brake variants:** (S) B2A: Disc brakes on front and rear axle
- Additional stabiliser, rear axle/trailing axle:** Please choose ...
- Axle/chassis parts, narrow vehicle:** Please choose ...

Fig. 11: Different types of select box entries

When a select box features an entry in black letters (see, for example, the contents of the box **Front springs** above in the top left), this means that options exist in addition to the listed item. Should the letter S in parentheses precede the code in a select box, the displayed entry is not an option but is **Standard equipment**.

A select box featuring an entry in grey colour (see, for example, the contents of **Front axle version (form)** in the top center) means that the displayed variant is the only available equipment item.

When a select box features the grey coloured words *Please choose...* (as does the box **Stabiliser RA variants**), no standard equipment or options exist for this type of equipment.



When the words *Please choose...* are written in black colour as in **Additional compressed air reservoir** this means that no standard equipment item is fitted but options are available. Just click in the select box to see the list of options and to make your selection.

2.1 2D chassis drawings

Both 2D chassis drawings and order drawings do not show the vehicle with all equipment but they show just the basic vehicle as specified in the type selection together with the optional equipment you select – these options are then listed on the drawing. If you click **Generate drawing** without making any changes in the equipment spec, a drawing of the vehicle will be generated in the configuration defined in the Type selection with all other equipment being standard equipment.

The status of the drawing of the displayed content corresponds to the chosen delivery date in configuration context!

When you select a vehicle from the **Archive model series**, you will finally be offered a result table with a number of different links having the following meaning:

AZ = Drawing in format DXF showing detailed dimensions for engineering purposes.

VI = Vignette, simple drawing (less lines) for use in data sheets, brochures, instructions or quotations

T = Top, **F** = Front, **S** = Side, **R** = Rear - different views without dimensions.

PDF = Drawing in format PDF showing detailed dimensions for engineering purposes.

Veh. class	Model	Var. code	Euro	Cab	Cab2	Front springs	Engine	Body	GVW	File
Actros 3 (2008 model)	1844 4X2 5400	93000612	MS7	F07	-	-	MV4	-	TL2	ZIP: AZ VI T F S R PDF

Fig. 12: Meaning of links in tile 2D Chassis drawings of archived models

Note: To reduce file sizes, DXF files of the **current truck range** are generated in a binary DXF format whereas an ASCII-based DXF format is used for all other trucks. In addition, the ASCII-based DXF format is also on offer for the current truck range as some CAD systems cannot read the binary DXF format.

2.2 3D design data

3D truck engineering data is available for **all current model series** and is intended to serve bodybuilders as the basis for the development, production and assembly of bodies/ conversions fitted to new Mercedes-Benz truck chassis. Use the tile **3D design data** to get access to this data in format STEP AP214. 3D data is **NOT** visible to you unless you have signed and sent to Daimler Truck AG an original non-disclosure agreement (please open the file read-only).

The status of the displayed 3D data content corresponds to the call-up date plus three months!

Users are not entitled to pass on to third parties - in full or in part - the 3D data for Mercedes-Benz trucks made available on the Bodybuilder Portal.

Please send the signed non-disclosure agreement by e-mail to mbox-abh-3d-mbtruck@daimlertruck.com



In addition to being available for download in STEP format, the listed assemblies can be visualised in their spatial arrangement for a given truck configuration with the help of the button **Preview & download**. Use the inquiry form to request 3D data which are not included in the standard range of 3D data:

3D design data

Powertrain, air intake & exhaust system (M5A, G2B, M8A, K7D, U2G)

Axles & brake system (A1A, A1Z, A1D, B4M, A2E, C6U, A5B, B2A)

Wheelbase & frame overhang (C3H, C0M, Q8J)

Frame add-ons (C7J, C8F)

Cab, cab attachments & wind deflectors (F1V, F2L, F7X, F6T)

Fuel tank, Adblue tank & hydraulic oil tank (K1B, K3V)

Clearances & pre-installations

Tyres and wheels (R1Q, F58, R1Q, F58)

Individual requests for 3D data

Beyond the scope of these 3D design data, it is in addition possible to request the following 3D data for vehicles without a CTT code:

as JT data:
powertrain, transmission, engine, axles and spring assemblies through to the full chassis

as STEP data:
exterior cab shell, pre-installation code and other detachable body parts such as brackets and consoles

The following are not available:
cab interior, tyres and wheel rims, and STEP data for drivetrain, transmission, engine, axles and spring assemblies

A vehicle identification number or a job number with model designation/PIN is required.

Please use the following form (in German or English) for requests.

> Open inquiry form

Reset selection

Preview & download

Fig. 13: Selection of options, Individual requests and Preview & download button

Click the button **Back to optional extras selection** to change your selection of options. However, the offered range of special equipment items in 3D is not as comprehensive as it is with 2D chassis drawings. Selected components are visualised in the display area. The visualisation of the components is a non-binding illustration only, intended to give you a rough idea of the spatial arrangement of the components.

From time to time the conversion of data into STEP format may result in data or positioning errors. **Please make sure to compare the downloaded 3D design data with the corresponding 2D drawing.**

The lower section of the window lists all those components of the selected model which are available for download as 3D STEP files.



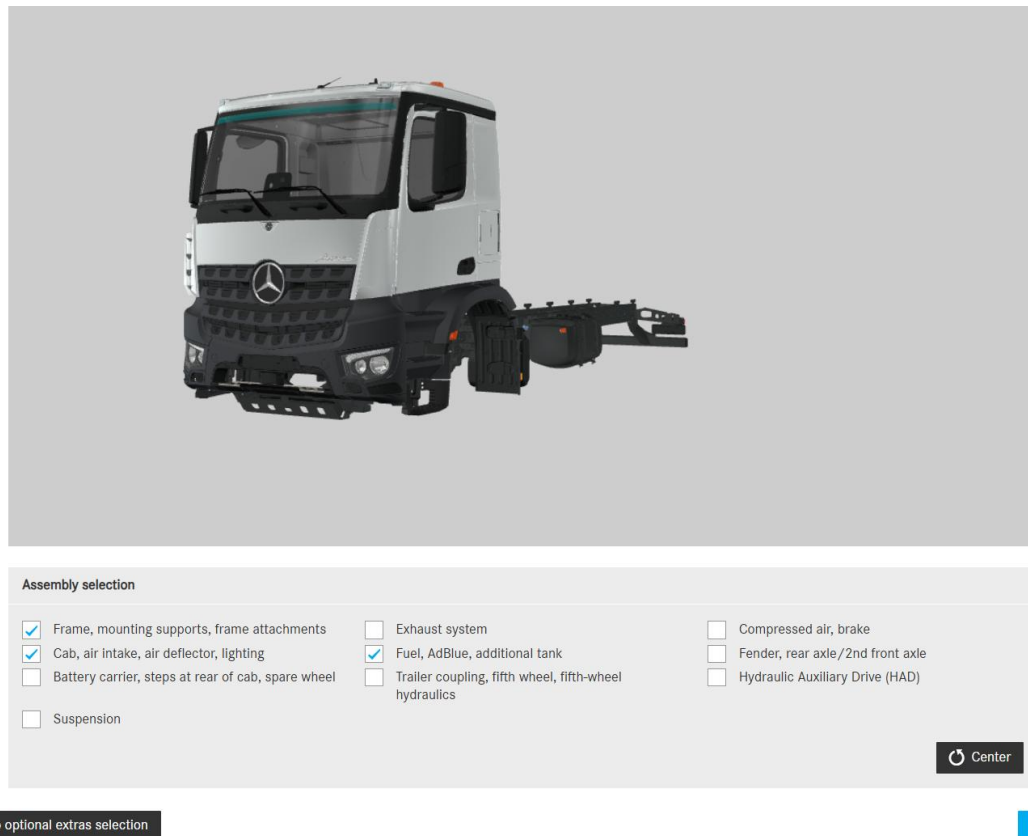


Fig. 14: Visualisation of 3D design data and selection of 3D STEP files for download

Having finished your selection, click the blue button **Download** in the bottom right corner. As with 3D visualisation data, the download is done with the help of the cloudservice.

The mail you get after you clicked the button **Download** includes a link which takes you to the cloud service. Alternatively, use the tile **Data packages (Cloud service)** as shown in Fig. 14.

If you find out that files are missing or corrupt – this may happen due to conversion errors – please contact the portal hotline.

Clicking the tile **3D visualisation data** will take you to the visualisation of the complete chassis.

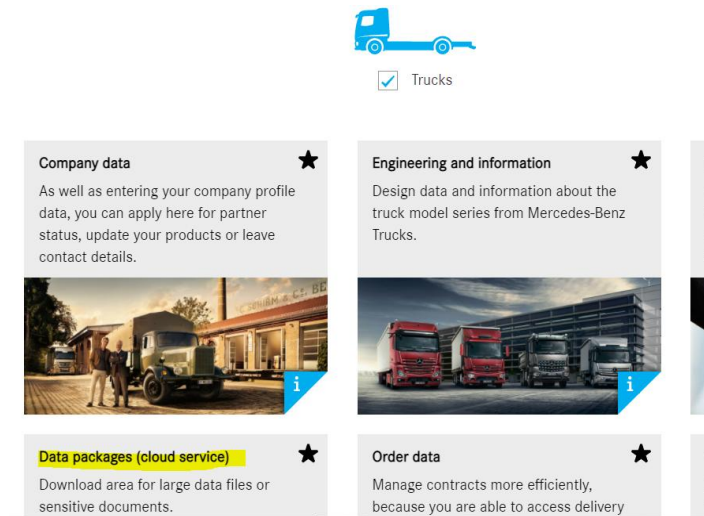


Fig. 15: Accessing the cloud service

2.3 3D chassis visualisation

3D visualisation data is available for **all current model series** and enables you to demonstrate the effects resulting from the selection of component variants. Moreover, you may choose the colour of the cab, grille and spoiler/entrance from the given range of colours to present an image of the planned chassis to your client both in the proper configuration and in the company's standard painting.

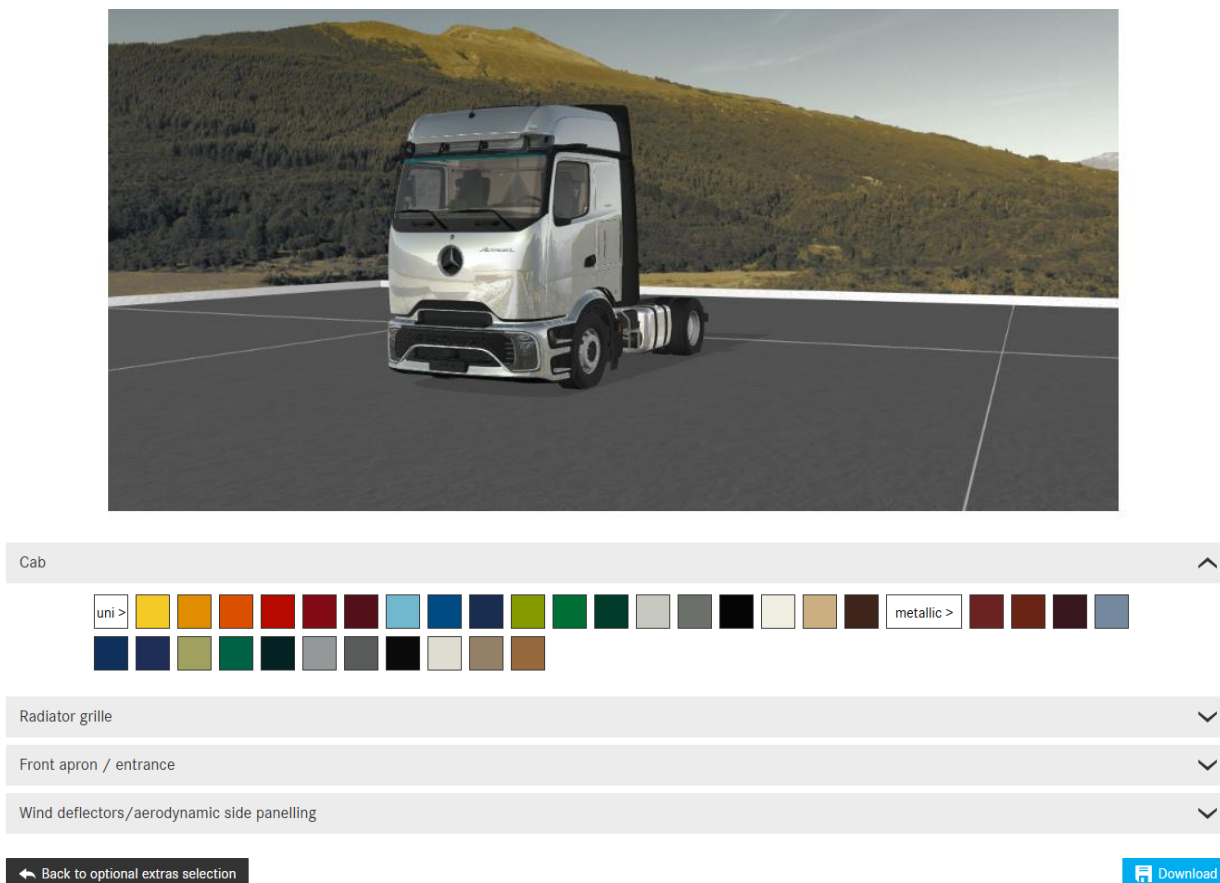


Fig. 16: 3D chassis visualisation

Apart from visualising the entire truck chassis, the tile also allows you to download **3D visualisation data**. Clicking **Download** will compile a 3D record of the shown truck configuration in FBX format which is provided for download with the help of the **Cloud service**. FBX data can be read by all common visualisation programs and by some CAD programs as well. To bodybuilders, this function paves the way for generating high-quality images of their body on a Mercedes-Benz chassis and gives them a competitive edge as it enables them to upgrade their quotations and offers by including images of excellent quality.

The following list of programs supporting the FBX format is exemplary and in no way representative:

3ds Max, Alias, AutoCAD, Blender, Catia, Cinema4D, DeepExploration, Maya, Mudbox, Rhinoceros, Showcase, SoftImage, Unity, VRED

There is a free converter provided by Autodesk which allows you to convert FBX files to formats such as OBJ, DXF, DAE and 3DS.

Use the tile **Data packages (Cloud service)** to access the data download.



2.4 Order drawings

Supposed that you have permission as a user for **Order data** you can view and download **order-specific drawings** (in formats PDF and DXF), **3D data** and a **vehicle image**. Order-specific means that options are selected automatically as specified in the order. After the truck chassis has been produced, 3D data are available for a period of 3 months only from the day of production.

The status of the drawing of the displayed content corresponds to the call-up date plus three months!

Order-specific drawings and 3D data are **NOT** available for Econic, Zetros, Unimog and Canter.

To access the order data system, use the tile **Order data**. To some user groups, the tile comes up as a preview variant with less information. If the tile does not come up at all, please contact your inhouse administrator or, supposed you have permission to access your company data, go to Company data / Your location / Contact persons and make the necessary setting yourself.

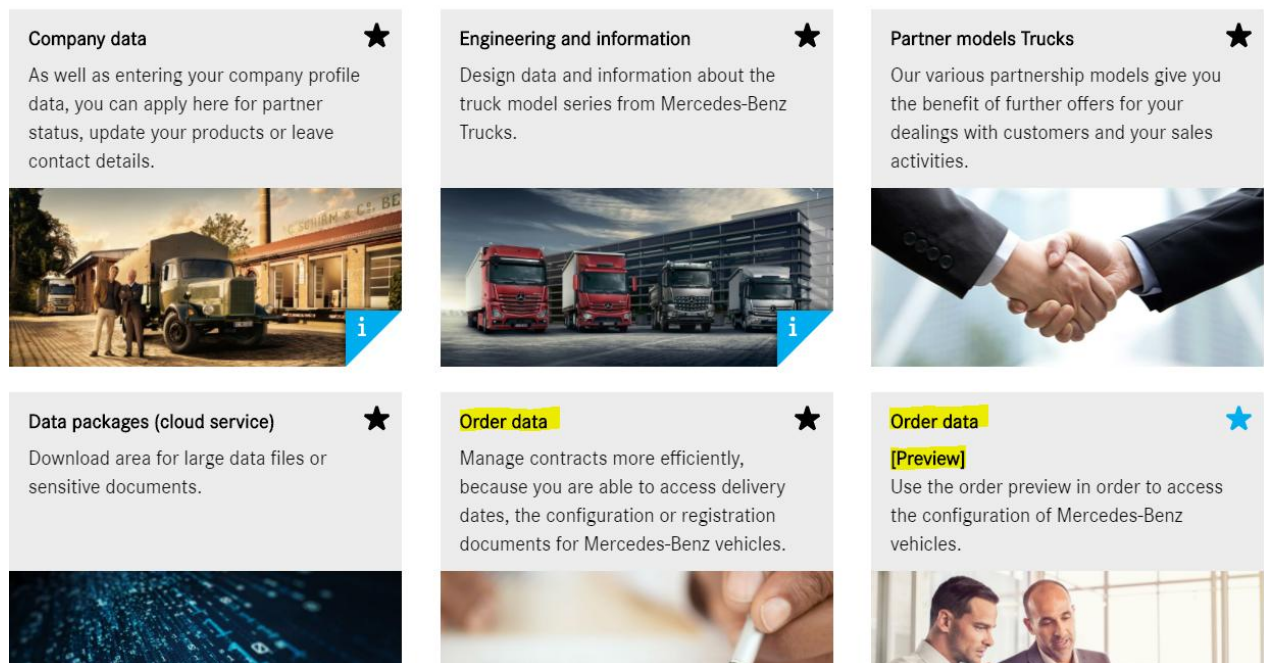


Fig. 17: Accessing order data

Important note:

CTT codes, configurations and components approved with the help of feasibility checks and any other conversions are NOT shown in 2D chassis drawings and in order drawings. In case of order drawings or drawings from SAM, it is the responsibility of the user to check with the help of the order configuration whether the order includes any of the conversion codes mentioned above.

2.5 Cloud service

The tile **Data packages (Cloud service)** is to help you download large data volumes which have been provided for you. This refers to 3D design and 3D visualisation data as well as to data provided in the context of individual inquiries. In general, provided data are available on the server for download for one week, afterwards the data packages are removed automatically.



2.6 VIN Archive

Since the launch of the new heavy truck series in 2011, an order-specific drawing of each produced truck of these series has been archived and can be downloaded from the VIN Archive in format PDF. Such an order drawing shows the vehicle as delivered from the production plant but does not take into account any follow-up conversions and changes.

With trucks produced after December 2018, the order drawing from the VIN Archive is also available in format DXF.

For trucks produced since mid-2018, order-specific technical datasheets are also available for download from the VIN-Archive. Contrary to other datasheets, such datasheets include the chassis number of the produced truck to indicate that it was downloaded from the VIN Archive. If applicable, a second additional line comes up in the datasheet to indicate that the ordered truck features conversions/additional equipment such as CTT codes (see the example below).

With trucks produced after mid-2019, the corresponding PTO drawing is also saved and can be downloaded from the VIN Archive supposed that the spec of the involved truck includes a transmission-driven PTO.

Furthermore, the body mounting guideline valid at the time of production is provided for download.

Conversions/modifications executed by CTT (Custom Tailored Trucks) or CTT conversion partners are **NOT** taken into account in 2D order drawings and technical datasheets from the VIN Archive. Consequently, drawings and datasheets may be incomplete. In such cases, a note appears on the drawing and on the datasheet to make users aware of this.

The documents described above can be downloaded directly from the tile **Engineering and Information Mercedes-Benz Trucks** by entering the VIN / chassis number of the involved truck.

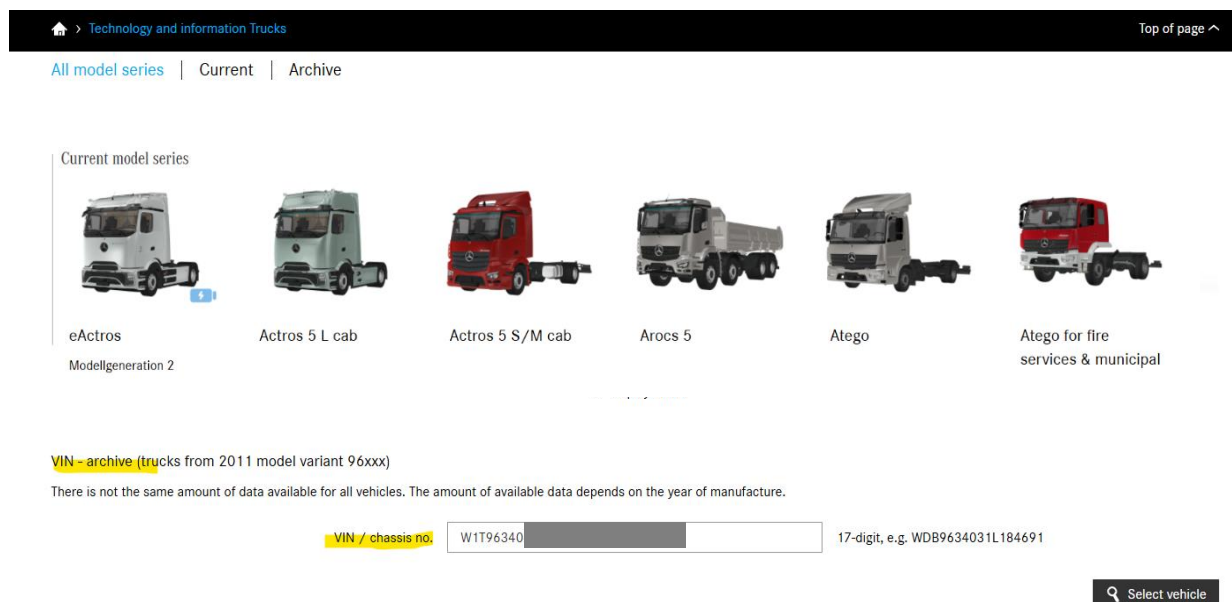


Fig. 18: Download from VIN - archive



Actros

1840 LS 4x2 BM 96340322

Semitrailer tractor

General information	
Vehicle identification number (VIN)	W1T963404
Conversions/additional equipment, e.g. CTT code	Yes, please note 'Instructions' and 'Codes in alphabetical order'
Model variant + Code	963403 W9Z F1T M2Q M4X C1W V1W V1A V2B M5A
Production date	09.08.2024
Creation date	09.08.2024
Cab version	L-cab ClassicSpace, 2.30 m, tunnel 320 mm
Wheelbase	Wheelbase 3700 mm
Rear overhang	Frame overhang 750 mm

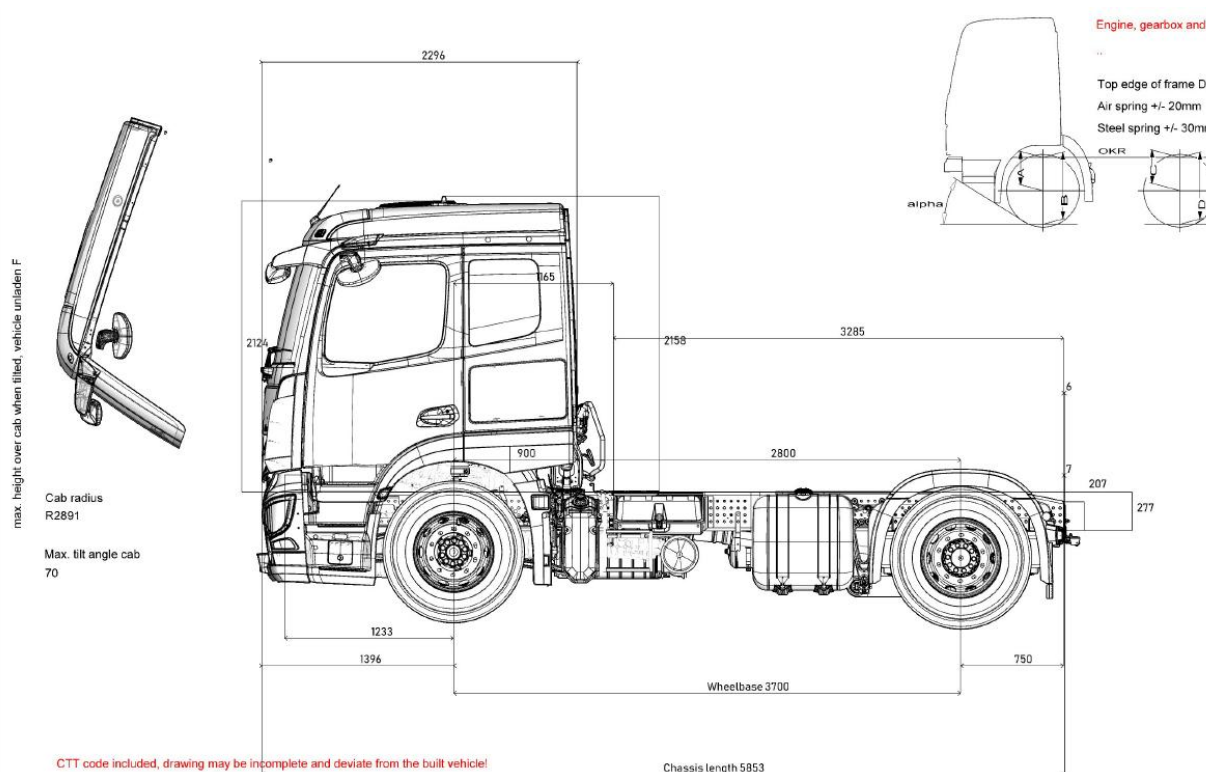
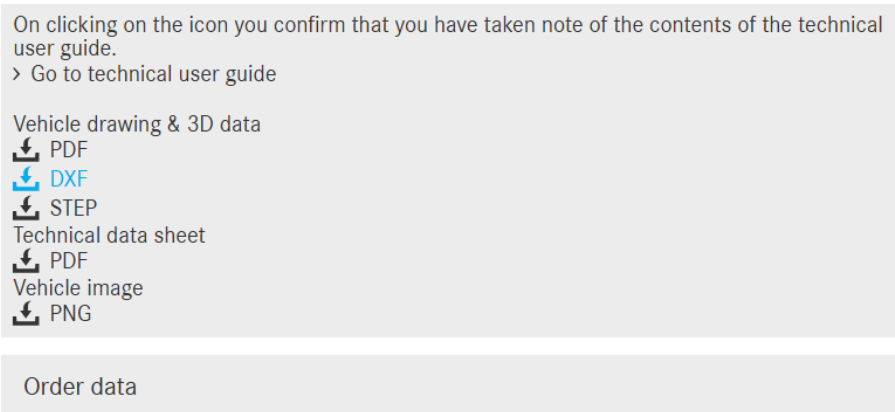


Fig. 19: Example of technical datasheet and of chassis drawing of a vehicle from VIN archive featuring CTT codes

As of January 1, 2019 order drawings provided in the order data system in formats PDF and DXF are no longer generated at the time of download but are taken from the VIN archive (supposed that they are already available there). This is to ensure that drawings downloaded long after the vehicle was produced do not include engineering changes which have become effective in the time between production date and download date.





Vehicle.

Vehicle identification no.	W1
Engine no.	460
Vehicle model	3348 6x4 BG13
Model variant	96401612
Production number	11576195

Fig. 20: Downloading a chassis drawing in format dxf from order data

2.7 Quotation data (truck)

Since autumn 2021 the tile **Quotation data (truck)** allows you to download chassis drawings already at the quotation stage by entering the vehicle ID you received from your Mercedes-Benz salesman.

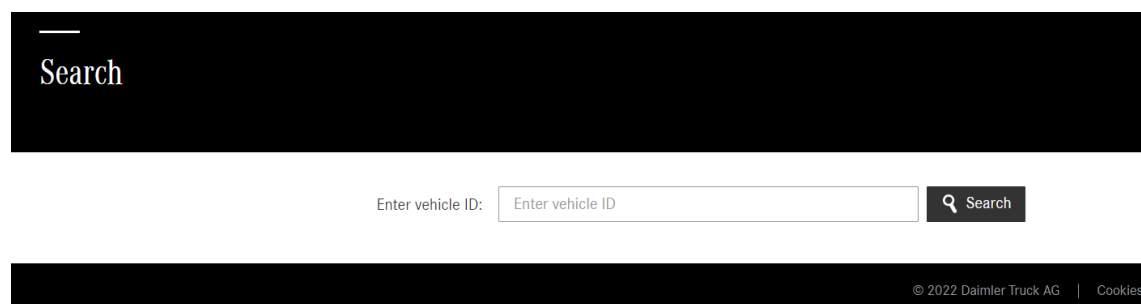
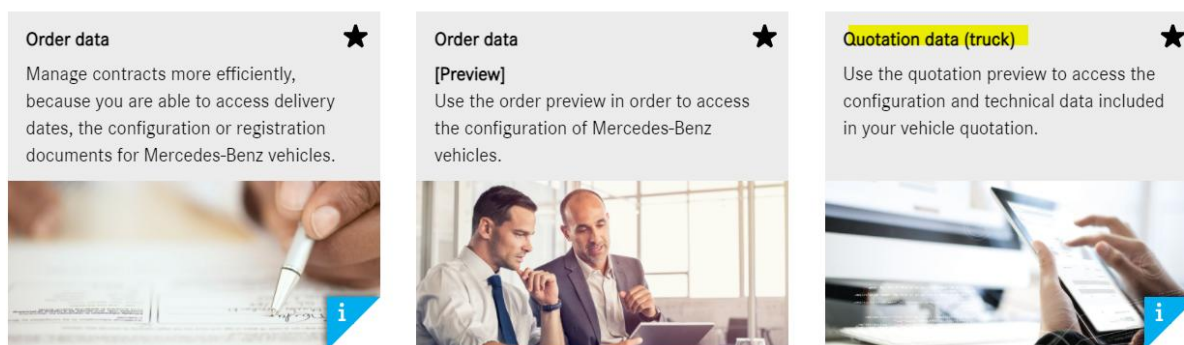


Fig. 21: Downloading chassis drawings from Quotation data



3. Background information on chassis drawings and 3D data

3.1 Product range and specification used in drawings and 3D data

Vehicles of the **current model series** are based on the standard production plant series. This means that provided drawings, datasheets and 3D data do not represent the product range offered in a specific market or country. Instead, they show the product range as it is documented in the production plant. As long as no special equipment is selected by the user, the standard equipment according to the production plant documentation is shown on the drawing. For example, the chassis drawing of an Actros 4/5 chassis in standard specification does not include a trailer coupling because the trailer coupling is a special equipment item according to the production plant documentation. In contrast, the trailer coupling is standard equipment according to the sales documentation for the German market. After you have selected the basic configuration of the vehicle you may select special equipment items (=options) which will be shown in the 2D chassis drawing.

The status of the drawing of the displayed content corresponds to the call-up date plus three months!

CTT codes, configurations and components approved with the help of feasibility checks and any other conversions are NOT shown in 2D chassis drawings and in order drawings. When order drawings or SAM drawings are used, it is the responsibility of the user to check with the help of the order configuration whether the order includes any of the conversion codes mentioned above.

Engine, gearbox and drive shaft are displayed as configured. Please note in this context that a minimum distance of 30 mm must be maintained from moving parts (for more details see the extract from the body mounting guidelines below). For more precise analyses, 3D data can be requested with the help of an inquiry form.

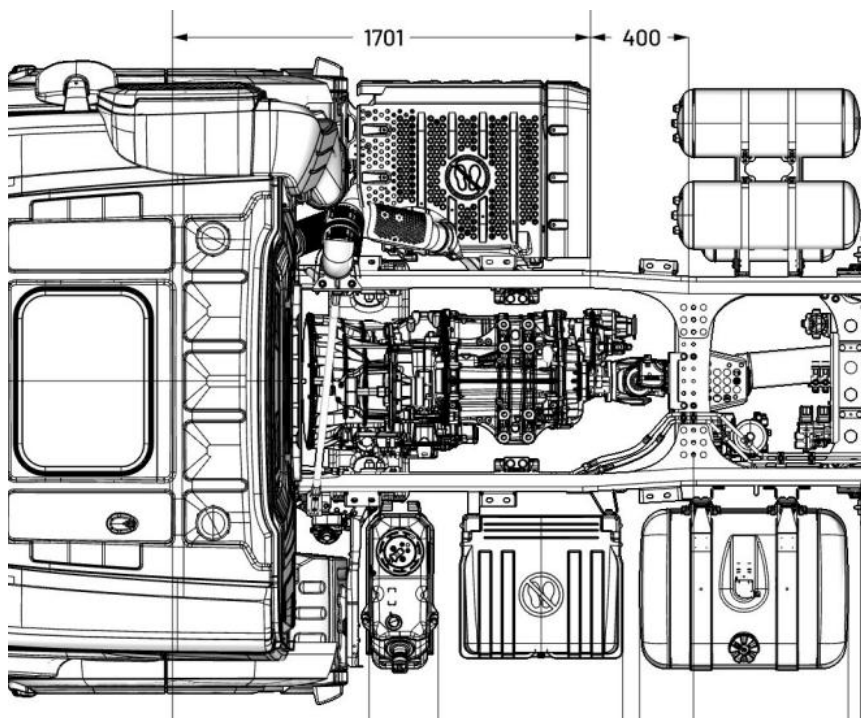


Fig. 22: Illustration of engine, gearbox and propshaft (here with PTO)

Electrical, hydraulic or pneumatic components such as, for example, compressed air valves, control units, electrical lines and switches are **NOT** shown on 2D drawings and order drawings due to the complexity of arrangements and interdependencies. Such components are mainly fitted in the area of the tubular crossmember and of axle suspensions.



Laden measurements given on the drawing relate to the fully laden vehicle according to axle codes.

Dimensions stated on the drawings are subject to a tolerance of $\pm 3\%$.

Clearance for major assemblies and cab

Hydraulic auxiliary drive (HAD)

Page 214



Information on the tilt radius of the cab variants can be found in the 2D-chassis drawings (offer drawings) in the Mercedes-Benz Bodybuilder Portal.

(<http://bb-portal.mercedes-benz-trucks.com>).

Certain gaps must be maintained in order to ensure the function and operational safety of major assemblies.

The dimensional data in the 2D-chassis drawings must be observed.

Permanent chassis-mounted component parts

Minimum distance from body 20 mm

Exception

In the area of the cab suspension system, the distance from the body may be reduced to 10 mm. However, this reduced distance is permissible only for vehicles used exclusively on roads. This is necessary to ensure that the body begins at 2350 mm.

Attachment above cab

Observe the permissible center of gravity location and the front axle load.

Make sure that there is sufficient space for tilting.

External gearshift

- Sufficient clearance from the body, even when the cab is tilted.
- Observe the vertical slewing range of the semitrailer.

Spring-loaded brake cylinder

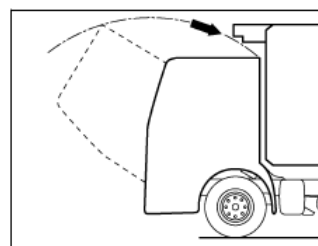
On vehicles with drum brakes, observe clearance and easy access for the spring-loaded brake emergency release screw.

Engine, transmission, retarder

The minimum distance from the body is 30 mm. On vehicles with hydrostatic auxiliary drive (HAD), sales code A1H, note the additional installation space required for the hydraulic pump on the engine (see document "Hydrostatic auxiliary drive (HAD)").

High-voltage batteries (model series 983 only)

The distance of any body parts to the high-voltage batteries must be at least 30 mm.

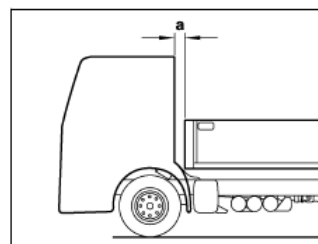


W00.10-A013-01

Cab tilting range clearance

Cab

The distance (a) between the tilt cab (including detachable parts) and the body or any components permanently attached to the frame must be at least 50 mm. This dimension refers to a straight body contour. The clearance must be greater at the top.



W00.10-A014-01

Front of body and clearance behind cab

Technical threshold values for planning

Fig. 23: Extract from body mounting directive Book II Actros 4/5



3.2 Material thickness of frame rails, crossmembers and reinforcements

Frame rails of **Actros, Antos, Arocs** and **Axor** chassis are **all drawn with a uniform material thickness of 8 mm** both in **2D** drawings and in **3D STEP** files whereas all **ATEGO** frame rails are drawn with a uniform material thickness of **6 mm**. Please refer to the 2D chassis drawing legend to find out what the material quality and the thickness actually are.

Please be aware that dimensions are indicated correctly in 2D drawings although the **actual** material thickness of the frame rails may be different from the **drawn** frame rail thickness.

Example:

All current air-sprung Actros chassis have a clear frame width of 834 mm at the rear end:

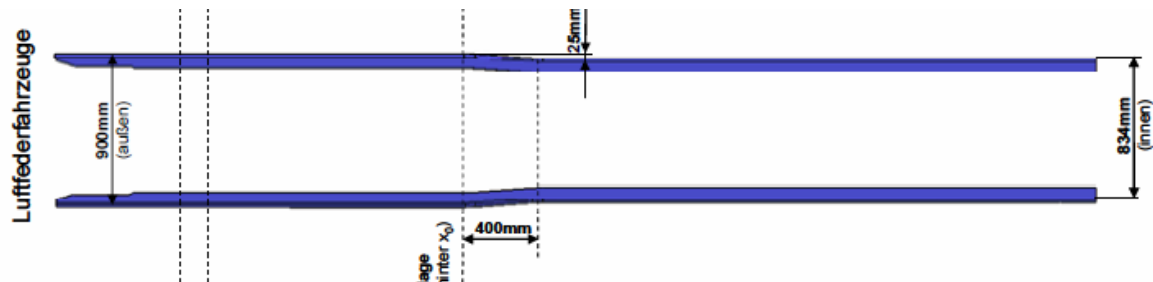


Fig. 24: Essential frame dimensions with air-sprung Actros 4/5, Antos and Arocs

For the given chassis the actual frame rail thickness is 6 mm.

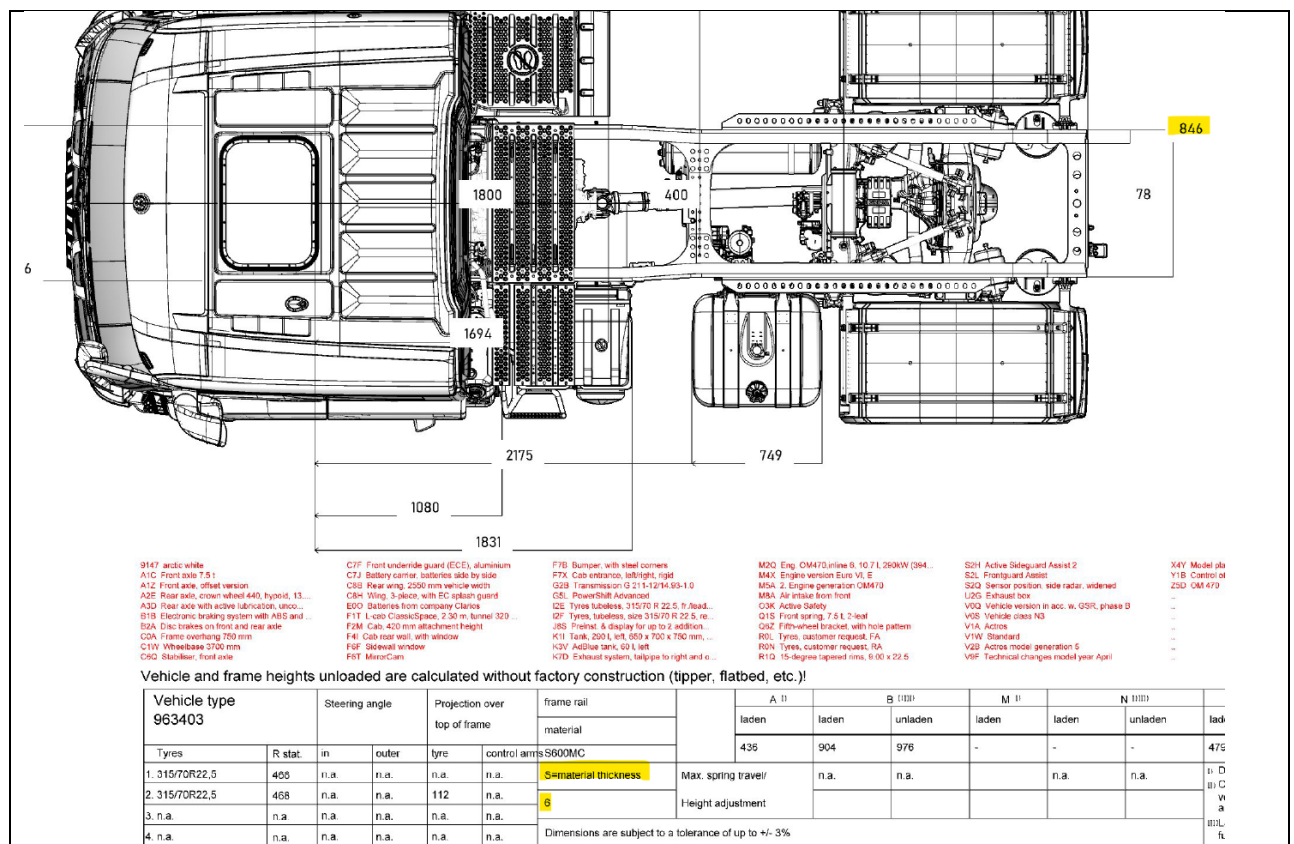


Fig. 25: Frame dimensions in chassis drawing including frame rail thickness



Adding the drawn material thickness of 2 x 8 mm (8 mm for each rail) to the clear width would result in an outer frame width of $834 + 16 = 850$ mm. As you can see above, the drawing specifies the outer frame width at the rear end as being $834 + (2 \times 6) = 846$ mm **which means that the difference between the drawn frame rail thickness and the actual thickness is corrected automatically**. If you work with 3D STEP data of the frame, please make sure to check the actual thickness and to take the difference into account when doing engineering work based on a 3D frame model.

A difference exists with regard to how the **width of top and bottom flanges of frame rails** is drawn (and dimensioned in chassis drawings):

Actros 2/3 and Axor:	70 mm in 2D drawings, 75 mm in 3D STEP files
All Atego:	65 mm in 2D drawings and in 3D STEP files
Actros 4/5, Antos/Arocs:	70 or 80 mm (if material thickness is 8 or 9 mm), 80 mm (if thickness is 6 or 7 mm), dimensions are shown correctly both in 2D drawings and in 3D STEP files

With **Actros 4/5, Antos and Arocs**, holes in frame rails are no longer shown as crosshairs in 2D drawings but are represented by circles.

With all Actros chassis, **frame crossmembers** are drawn with the correct material thickness both in 2D drawings and in 3D STEP files. However, mainly with Actros 4/5, Antos and Arocs, the material thickness of individual crossmembers may change depending on selected special equipment items. Such changes of the material thickness are **not** shown in 2D drawings and in 3D STEP files. With Actros 2/3, the selection of special equipment rarely results in a change of crossmember thickness.

Tubular crossmembers in frames of Actros 4/5 and of some Antos feature a connector on the upper side.

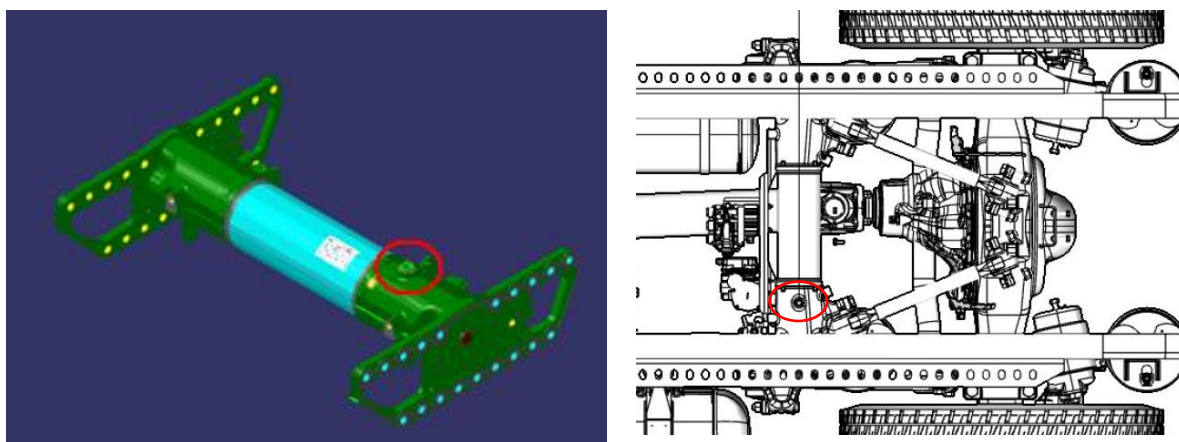


Fig. 26: Position of connector on upper side of crossmember

Reinforcements in frame rails have a uniform thickness of 6 mm with **Actros 4/5 / Antos / Arocs** whereas the thickness of reinforcements may vary with **Actros 2/3**. Frame rail reinforcements are **not** shown in chassis drawings and 3D STEP files.

Please be aware that the selection of special equipment (= options) and, in particular, of vehicle weight variants may result in additional frame reinforcements and other modifications which are neither shown in the 3D file of the frame nor in the 2D chassis drawing.

3.3 Body mounting brackets in drawings of Actros 4/5, Antos and Arocs

The position of body mounting brackets is indicated in 2D chassis drawings. For detailed dimensions of the various brackets use the link in the additional information shown below and open the file **Detailed view of body brackets**. Use the number given on the chassis drawing as shown in the example below to find the appropriate detailed drawing as well as an image of the involved bracket.

Technical data.

Technical data sheet

Technical data sheets for the selected model series are available here, in line with the specific variant selected. It is also possible to select special equipment items and make weight calculations.

2D chassis drawings

This is where we provide 2D drawings of the selected model series, in line with the specific variant selected, in various views and formats.

3D design data

3D design data for the selected model series are available here, in line with the specific variant selected. Approval is given on a project basis.

3D visualisation data

3D visualisation data for the selected model series are available here, in line with the specific variant selected. Approval is given on a project basis.

Driving performance calculation

Get an overview of your truck's performance.

Body/equipment mounting directives (3)

You will find here the key technical information about Mercedes-Benz basic vehicles for your bodybuilding solutions and conversions.

Body/equipment mounting directives archive (37)

You will find here the key technical information about Mercedes-Benz basic vehicles of older model series, required for your bodybuilding solutions and conversions.

Additional information for body/equipment mounting directives (20)

We have stored other documents and technical information which cannot be assigned to a specific category under Additional information.

Fig. 27: Use this number to find the corresponding body mounting bracket drawing in the linked file

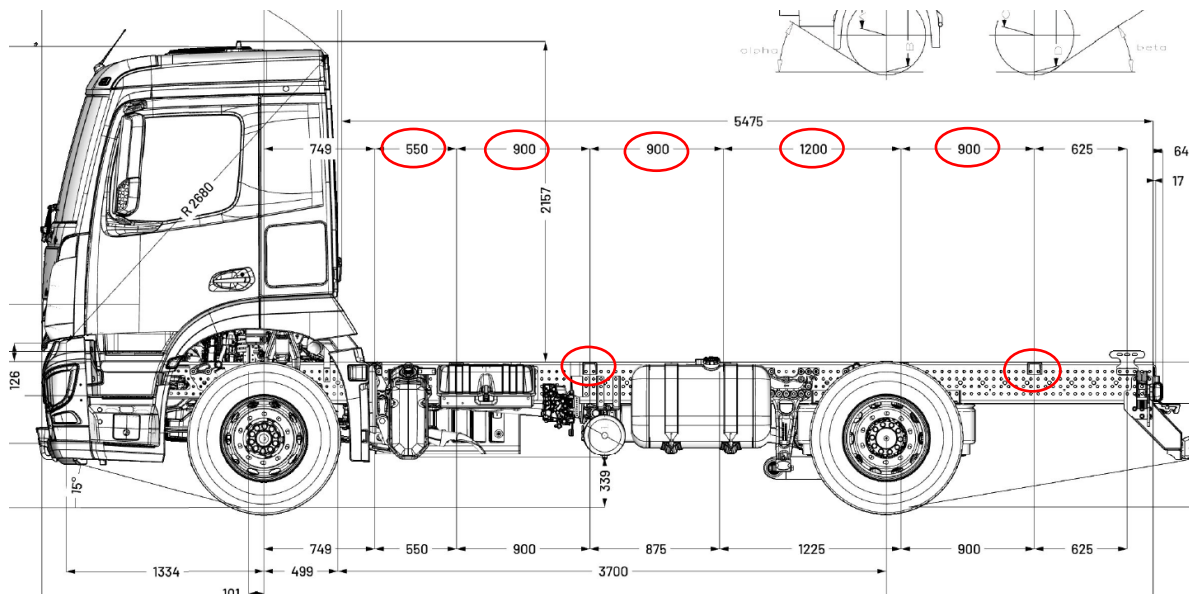


Abb. 28: Illustration and Dimensions of body mounting brackets

Dimensions in top view

In top view the bracket dimensions are given in X direction with the center of the bracket being the point of reference (see fig. below). With a bracket having two or more holes, the point of reference can be located between the holes.

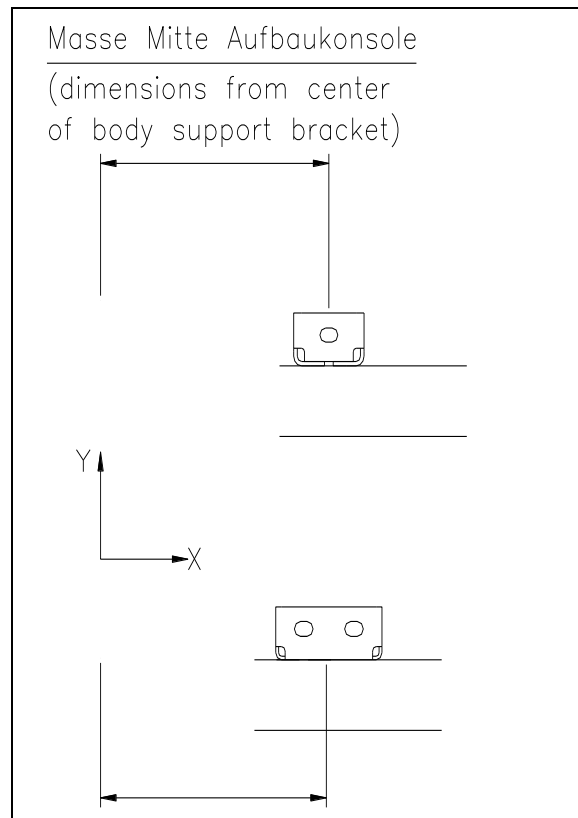


Fig. 29: Dimensioning of brackets in X direction in top view

Detailed side view

Due to the fact that frame rail thickness differs for the various truck models, the **height** of the body mounting brackets is given with reference to the inner edge of the upper flange of the rail. The distance from the top of the bracket to the top of the frame rail can be calculated with the help of material thickness S provided in the drawing legend as shown in Fig. 24.

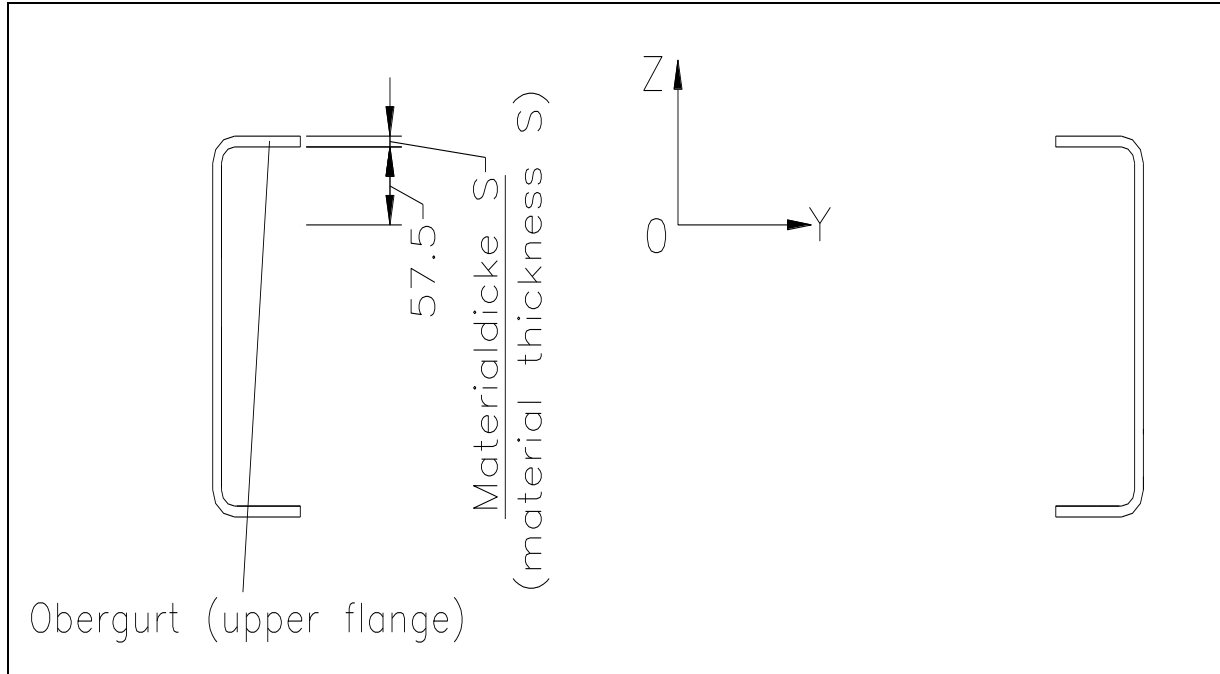


Fig. 30: Dimension to inner edge of upper flange

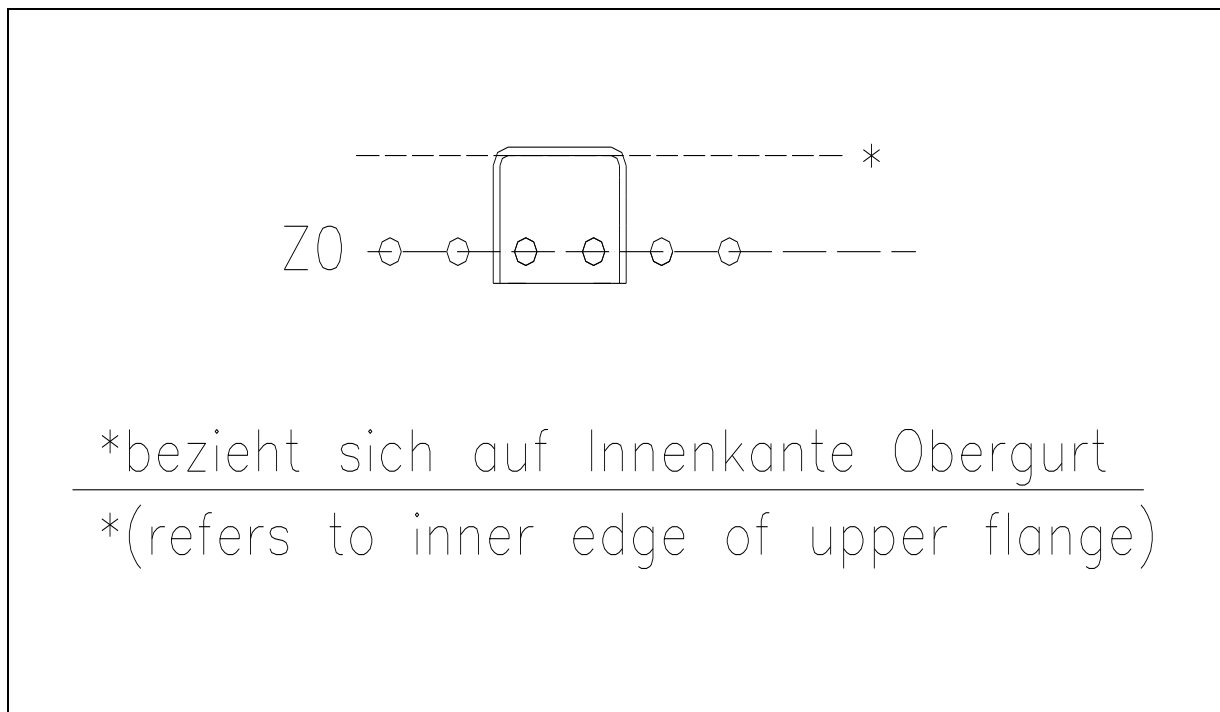


Fig. 31: Side view of body mounting bracket

Position of brackets for swap body frame 7150 mm/7450 mm/1320 mm (Code P5Z)

With the code P5Z being ordered, the position of the mounting brackets is **different from the standard position**. Please make sure not to forget to select the option code P5Z to get the correct drawing.

Thickness of rigid, positive locking body mounting brackets (Code C5H)

If **Actros 4/5, Antos and Arocs** trucks with a total technical weight of up to 32 t are equipped with positive locking sheet-metal brackets according to code C5H, these brackets have a thickness of **7 mm** whereas the thickness is **10 mm** if the total technical weight exceeds 32 t. **In order drawings and chassis drawings ALL brackets of this type are drawn with a thickness of 10 mm.**

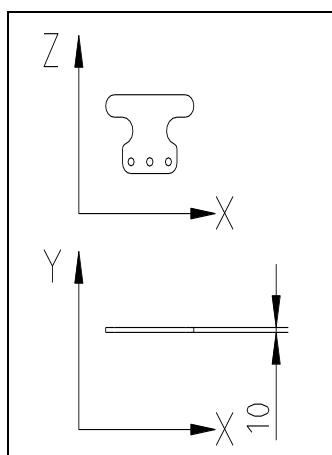


Fig. 32: Positive locking bracket

Brackets (C5I, C5J, C5K) in fuel tank area

If the position of the Diesel fuel tank bracket collides with the position of a body mounting bracket, the use of standard brackets is no longer possible. This is NOT true for rigid (positive locking) body mounting brackets (C5H).

If standard brackets cannot be used, body mounting brackets of different shape are used instead with the actually fitted variant depending on the type of fuel tank, truck model, wheelbase and selected options (special equipment).

For the details of the brackets fitted to a given vehicle see the above mentioned file **Detailed view of body brackets**.

3.4 Holes in rear axle area (model variant 963.020)

Contrary to former Actros 1/2/3, the holes in the area of the rear axle linkage of **Actros 4/5** and **Antos** shown below cannot be used by bodybuilders as a round crossmember is fixed to the inner side of the frame rail web at these points.

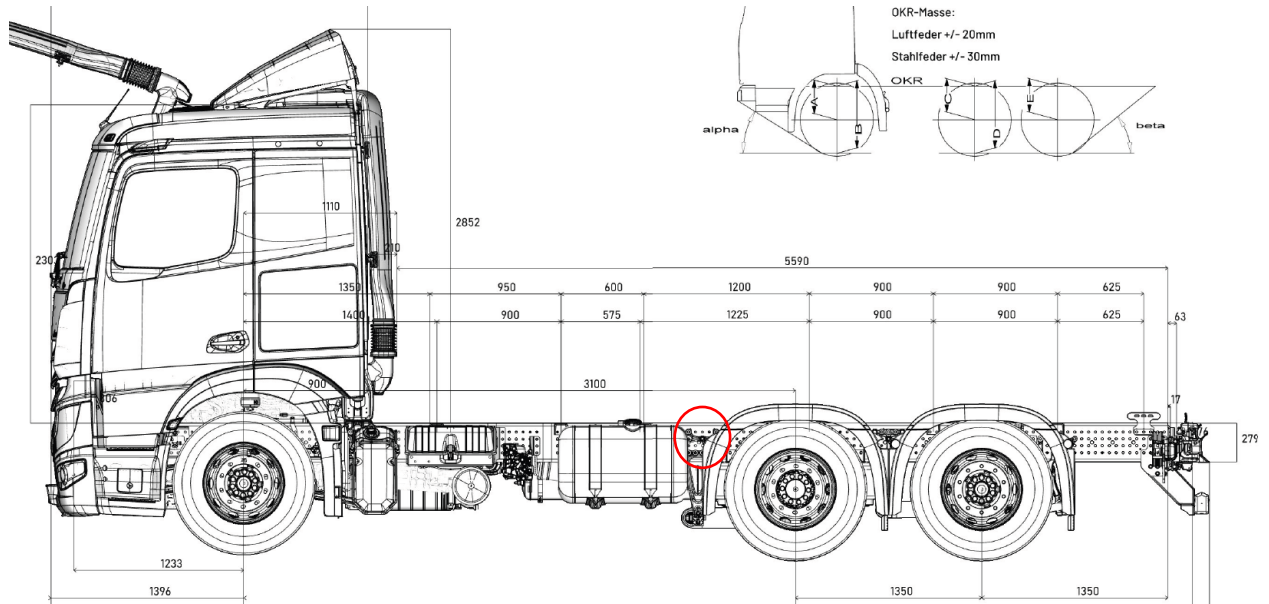


Fig. 33: Position of holes in frame rail not usable for bodybuilders

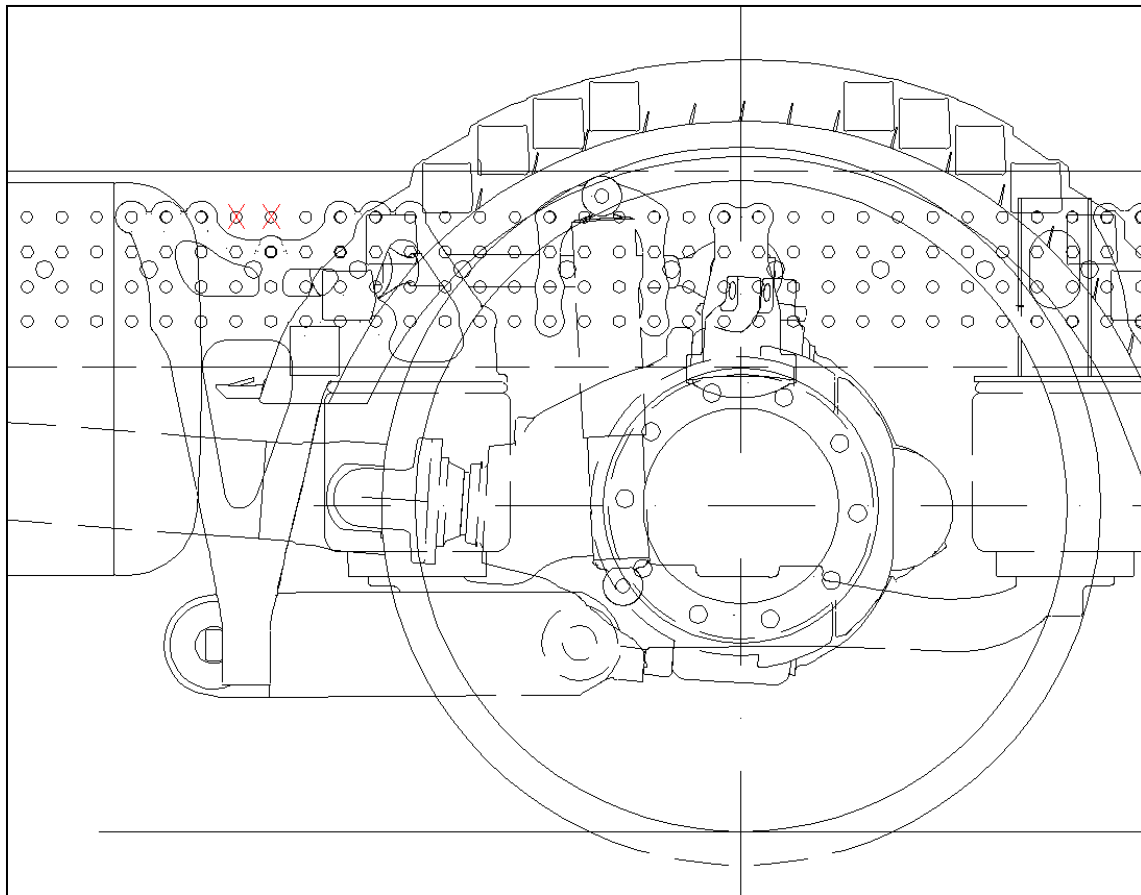


Fig. 34: Detailed view of holes in frame rail not usable for bodybuilders



3.5 Overall length to end of trailer coupling with Actros 4/5 / Antos / Arocs

Due to the fact that the standard specification does not include a trailer coupling, the overall length from the front end to the end of the trailer coupling cannot be seen from the drawing as long as the standard specification is used. To have this measure shown, one of the optional trailer couplings must be selected from the box **Trailer coupling** which you find under **Frame add-ons** when selecting options:

Wheelbase & frame overhang (C1W, C0Q, Q8JS)	
Frame add-ons (C7J, C8F, C7A, C5I)	
Attachment fixtures, for loading crane, front Please choose ...	Battery carrier (S) C7J: Battery carrier, batteries side by side
Rear axle mudguard versions (S) C8F: Wing, for chassis transit	Rear mudguard/vehicle width Please choose ...
Spare wheel holder Please choose ...	Trailer coupling Please choose ...
Swap body frame Please choose ...	Rear underride guard (S) C7A: Rear underride guard (ECE)
Fifth wheels Please choose ...	Fifth-wheel height Please choose ...
Attachment fixtures (S) C5I: Mounting parts, for platform	Montageplatte Please choose ...
Cab, cab attachments & wind deflectors (F1T, F2M, F7X, F6T)	

Fig. 35: Selection of optional trailer coupling

3.6. Fifth wheel

The select box **Mounting plates** allows you to choose from various fifth wheel loads.

Wheelbase & frame overhang (C1W, C0A, Q8JS, Q8Q)		
Frame add-ons (C7J, C8F, Q7J, H1Y, Q5Q, Q4I, Q6A)		
Attachment fixtures, for loading crane, front Please choose ...	Battery carrier (S) C7J: Battery carrier, batteries side by side	Battery carrier assembly, lowered Please choose ...
Rear axle mudguard versions (S) C8F: Wing, for chassis transit	Rear mudguard/vehicle width Please choose ...	Wing centre piece, raised/low Please choose ...
Spare wheel holder Please choose ...	Trailer coupling Q7J: Trailer coupling, standard, D40, Ringfeder	Tipper variants Please choose ...
Swap body frame Please choose ...	Rear underride guard Please choose ...	Fifth-wheel lead H1Y: Fifth-wheel lead +400 mm
Fifth wheels Q5Q: Fifth wheel coupling, standard, Jost JSK 37C	Fifth-wheel height Q4I: Fifth wheel coupling height = 150 mm	Fifth-wheel hydraulics, supplied ex-works Please choose ...
Attachment fixtures Please choose ...	Mounting plates Q6A: Mounting plate, 12 mm, 20 t	
Cab, cab attachments & wind deflectors (F1D, F2N, F7X, F6T)		

Fig. 36: Select boxes in fifth wheel context



New since the beginning of 2026 is the illustration of the swivel radius on the drawing. This is a two-dimensional view of the components and serves only as a guide.

The radii around the fifth-wheel coupling are a two-dimensional view, serve for orientation and do not represent a guaranteed clearance.

Turning circle [m] relative to bumper corner
14,9

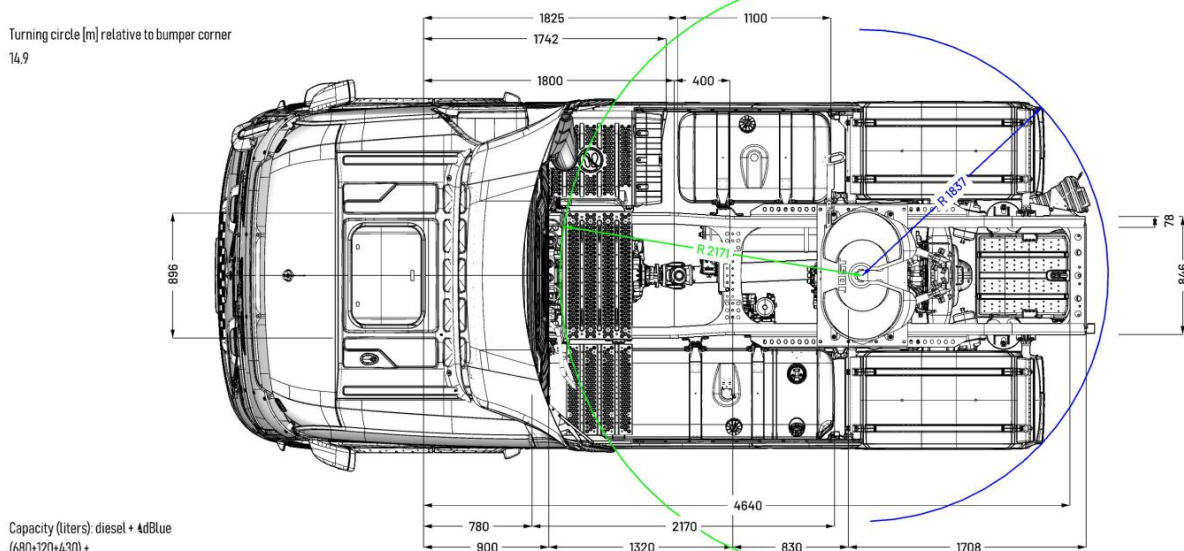


Abb. 37: swivel radius on drawing

3.7 Power take-offs

Please read the body/equipment mounting directives Book II and the associated preliminary information and the supplement to Book II to make sure that you know all the details regarding PTOs.

For basic explanations and important hints regarding PTOs (including PTO diagrams and configuration examples) please click the tile **Power take-offs** and click the link **More information** as shown below:

Engine diagrams (2)

Get an overview allowing you to choose the best engine for your vehicle application.

Power take-offs (49)

Overview of power take-offs for Mercedes-Benz basic vehicles (transmission-driven, engine-driven or engine-linked).

Product descriptions (6)

Here you can find further information on paints, our vehicles' model variant codes and other features of our vehicles.

Home > Technology and information Trucks (Arocs 5) > Type selection > Power take-offs

Power take-offs.

Select suitable power take-offs for your Mercedes-Benz base vehicle here.

This page is currently only for research purposes. The power take-off drawing can be generated with the chassis drawing.

< Power take-off information

Transmission-driven power take-offs

Engine driven power take-offs (NMV)

Engine-driven power take-offs, rear

Information on the power take-offs.



Information about the front power take-offs can be found in the body/equipment mounting directives.

Please read the information about the power take-offs in the body/equipment mounting directives (Vol. II, plus advance information and additional information about Vol. II)!

Explanations for the power take-off diagrams and configuration examples can be found using the following link.

> More information



Fig. 38: Where to find more information and explanations on PTOs

From April 2026, you will find **configuration-dependent** PTO drawings in a new format in the BB-portal. The PTO drawing is automatically generated with the chassis drawing as soon as a PTO, NMV or rear engine output is selected in the SA selection. For a better overview, the power take-off, engine output and NMV are marked differently in colour. Power take-offs are shown in red, NMV in green, and engine outputs in yellow. Where available, the portal also provides a diagram of the selected NA.

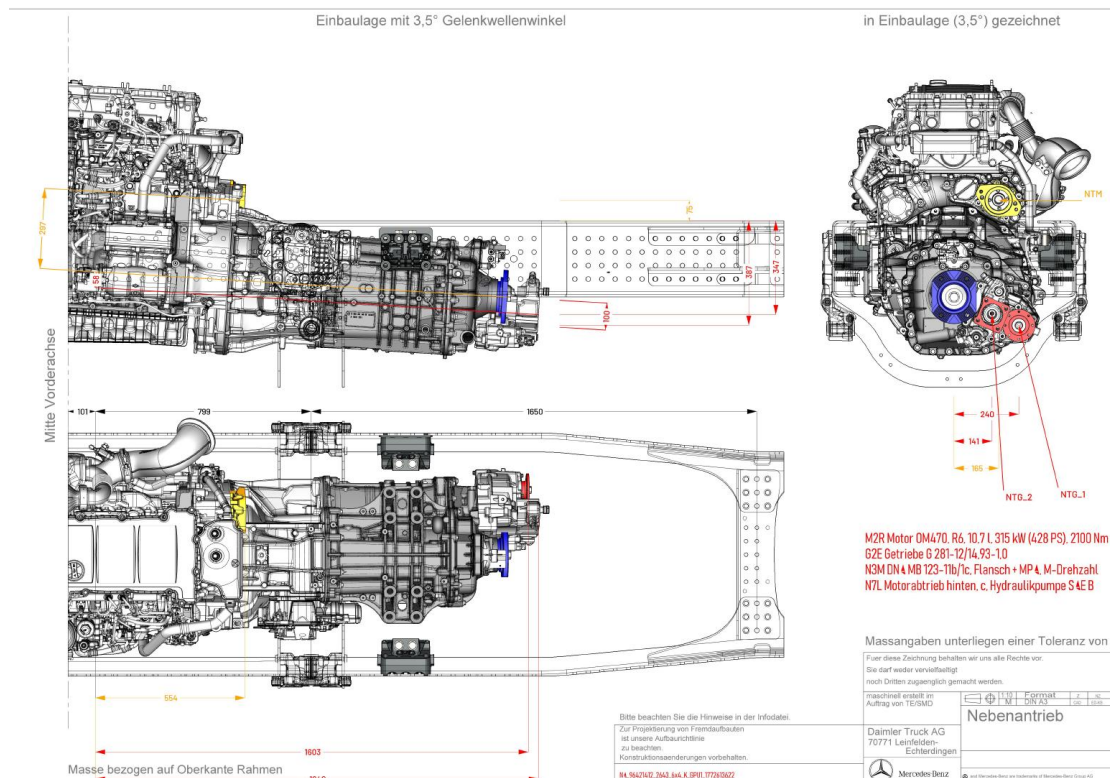


Fig. 39: New PTO drawing

Engine-driven power take-offs (NMV)

When installing an NMV, the position of the gearbox shifts backwards, which is now displayed and dimensioned in the drawing.



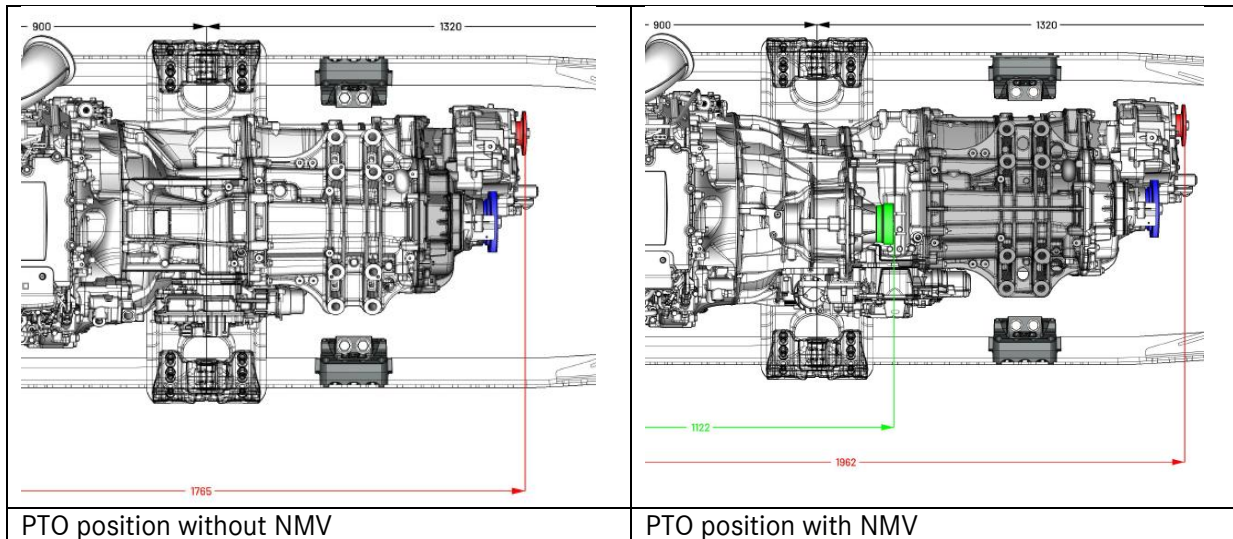


Abb. 40: PTO position change due to

Likewise, the installation position of the gearbox changes by + 29 mm when a retarder is installed ex works (B3H/B3K). However, since the retarder is not shown on either the quotation or the PTO drawing, it cannot be taken into account in the positioning of the PTO. A note on the drawing informs about this fact.

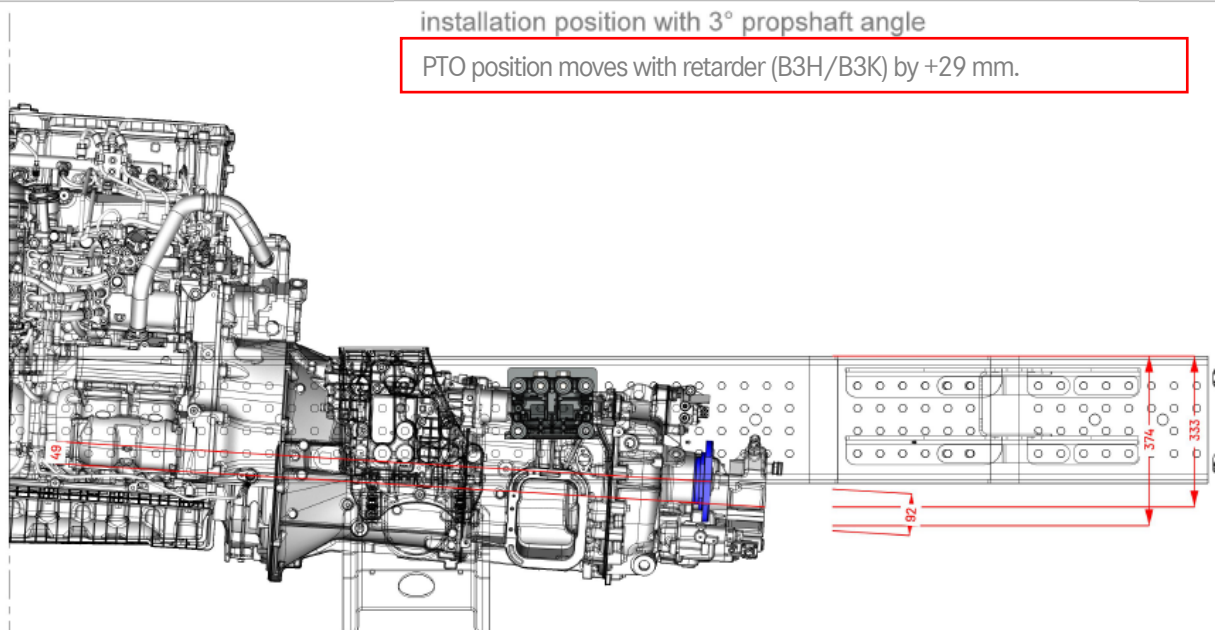


Abb. 41: Hint on PTO drawing regarding position of PTO with retarder

3.8 Compressed air tanks and electrical, hydraulic and pneumatic components

With **Actros 2/3, Axor** and **Atego models**, chassis drawings show the arrangement of air tanks for chassis in standard specification and, if applicable, for variants equipped with front axle air suspension (A00). The effect of all other special equipment items (= options) on the number and position of air tanks is **NOT** taken into account in drawings of these series.

With **Actros 4/5, Antos, Arocs** and **new Atego models**, all air tanks fitted to the chassis are shown in their correct position in 2D chassis drawings irrespective of the options included in the drawing. PTOs are not shown in chassis drawings but the existence of transmission-driven PTOs may have an influence on the position of the air tanks. **For this reason, it may happen that air tank positions are NOT correct in drawings downloaded from the FIN archive if the vehicle features a transmission-driven PTO and was built before 2015.**

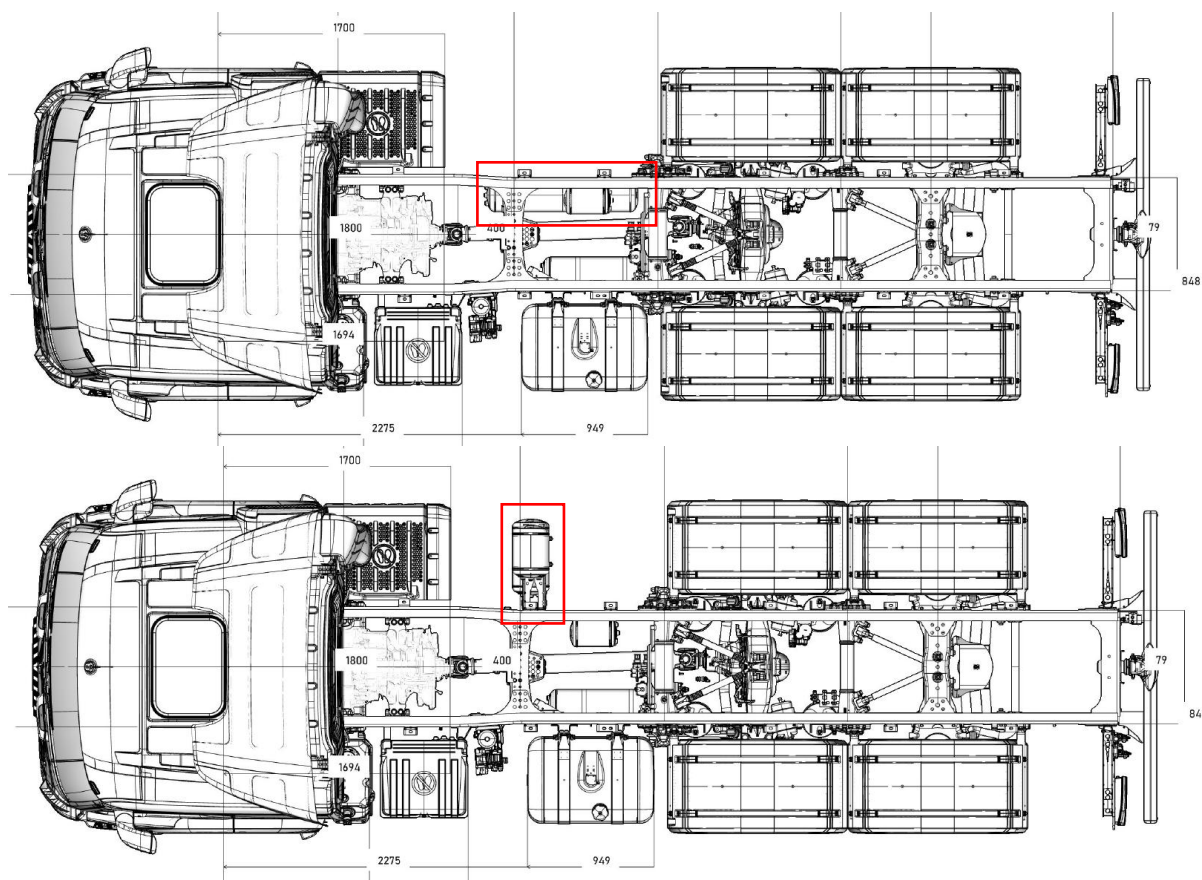


Fig. 42: Influence of PTO on position of compressed air tank (example)

Electrical, hydraulic and pneumatic components such as, for example, compressed air valves, control units, electrical lines and switches are **NOT** shown on chassis/order drawings due to the complexity of arrangements and interdependencies. Very often, these components are arranged in the vicinity of the axle linkage and near of the tubular cross member.

3.9 Preparation for special front-mounted equipment (C50)

The optional *Preparation for special front-mounted equipment (C50)* is available for all Arocs off-road models and can be selected from the box **Preinstallation, for special front-mounted equipment** which you find under **Clearances & pre-installations** when selecting options:



Cab, cab attachments & wind deflectors (F1S, F2M, F7Y)

Fuel tank, Adblue tank & hydraulic oil tank (K5A, K3V)

Clearances & pre-installations ( C5Q)

Preinstallation, for special front-mounted equipment

C5Q: Preparation for special front-mounted equipm... 

Free space for crane outrigger feet

Please choose ... 

Road-oriented dump semitrailer

Please choose ... 

Free space on frame, left

Please choose ... 

Free space for swap bodies

Please choose ... 

Sideguard Assist

Please choose ... 

Free space on frame, right

Please choose ... 

Road dumper preinstallation

Please choose ... 

Vorruestung Hinterkipper Korea

Please choose ... 

Tyres and wheels (R1Q, F18, R1Q, F18, R1Q, F18)

Fig. 43: Box for selecting C5Q

As C5Q is available for a very limited number of models only, you can preselect the option right from the start when selecting the Arocs 5 model series. Just click  Technology  there and select the option C5Q from the list offered to you. With this done, the C5Q option will already be preselected in the corresponding select box within **Clearances & pre-installations**.

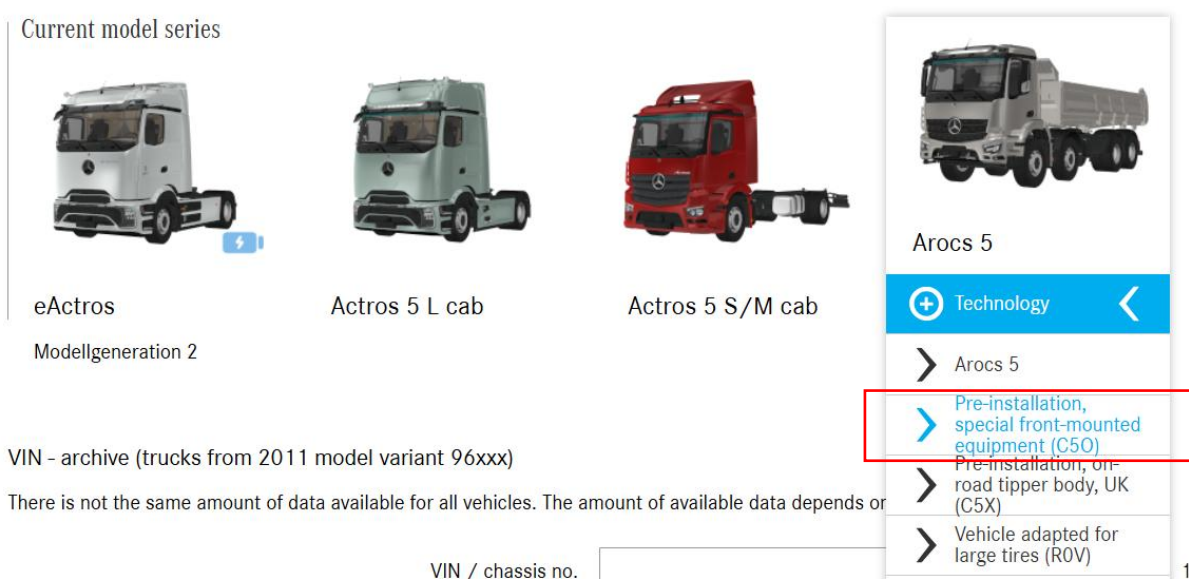


Fig. 44: Preselecting C5Q already when selecting the Arocs 5 model series

3.10 Chassis with lowered frame height (C5Y, C8U, C5W, C5R)

Selecting one of the optional special equipment items listed below has the effect that the frame height value indicated for the rear axle in the legend of the chassis drawing, order drawing and SAM drawing is adjusted accordingly. However, the adjustment is **NOT** shown **graphically** in the drawing.

- Frame height lowered by 25 mm (C5Y), available for models 963402 and 963403
- Vehicle level, lowered (C8U), available for models 963406
- Frame height, low, for all-wheel-drive vehicles (C5W)
- Springing, for reduced height (C5R)



3.11 Tipper body variants

Since October 2020 all tipper bodies supplied ex-works are shown in the 2D drawings. Irrespective of this, all bodies supplied ex works - in particular if additional implements and add-ons such as cranes are involved - must be coordinated with the manufacturers of these bodies and implements.

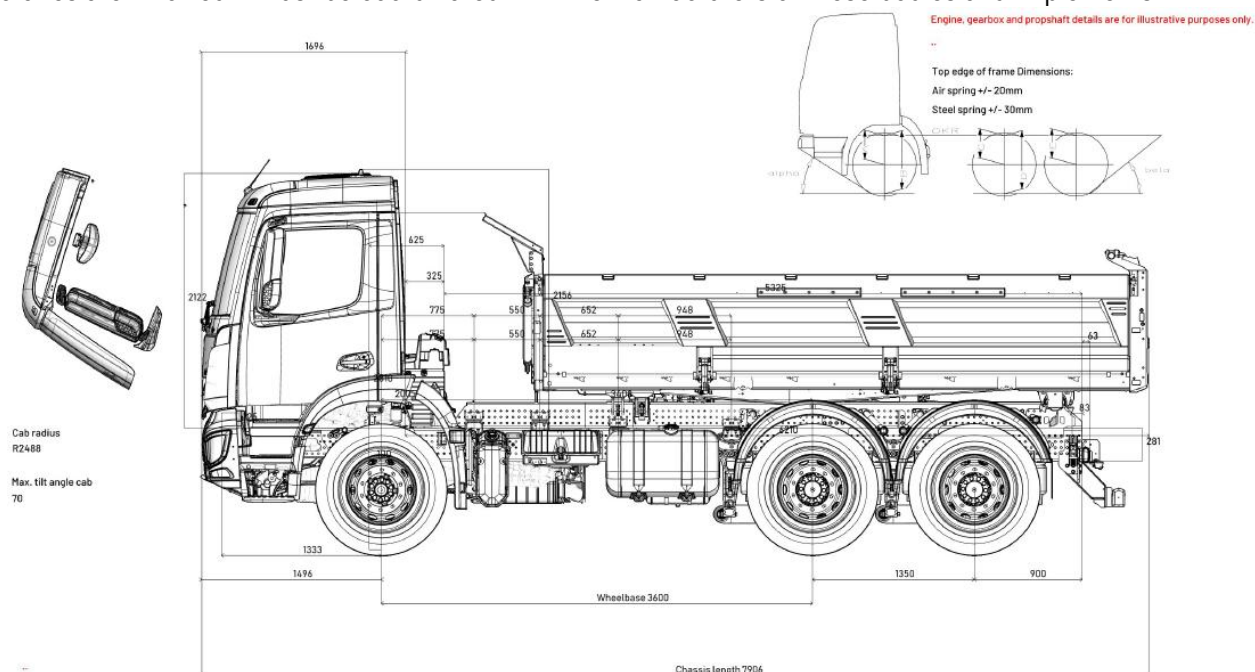


Fig. 45: Section from 2D chassis drawing showing the side view of a 3-axle tipper chassis with tipper body ex works

3.12 Swap body frame (P5X, P5Z) for Actros 4/5

Swap body frames (codes P5X, P5Z) can be selected as optional equipment ex factory for Actros Euro 6 platform chassis and are shown in chassis drawings. The availability of the codes is subject to the following restrictions:

P5X - Swap body frame, 745 / 782 cm H=112 / 122 / 132 cm	
Model variant 963003	Model variant 963020
Wheelbase 5800 mm (Code C3K)	Wheelbase 4900 mm (Code C2U)
Frame overhang 2100 mm (C4C)	Frame overhang 1650 mm (C0T)
With L-cab	With L-cab

P5Z - Swap body frame, 715 / 745 cm H=132 cm	
Model variant 963003	Model variant 963020
Wheelbase 5500 mm (Code C3H)	Wheelbase 4600 mm (Code C2P)
Frame overhang 2400 mm (C4I)	Frame overhang 1950 mm (C0Z)
With L-cab	With L-cab
Model variant 983120	
Wheelbase 4600 mm (Code C2P)	
Frame overhang 1950 mm (C0Z)	
Only with High-voltage battery, 3 packs, 600 kWh	



3.13 Preinstallation for on-road tipper (C5X) for Arocs

Pre-installation, on-road tipper body, UK (Code C5X) is available for UK tipper chassis as optional equipment ex factory and is shown in chassis drawings.

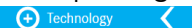
Code C5X can be preselected right from the start when selecting the corresponding model series. Just click  there and select the option C5X from the list offered to you. With this done, only those truck variants will come up which are allowed to feature this option.

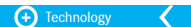


Fig. 46: Preselecting a model variant with C5X

3.14 Vehicle adaptation, large tyres (R0V) for Arocs

The vehicle adaptation for large tyres (Code R0V) includes the following measures:

- Increased cab cutout for more wheel space and front axle mudguard shifted on cab by X+50 mm
- All frame attachment parts shifted towards the front axle mudguard(s)
- With 3-axle and 4-axle chassis with tandem axle the distance between rear axles is increased from 1350 mm to 1450 mm while the actual wheelbase between first front axle and first rear axle is decreased by 50 mm (Example: Selecting the wheelbase 3900 mm, Code C1Z, actually results in a wheelbase of 3850 mm)

This code is available to show the changes resulting from large tyres. To make the vehicle selection more easy, you can preselect the code R0V right from the start when selecting the corresponding model series. Just click  there and select the option R0V from the list offered to you. With this done, only those truck variants will come up which are allowed to feature this equipment

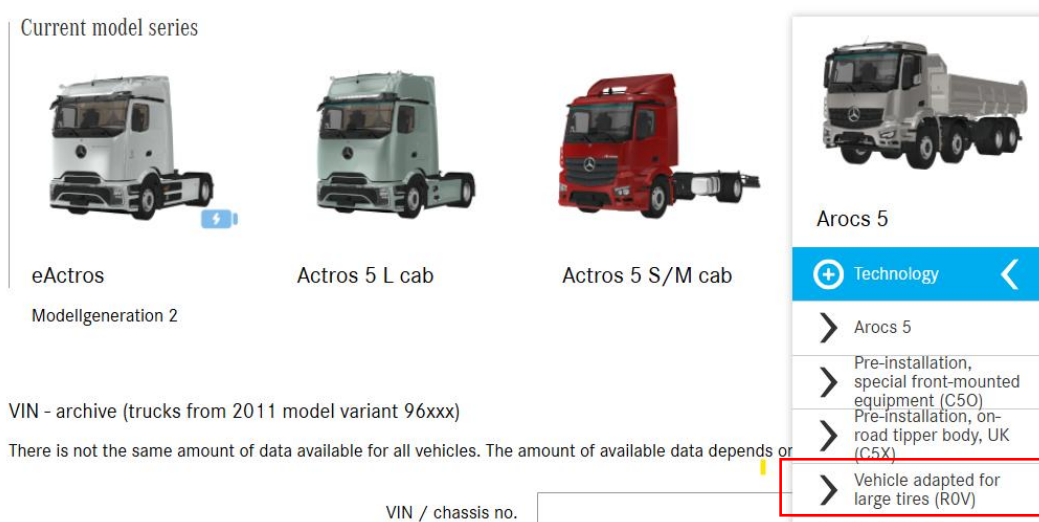


Fig. 47: : Preselecting a model variant with R0V



3.15 Arocs 4-axle trucks with ServoTwin steering (C6H)

Depending on the type of front axle you select, some 4-axle model variants with 2 steered front axles may feature ServoTwin steering as standard or optional equipment. Legal regulations require these trucks to feature an additional battery which is arranged within the frame near the first rear axle. Please note that this battery is **NOT** shown in 2D drawings.

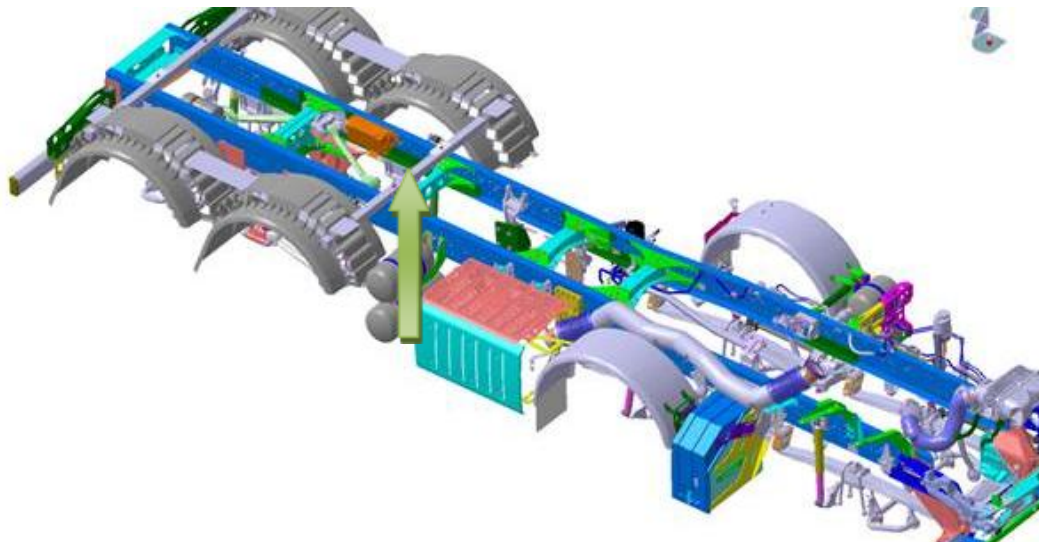


Fig. 48: Location of additional battery fitted in trucks with ServoTwin steering

3.16 Hydraulic Auxiliary Drive (A1H)

To make the vehicle selection more easy, you can preselect the code A1H right from the start when select-ing a model from the current model series. Just click there and select the option A1H from the list offered to you. With this done, only those truck variants will come up which are allowed to feature this equipment.

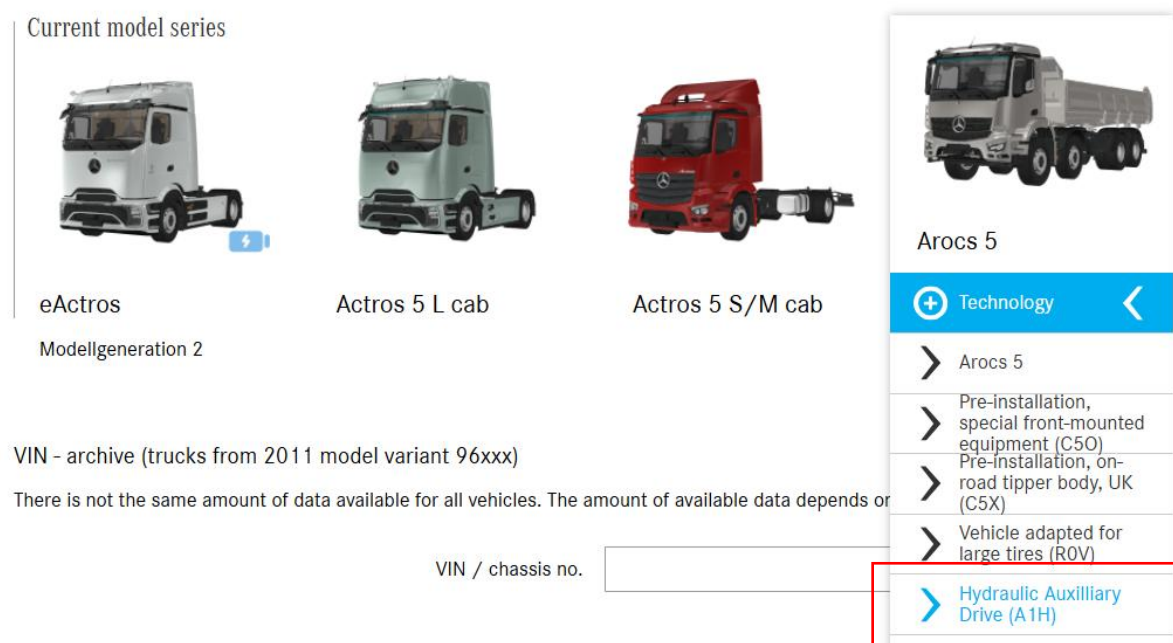


Fig. 49: Selecting a model variant featuring A1H



3.17 Extended axle spacing with Arocs 8x4 ENA WB 3600 mm with 32 t GVW

The following 8x4 ENA vehicles, corresponding to model variants 964.041, 964.241, 964.341 with wheel-base 3600 mm (Code C1R) have been delivered with longer axle spacing between the last driven axle and trailing axle since May 2015. The axle spacing is lengthened by 100 mm to 1450 mm, which shortens the frame overhang by 100 mm.

These vehicles can therefore be registered with a GVW of 32 tonnes. The longer axle spacing is necessary due to the legal requirement that prohibits individual vehicles with a permitted GVW of 32 tonnes from exceeding 5 tonnes per metre of wheelbase (first to last axle). Registration requirements in Germany: StVZO §34 (Road Traffic Licensing Regulations), outside Germany: 96/53 EC, or observe national requirements.

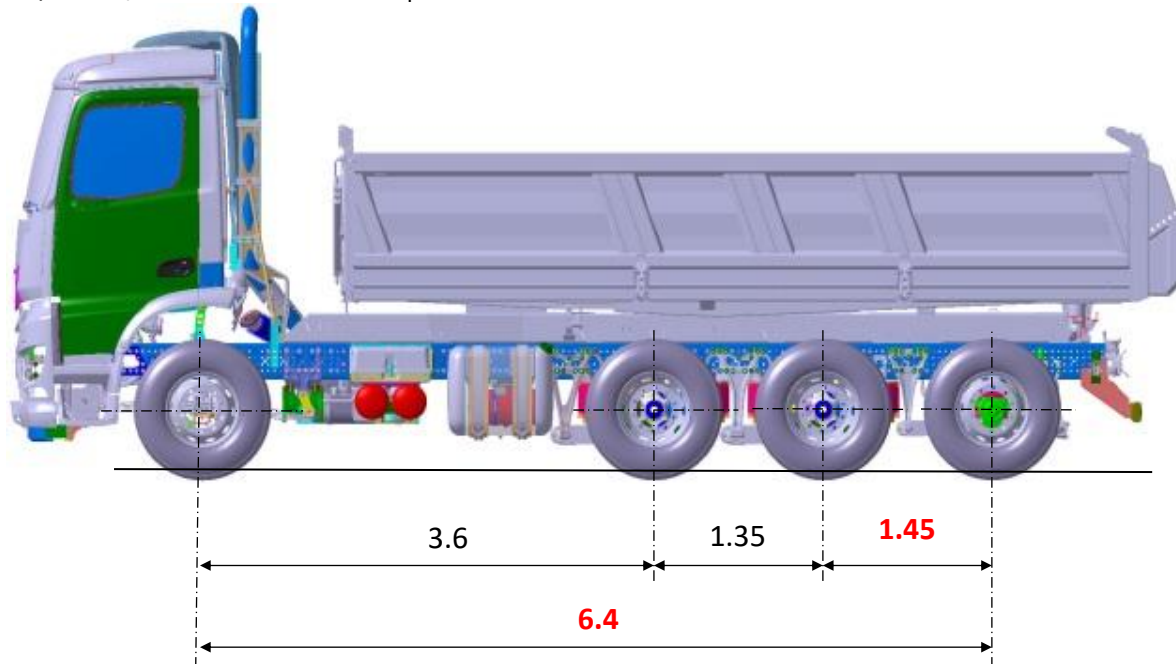


Fig. 50: 8x4 vehicle with extended axle spacing

Please note the different frame overhangs in this regard; these do not correspond to the Code designation as they are actually 100 mm shorter.

- C0D – Frame overhang 900 mm – actual frame overhang 800 mm
- C0J – Frame overhang 1200 mm – actual frame overhang 1100 mm
- C0Q – Frame overhang 1500 mm – actual frame overhang 1400 mm
- C0W – Frame overhang 1800 mm – actual frame overhang 1700 mm

The deviations affect only vehicles with a wheelbase of 3600 mm (Code C1R), since the axle spacing of 1350 mm is preserved for larger wheelbases. The chassis drawings show the actual frame overhang which corresponds to the vehicle's as-delivered condition.



3.18 Rear axle spring deflections and calculations in 2D chassis drawings

The tyre projection is calculated as follows: Half of the unladen tyre diameter – Dim. C at spring stop = Tyre projection.

The radius value of the tyres is taken from the ETRTO standard.

Spring stop is the max. spring travel from the axle stop without rubber element to the steel rear axle housing.

Projection over top of frame		frame side member		A		B		M		N		C		
				laden	unladen	laden	unladen	laden	unladen	laden	at spring stop	3'		
tyres	control arms	S600MC		436	904	986	—	—	—	—	—	480	400	355
—	—	S=material thickness	possible height adjustment	—	—	—	—	—	—	—	—	1) Dimensional variations possible 2) Overall height incl. air intake, vertical exhaust tailpipe, air deflectors and rotating beacon(s) 3) Laden Measurements related to full utilisation according to Axle Code		
—	—	8		—	—	—	—	—	—	—	—			
113	—	Dimensions are subject to a tolerance of up to +/- 3%												
—	—													

Fig. 51: Dim. C at spring stop in 2D chassis drawing

Pusher axles

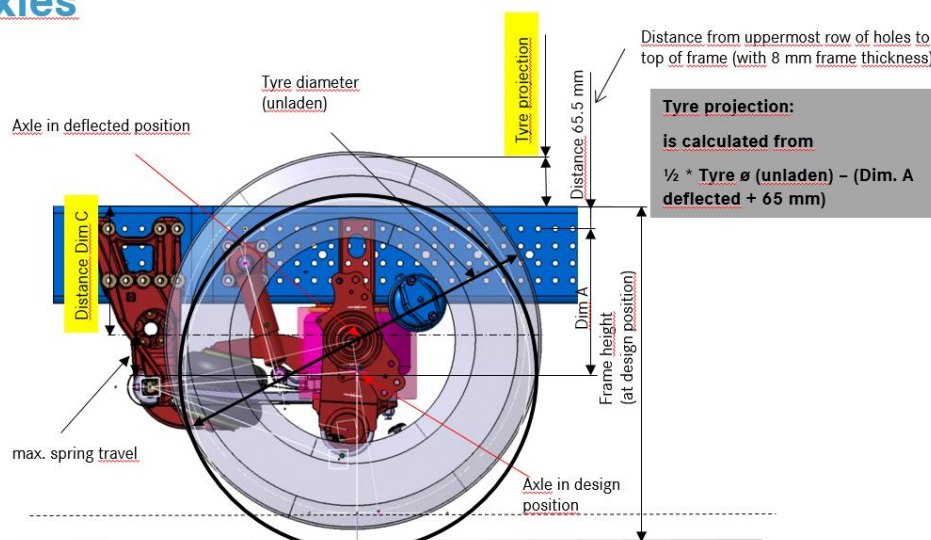


Fig. 52: Tyre projection over top of frame – pusher axles

Rear axles

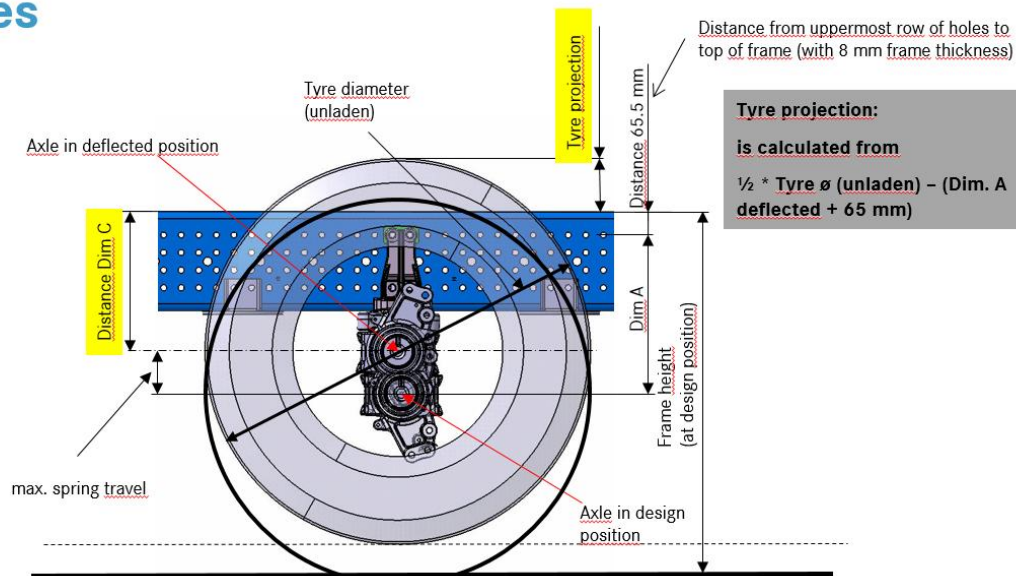


Fig. 53: Tyre projection over top of frame – rear axles

Tag axles

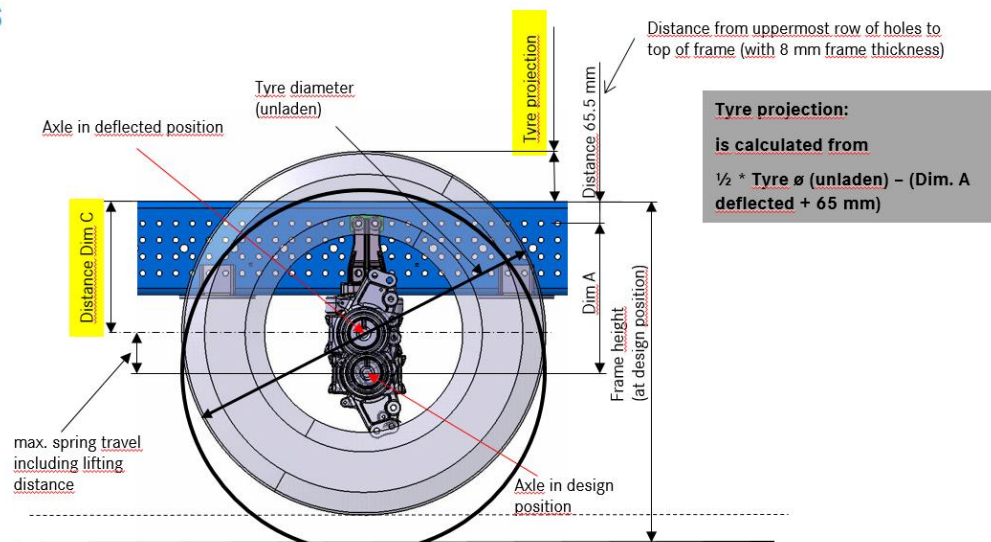
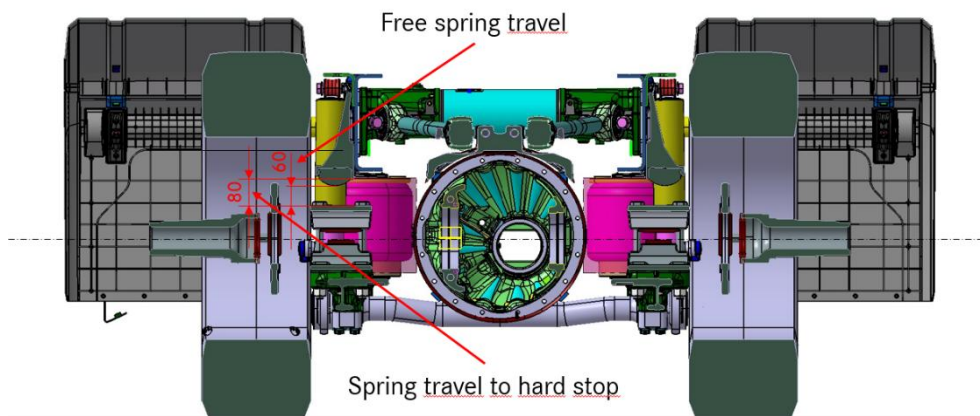
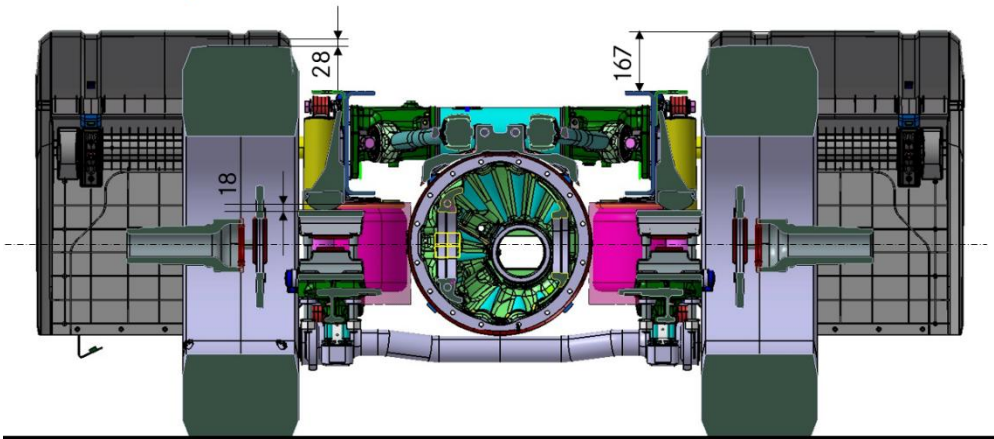


Fig. 54: Tyre projection over top of frame – tag axles

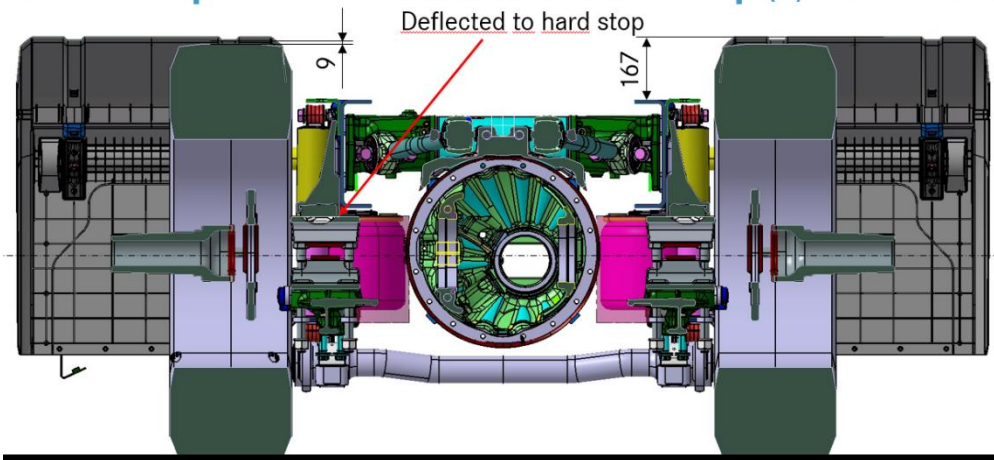
Rear axle in design position



Rear axle parallel deflection to rubber element (free travel)



Rear axle parallel deflection to hard stop (w/o rubber element)



Rear axle articulated by 3°

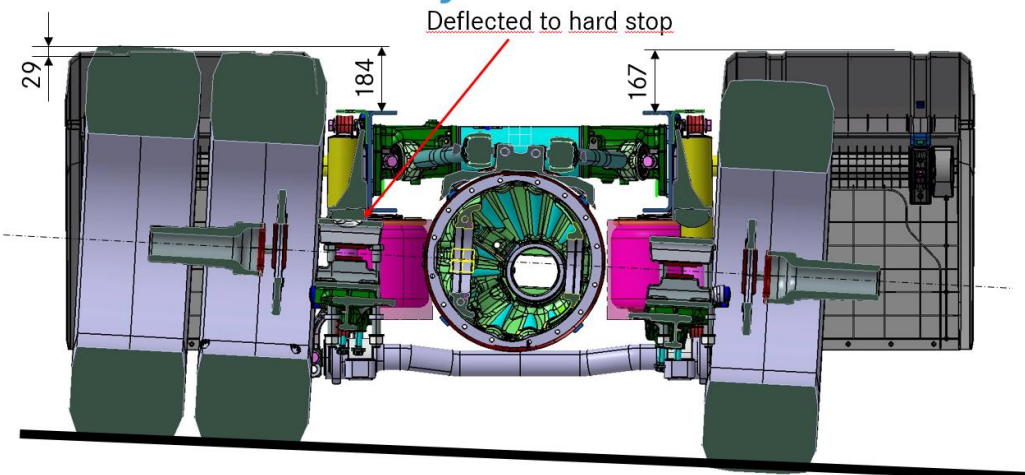


Fig. 55: Rear axle positions as a result of different types of deflection

3.19 Visualization eArocs

The display options of the eArocs in the drawing and in the 3D data are limited. We cannot reproduce additional conversions to the base vehicle. In this way, cross members or other components that are later offset are displayed in their original position and overlapping can occur.

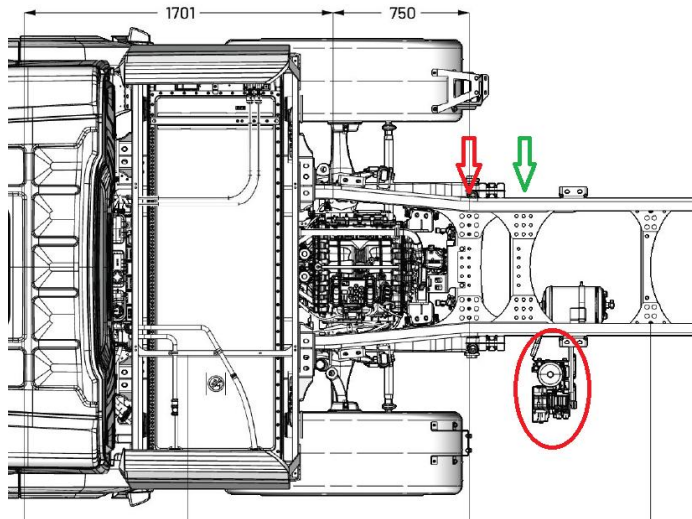


Abb. 56: Example: double cross members and possibly offset EAPU or compressed air tank

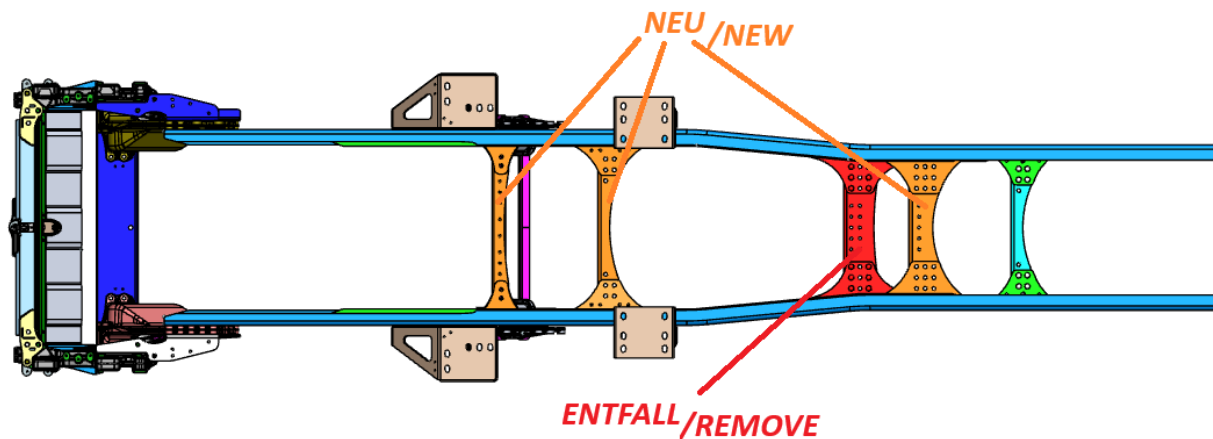


Abb. 57: Correct position of cross beams after conversion

The drive shaft cannot be represented in the data. For the wheelbases 4550 and 4850, the drive shaft is one-piece. From wheelbase 5150 onwards, this becomes two-part. The location of the propshaft bearing is then the same as in the comparable diesel model 964.230 with same wheelbase.

