at the heart of the road transport industry

1,000
POINT TEST
There can be only one winner

THE NEW ACTROS
Continental operators have embraced Euro-6, and here the European press puts five of the latest 4x2 tractors through the 1,000-point test

By Iep van der Meer

Famous five
The Euro-6 Daf XF is newer than first impressions might suggest. It’s not just the Euro-6 engine that is new, there is a redesigned front end, a new chassis layout and interior. The result is a truck that handles well.

Almost every panel in this cab has been revised, and would not fit in an older XF model. The bunk is bigger, and the dashboard is completely changed, even the door panels are new.

A small but nice detail is that all the switches are grouped into a maximum of three. This way the driver can always find the right switch, even in the dark. Left, right or middle is easy to remember, but with four switches in a cluster it starts to be confusing. Another improvement is that the doors now have one-piece windows. The mirror on the passenger side could do with moving backwards to give a much smaller blind spot. A ‘night lock’ that keeps the doors firmly locked when the driver is sleeping is a welcome new feature. Drivers like details like this, along with the bigger bunk and all the space on board. The Daf is still the biggest cab on the market and if we don’t take the optional extra lockers in the Volvo into account, it still has the largest storage compartments.

Motor

For this test Daf opted to enter a 460hp Paccar MX-13-powered XF, rather than one with the new 450hp MX-11. For this relatively tough route, Daf thinks the 13-litre engine is the better one, but it would be interesting to see how the clever new smaller engine performs. The MX-13 produces a smooth sound, even when cold. There is now an Eco-Roll function and Fast Shift between the highest gears. With the fast 1:2.53 rear axle, this layout gave Daf the fastest average speed and the highest performance in the test. The XF also scores well for its suspension.

In the fuel table, at a constant speed of 85km/h, the Daf, along with the Volvo, has the lowest fuel consumption. The average was 5.15 litres per 100km compared to 5.60 litres for the MAN.

The Euro-6 Daf XF is easy identified by a new front layout with a huge air intake in the lower section. The interior is mainly the same and while the XXL cab, together with the Daf, has the biggest total volume, it has the least storage space of the five trucks tested. The interior could be improved by moving the fridge and taking out the console next to the seat. The external lockers are a good size, and feature big doors.

The driving position is good and while the dashboard looks Audi-esque with all the black and silver, the arrangement of switches could be improved, as could the side mirrors. The huge mirror housings have the dimensions of a bathroom cabinet and create a sizable blind spot.

The MAN has the 12.4-litre D2676 6-cylinder common-rail engine, which tackles Euro-6 with a combination of EGR, SCR and a DPF. The ZF AS-Tronic, or as MAN calls it Mintiqui, communicates perfectly with the engine and scores maximum points.

MAN uses the fastest rear axle with a reduction of 1:2.61, and has the highest power output of all our test trucks. The maximum torque is 2,300Nm between 1,050rpm and 1,400rpm, resulting in the best driveline performance. The MAN’s engine brake works well and the truck handled all downhill sections without any intervention from the drivers. MAN uses a clever compressor that is only driven when needed, and preferably when the engine is not working hard. That way the loss of fuel to feed the compressor is limited.

On the road, the MAN did not impress when it came to comfort, steering and gear changing. The 2F gearbox is close to perfect but the way the gearbox is operated from the centre console, along with the stalk on the steering column, could be improved. MAN was second best for suspension, after the Daf.

Overall, the MAN is a spacious, comfortable truck that scores highly for power, performance, space and suspension, but it loses points for fuel consumption and practical items in the cab. That results in last position for the lion from Munich.

### Specification

<table>
<thead>
<tr>
<th>Engine (MX-11)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity: 12.4 litres</td>
</tr>
<tr>
<td>Euro-6 system: EUROCOCRIP9 Blue</td>
</tr>
<tr>
<td>Maximum power: 473hp at 1,900rpm</td>
</tr>
<tr>
<td>Maximum torque: 2,300Nm at 1,050rpm-1,400rpm</td>
</tr>
<tr>
<td>Transmission: 2F AS-Tronic 12AS2330 Tipmatic</td>
</tr>
<tr>
<td>Rear ratios: 1.29, 1.00:1 Reverse: 14.68, 11.38</td>
</tr>
<tr>
<td>Final drive ratio: 1:2.61</td>
</tr>
<tr>
<td>Secondary brake type: Engine brake</td>
</tr>
<tr>
<td>Secondary brake power: 132kW and 2,330Nm</td>
</tr>
<tr>
<td>Brakes: Discs</td>
</tr>
<tr>
<td>Suspension: Discs at all positions</td>
</tr>
<tr>
<td>Unladen weight as tested: 6,925kg</td>
</tr>
<tr>
<td>Unladen weight (adjusted for spec): 7,342kg</td>
</tr>
<tr>
<td>Service intervals: 90,000km, 13,000km, 30,000km, 60,000km, 90,000km</td>
</tr>
<tr>
<td>Teaters UK/western Europe: 1,810,000km</td>
</tr>
</tbody>
</table>

### Daf XF 460 Super Space Cab

The Daf XF 460 Super Space Cab is admired by some for its size, but others prefer the Daf XXL because of practical items. The interior could be improved as well.

Although the interior has been completely revamped, it all looks very familiar. The dashboard, dials and seats are new, but the rest appears to be unchanged. However, closer study shows this is not the case. Almost every panel in this cab has been revised, and would not fit in an older XF model.

The biggest improvement is that the doors now have one-piece windows. The mirror on the passenger side could do with moving backwards to give a much smaller blind spot. A ‘night lock’ that keeps the doors firmly locked when the driver is sleeping is a welcome new feature. Drivers like details like this, along with the bigger bunk and all the space on board. The Daf is still the biggest cab on the market and if we don’t take the optional extra lockers in the Volvo into account, it still has the largest storage compartments.

Motor

For this test Daf opted to enter a 460hp Paccar MX-13-powered XF, rather than one with the new 450hp MX-11. For this relatively tough route, Daf thinks the 13-litre engine is the better one, but it would be interesting to see how the clever new smaller engine performs. The MX-13 produces a smooth sound, even when cold. There is now an Eco-Roll function and Fast Shift between the highest gears. With the fast 1:2.53 rear axle, this layout gave Daf the fastest average speed and the highest performance in the test. The XF also scores well for its suspension.

In the fuel table, at a constant speed of 85km/h, the Daf, along with the Volvo, has the lowest fuel consumption. The average was 5.15 litres per 100km compared to 5.60 litres for the MAN.

The Euro-6 Daf XF is easy identified by a new front layout with a huge air intake in the lower section. The interior is mainly the same and while the XXL cab, together with the Daf, has the biggest total volume, it has the least storage space of the five trucks tested. The interior could be improved by moving the fridge and taking out the console next to the seat. The external lockers are a good size, and feature big doors.

The driving position is good and while the dashboard looks Audi-esque with all the black and silver, the arrangement of switches could be improved, as could the side mirrors. The huge mirror housings have the dimensions of a bathroom cabinet and create a sizable blind spot.

The MAN has the 12.4-litre D2676 6-cylinder common-rail engine, which tackles Euro-6 with a combination of EGR, SCR and a DPF. The ZF AS-Tronic, or as MAN calls it Mintiqui, communicates perfectly with the engine and scores maximum points.

MAN uses the fastest rear axle with a reduction of 1:2.61, and has the highest power output of all our test trucks. The maximum torque is 2,300Nm between 1,050rpm and 1,400rpm, resulting in the best driveline performance. The MAN’s engine brake works well and the truck handled all downhill sections without any intervention from the drivers. MAN uses a clever compressor that is only driven when needed, and preferably when the engine is not working hard. That way the loss of fuel to feed the compressor is limited.

On the road, the MAN did not impress when it came to comfort, steering and gear changing. The 2F gearbox is close to perfect but the way the gearbox is operated from the centre console, along with the stalk on the steering column, could be improved. MAN was second best for suspension, after the Daf.

Overall, the MAN is a spacious, comfortable truck that scores highly for power, performance, space and suspension, but it loses points for fuel consumption and practical items in the cab. That results in last position for the lion from Munich.

### Specification

<table>
<thead>
<tr>
<th>Engine (MX-11)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity: 12.4 litres</td>
</tr>
<tr>
<td>Euro-6 system: EUROCOCRIP9 Blue</td>
</tr>
<tr>
<td>Maximum power: 473hp at 1,900rpm</td>
</tr>
<tr>
<td>Maximum torque: 2,300Nm at 1,050rpm-1,400rpm</td>
</tr>
<tr>
<td>Transmission: 2F AS-Tronic 12AS2330 Tipmatic</td>
</tr>
<tr>
<td>Rear ratios: 1.29, 1.00:1 Reverse: 14.68, 11.38</td>
</tr>
<tr>
<td>Final drive ratio: 1:2.61</td>
</tr>
<tr>
<td>Secondary brake type: Engine brake</td>
</tr>
<tr>
<td>Secondary brake power: 132kW and 2,330Nm</td>
</tr>
<tr>
<td>Brakes: Discs</td>
</tr>
<tr>
<td>Suspension: Discs at all positions</td>
</tr>
<tr>
<td>Unladen weight as tested: 7,425kg</td>
</tr>
<tr>
<td>Unladen weight (adjusted for spec): 7,842kg</td>
</tr>
<tr>
<td>Service intervals: 90,000km, 13,000km, 30,000km, 60,000km, 90,000km</td>
</tr>
<tr>
<td>Teaters UK/western Europe: 1,810,000km</td>
</tr>
</tbody>
</table>
This Mercedes-Benz Actros has the largest GigaSpace cab. With a cab floor height of 1,700mm, it is the only cab with four steps, and has a huge living space. Although it isn’t the biggest cab on the market, it is practical and has a lot of storage space. Mercedes uses high-quality materials and the finish is good.

The GigaSpace has the optional Relax seat on the passenger side, which might not be everybody’s favourite, but it has its advantages. The dashboard is incredibly well thought out. That said, you need to spend some time studying the handbook to get to grips with the controls for the Predictive Powertrain Control and EcoRoll. We like the controls for the Predictive Powertrain Control and EcoRoll. We like the handbook to get to grips with the things should be made simpler.

The Actros has the OM471 12.8-litre, 6-cylinder engine, which has a little secret. The Top-Torque system means that, in the 12.8-litre, 6-cylinder engine, which has a little secret. The Top-Torque system means that, in the highest gear, the engine delivers 200Nm additional torque. This results in the standard 2,200Nm becoming 2,400Nm in the highest gear. It leads to improved driveability and less downshifting on slopes. Actros has the highest torque rating in the test, even more than the Driveability and less downshifting on slopes. Actros has the highest torque rating in the test, even more than the 480hp MAN.

Another impressive option is the high-performance engine brake. The drivers simply chose their maximum downhill speed, and the truck did the rest.

The Actros returned the best fuel economy throughout the entire test route – it even proved to be the best when AddLike consumption was taken into account. Add its big, spacious cab into the mix, and the Actros is our clear winner.

For today’s news, visit commercialmotor.com

**Specification**

**Engine**: OM471

- **Capacity**: 12.8 l
- **Max. power**: 480kW
- **Max. torque**: 2,400Nm
- **Gear ratios**: 14.71, 11.67, 9.02, 7.06, 5.63, 4.40, 3.29, 2.61, 2.05, 1.60
- **Final drive ratio**: 2.61

**Transmission**: Opticruise

- **PowerShift3 gearbox**:

**Suspension**: four-bag air suspension

- **Unladen weight as tested**: 7,465 kg
- **Unladen weight (adjusted for spec)**: 7,060 kg
- **UK warranty**: one-year unlimited mileage; second and third-year extensions up to 200,000 km

- **Service intervals**: 150,000 km
- **UK warranty**: two-year R&M package

For today’s news, visit commercialmotor.com

**Mercedes-Benz Actros 1845 GigaSpace**

Scania R450 Streamline Topline

The new Scania Streamline cab is only slightly different to its predecessor. A revised front does give it a slicker look, but the changes are minor. We wonder if that is enough to seduce new customers in a market full of trucks that have had a complete facelift.

Nevertheless, Scania’s cab is comfortable and a favourite with many drivers. It has the lowest floor height, which results in the best entry of all. However, Scania loses points for storage compartments, interior space and 400kW at 2,300rpm

**Opticruise**

- **PowerShift3**:

**Suspension**: four-bag air suspension

- **Unladen weight as tested**: 7,325 kg
- **Unladen weight (adjusted for spec)**: 6,920 kg
- **UK warranty**: one-year unlimited mileage; second and third-year extensions up to 200,000 km

- **Service intervals**: 150,000 km
- **UK warranty**: two-year R&M package

For today’s news, visit commercialmotor.com

**Scania R450 Streamline Topline**

- **Engine**: DC13XPI

- **Capacity**: 13 l

- **Max. power**: 444hp

- **Max. torque**: 2,350Nm

- **Gear ratios**: 1.24, 1,00:1 Crawler: 16.41, 13,28 Reverse: 14.7, 11.95

**Transmission**: Opticruise

- **PowerShift3 gearbox**:

**Suspension**: four-bag air suspension

- **Unladen weight as tested**: 7,430 kg
- **Unladen weight (adjusted for spec)**: 7,025 kg
- **UK warranty**: one-year unlimited mileage; second and third-year extensions up to 200,000 km

- **Service intervals**: 90,000 km
- **UK warranty**: two-year R&M package

For today’s news, visit commercialmotor.com

For productivity, the R450 is the winner with 146 points, giving the Streamline a total of 931 points.

**Specification**

**Engine**: DC13XPI

- **Capacity**: 13 l

- **Max. power**: 444hp

- **Max. torque**: 2,350Nm

- **Gear ratios**: 1.24, 1,00:1 Crawler: 16.41, 13,28 Reverse: 14.7, 11.95

**Transmission**: Opticruise

- **PowerShift3 gearbox**:

**Suspension**: four-bag air suspension

- **Unladen weight as tested**: 7,430 kg
- **Unladen weight (adjusted for spec)**: 7,025 kg
- **UK warranty**: one-year unlimited mileage; second and third-year extensions up to 200,000 km

- **Service intervals**: 90,000 km
- **UK warranty**: two-year R&M package

For today’s news, visit commercialmotor.com
The previous generation of Volvo FH never scored particularly well, but this new cab is a winner. It has the best access and the largest volume of storage space when the optional lockers against the rear cab wall are included. Although the FH is not the best when it comes to cab dimensions, it is well organised and has plenty of practical space. The interior scores highly, although the light colours work well, and the overall finish is great, there is still room for improvement. The sunroof would benefit from an electric blind, and the I-Shift controls should be moved to the dashboard. That way the fridges could be positioned closer to the driver. Even without the individual front suspension system, the FH is excellent to drive. For road behaviour/steering it shares first place with the Actros. But overall, the Volvo does not score very well, which is mainly down to the on-board electronics. The driveline is managed by the I-See system, which did not do its job properly. We were surprised by the fuel figures and when the FH was returned to Gothenburg it was discovered there was a problem with the GPS data transfer to the I-See system. That meant the driver got the wrong information and did not work as it was supposed to. At 85km/h, the Volvo uses 21.04 litres every 100km, putting it in fourth place. On full throttle, the Volvo takes last place, not helped by the faulty I-See system. AddBlue consumption was also very high. Electronics rule these days, and Volvo proves that things can go wrong there. The Volvo VEB+ engine is very powerful, but there is no way to set the downhill speed in the legal speed limit. At every downhill section, we had to adjust the settings, which is a pity, because the engine brake is powerful enough in itself. We think Volvo’s software department would benefit from a long trip with a truck driver to find out how its electronics work in the real world.

High-tech
Comparing trucks is no longer just about the nuts and bolts – high-tech is now the magic word. Three of the five trucks featured here have predictive systems that adjust speed and gears to the topography of the road, and four of the five have an Eco-roll system. The Actros also has the Top-Torque system, which gives 202Nm more in the highest gear, while the Daf has Fast Shift between the highest gears. All those systems could make a comparison difficult, but we decided to let the systems do their job. We wanted to test the complete truck, with everything the industry has to offer, so we drove the 186km-long test route with all systems engaged, allowing the speed to drop to 75km/h when rolling over the top of the hill. The speed setting on all the trucks was 85km/h, and we allowed them to go downhill at up to 300km/h. This new driving style certainly takes getting used to, and when the intelligent systems decide to drop the speed to 75km/h, it seems very slow. Still, the journey times were not affected, which means the systems were doing their job.

Volvo FH 460 Globetrotter XL
The previous generation of Volvo FH never scored particularly well, but this new cab is a winner. It has the best access and the largest volume of storage space when the optional lockers against the rear cab wall are included. Although the FH is not the best when it comes to cab dimensions, it is well organised and has plenty of practical space. The interior scores highly, although the light colours work well, and the overall finish is great, there is still room for improvement. The sunroof would benefit from an electric blind, and the I-Shift controls should be moved to the dashboard. That way the fridges could be positioned closer to the driver. Even without the individual front suspension system, the FH is excellent to drive. For road behaviour/steering it shares first place with the Actros. But overall, the Volvo does not score very well, which is mainly down to the on-board electronics. The driveline is managed by the I-See system, which did not do its job properly. We were surprised by the fuel figures and when the FH was returned to Gothenburg it was discovered there was a problem with the GPS data transfer to the I-See system. That meant the driver got the wrong information and did not work as it was supposed to. At 85km/h, the Volvo uses 21.04 litres every 100km, putting it in fourth place. On full throttle, the Volvo takes last place, not helped by the faulty I-See system. AddBlue consumption was also very high. Electronics rule these days, and Volvo proves that things can go wrong there. The Volvo VEB+ engine is very powerful, but there is no way to set the downhill speed in the legal speed limit. At every downhill section, we had to adjust the settings, which is a pity, because the engine brake is powerful enough in itself. We think Volvo’s software department would benefit from a long trip with a truck driver to find out how its electronics work in the real world.

Specification
- Engine: 12.7 L
- Capacity: 1292 lbs
- Euro-6 system: 520/420/290 HP
- Maximum power: 630 hp at 1,000 rpm
- Maximum torque: 3,660 Nm at 1,000 rpm
- Transmission: 12/12/12/12/12
- Gear ratios: 1:19, 1:17, 1:16, 1:15, 2:20, 3:15, 4:12, 5:9, 6:7, 7:5.6, 1:3.3, 2:2, 3:1.2, 2:1, 1:0.6, Max minor 17:14, 17:12, 4:3, 5:4, 6:3
- Final drive ratio: 1:02.5
- Secondary brake type: EBS
- Secondary brake power: 2.39 bars at 0.544 bar
- Brakes: disc
- Suspension: rear bogie suspension
- Omission weight: 3,750 kg
- Omission weight (adjusted for spec): 1,489 kg
- Service interval: 1,000,000 km
- UK warranty: 5 years full warranty/unlimited mileage; second year drive only with 30,000 km limit
- Dealers (UK/western Europe): 61/615

Overall results
- Service: 79/9/79/79/79
- Service access: 79/9/79/79/79
- Cab standard specification: 79/9/79/79/79
- Brakes and storage: 40/35/40/37/43
- Cab dimensions: 20/20/19/17/18
- Interior: 63/42/34/42/36
- Bed (S): 15/18/13/17/19
- Quality and finish: 19/19/20/18/18
- Total (20/20): 175/170/185/170/187

Driving
- Driving comfort: 63/60/57/59/63
- Road behaviour/steering: 58/38/25/38/61
- Brakes: 25/35/34/35/36
- Handling and gear shift: 66/41/48/46/67
- Total (10/10): 177/170/180/179/184

Performance
- Engine power (125): 22/22/22/22/23
- Output (100): 40/60/39/49/49
- Rear axle ratio (125): 22/24/22/24/23
- Shakerability (48): 26/41/38/39/38
- Performance (10): 22/44/48/46/48
- Total (200): 154/195/191/196/190

Fuel consumption (Including AddBlue)
- AdBlue/100km/consumption (1/10): 22/39/15/14/13
- Shift/brake/100km (126): 26/14/15/14/13
- Overall consumption (126): 17/17/45/47/49
- Overall (126): 17/17/45/47/49

Productivity
- Payload (100): 26/30/29/30/26
- Repair costs/maintenance (14): 30/28/30/27/27
- Road costs (160): 26/24/20/26/24
- Specifications available (30): 28/28/28/28/28
- Total (150): 142/145/143/146/140

Safety
- Engine brake (116): 28/27/26/25/26
- Safety features (160): 22/25/27/25/25
- Lights/anti/Alcohol (14): 50/51/53/54/54
- Total (120): 116/111/118/116/116

Total points (1,000): 928/909/952/921/928
The test

In this 1,000-point test we compare five Euro-6 tractor units with the biggest cabins available and a power output of about 460hp. We asked the truck manufacturers for 460hp, plus or minus 20hp, giving us a bandwidth between 440hp and 480hp.

All five trucks were driven on the test track by all five test drivers. After every lap, the trailers were swapped, which led to some interesting combinations. During the test runs, data was collected via fuel meters and a stopwatch at almost every part of the test route.

The test results:

The Mecedes-Benz Actros achieved 931 points. It returned to Munich with 909 points. MAN also got a very high score.

On the track

Lap 1/kmh

<table>
<thead>
<tr>
<th>Daf</th>
<th>MAN</th>
<th>Mercedes-Benz</th>
<th>Scania</th>
<th>Volvo</th>
</tr>
</thead>
<tbody>
<tr>
<td>82.29</td>
<td>81.31</td>
<td>81.37</td>
<td>81.07</td>
<td>81.54</td>
</tr>
</tbody>
</table>

Fuel economy

| Consumption at 85km/h (litre/100km)* | 5.29 | 5.60 | 5.29 | 5.30 | 5.31 |
| Consumption at 85km/h (litre/100km)* | 5.29 | 5.60 | 5.29 | 5.30 | 5.31 |
| Performance | 200 hp/200 rpm | 200 hp/200 rpm | 200 hp/200 rpm | 200 hp/200 rpm | 200 hp/200 rpm |
| Storage | 1,420 | 1,500 | 1,500 | 1,500 | 1,500 |
| Weight | 14.2 | 12.9 | 12.9 | 12.9 | 12.9 |
| Visibility | | | | | |
| Surface covered by left A-pillar (m²) | 6.9 | 6.9 | 6.9 | 6.9 | 6.9 |
| Surface covered by right A-pillar (m²) | 6.9 | 6.9 | 6.9 | 6.9 | 6.9 |
| Side view (m²) | 7.08 | 7.08 | 7.08 | 7.08 | 7.08 |

Cab dimensions (mm)

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Daf</th>
<th>MAN</th>
<th>Mercedes-Benz</th>
<th>Scania</th>
<th>Volvo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Step heights</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cab rear height</td>
<td>1.173</td>
<td>1.173</td>
<td>1.173</td>
<td>1.173</td>
<td>1.173</td>
</tr>
<tr>
<td>Cab rear height</td>
<td>1.173</td>
<td>1.173</td>
<td>1.173</td>
<td>1.173</td>
<td>1.173</td>
</tr>
<tr>
<td>Interior height (above engine)</td>
<td>2.278</td>
<td>2.278</td>
<td>2.278</td>
<td>2.278</td>
<td>2.278</td>
</tr>
<tr>
<td>Interior height (above engine)</td>
<td>2.278</td>
<td>2.278</td>
<td>2.278</td>
<td>2.278</td>
<td>2.278</td>
</tr>
<tr>
<td>Interior width (between doors)</td>
<td>2.089</td>
<td>2.089</td>
<td>2.089</td>
<td>2.089</td>
<td>2.089</td>
</tr>
<tr>
<td>Interior width (between doors)</td>
<td>2.089</td>
<td>2.089</td>
<td>2.089</td>
<td>2.089</td>
<td>2.089</td>
</tr>
<tr>
<td>Lower bunk width</td>
<td>180</td>
<td>180</td>
<td>180</td>
<td>180</td>
<td>180</td>
</tr>
<tr>
<td>Lower bunk width</td>
<td>180</td>
<td>180</td>
<td>180</td>
<td>180</td>
<td>180</td>
</tr>
<tr>
<td>Upper bunk width</td>
<td>2.011</td>
<td>2.011</td>
<td>2.011</td>
<td>2.011</td>
<td>2.011</td>
</tr>
<tr>
<td>Upper bunk width</td>
<td>2.011</td>
<td>2.011</td>
<td>2.011</td>
<td>2.011</td>
<td>2.011</td>
</tr>
</tbody>
</table>

CONCLUSION

The point scoring is the sum of all the collected data. Some items such as sizes, consumer consumption and noise are given points according to the results. Other items, such as the interior bunks and so on, are marked by an international jury.

In this test the maximum points for the cab are 200, for driving it is 190 and for driveline performance 200. Productivity has a maximum of 150 points, while the maximum for fuel consumption, including AdBlue, is 135 points. Safety features can achieve up to 125 points.

The sum of all the maximum points is 1,300 and the winner, the Mercedes-Benz Actros, achieved 952 points. That is getting close to the perfect truck! But Scania is close too with 931 and Daf and Volvo with 928 also got a very high score.

At MAN, there is still some work to do. It returned to Munich with 969 points.
Quick from A to B. Slow from full to empty.

The technical innovations of the new Actros deliver up to 5% lower fuel consumption with Euro VI, compared to the previous model with a Euro V engine. With FleetBoard® as standard; and with Predictive Powertrain Control fitted, you could reduce your fuel bills even further. The new Actros comes with a choice of attractive R&M contracts and competitive packages from Mercedes-Benz Financial Services. Experience the new dimension in long-distance trucks for yourself.
Visit www.mbtrucks.co.uk/newactros, contact your local Mercedes-Benz Commercial Vehicle Dealer or call 0800 090 090.

*Terms and conditions and activations fee following test phase may apply. Speak to your local Mercedes-Benz Commercial Vehicle Dealer for further information.

CPC DriverTraining approved and driven by Mercedes-Benz is now available at www.mercedes-benzdrivertraining.co.uk

Mercedes-Benz
Trucks you can trust