key features

- Gross power: 170 kW (228 hp)
- Gross torque: 810 Nm (597 lbf)
- Gross weight: 32 805 kg (72,320 lbs)
**ENGINE**
- **Configuration**: Mercedes Benz OM906LA I-6 with exhaust brake and Engine Valve Brake (EVB)
- **Aspiration**: Turbocharged and intercooled
- **Cooling system**: Single pass radiator & charge air cooler
- **Gross Power**: 170 kW (228 hp) @ 2,200 rpm SAE J1349
- **Net Power**: 165 kW (221 hp) @ 2,200 rpm
- **Gross Torque**: 810 Nm (597 lb-ft) @ 1,050 - 1,850 rpm SAE J1349
- **Net Torque**: 780 Nm (575 lb-ft) @ 1,050 - 1,850 rpm
- **Displacement**: 6,37 litres (389 cu.in)
- **Fuel tank capacity**: 200 l (58 US gal)

**TRANSMISSION**
- **Layout**: ZF 6HP592C with integral retarder
- **Gear layout**: Constant meshing planetary gears
- **Torque converter layout**: Hydrodynamic, with lock-up in all gears
- **Vehicle speeds**:
  - 1st: 9 km/h
  - 2nd: 15 km/h
  - 3rd: 25 km/h
  - 4th: 50 km/h
  - 5th: 60 km/h
  - 6th: 10 km/h

**BODY**
- **Capacity**:
  - Struck: 8,5 m³ (11.1 cu.yd)
  - Heaped: 11 m³ (14.4 cu.yd)
  - SAE 2:1: 13.6 m³ (17.8 cu.yd)
  - SAE 1:1: 13 m³ (16.5 cu.yd)
- **Rated Payload**: 18 000 kg (35,683 lbs)
- **Tipping angle**: 70 degrees
- **Raise time**: 8,5 s
- **Power down time**: 5,0 s

**OPERATING WEIGHTS**
- **Empty**: Front 7 845 kg (17,295 lbs)
  - Middle 3 550 kg (7,826 lbs)
  - Rear 3 410 kg (7,518 lbs)
  - Total 14 805 kg (32,639 lbs)
- **Laden**: Front 12 277 kg (27,066 lbs)
  - Middle 12 138 kg (26,758 lbs)
  - Rear 12 138 kg (26,758 lbs)
  - Total 32 805 kg (72,320 lbs)

**STANDARD EQUIPMENT**
- **Cab**: Tilt cab for service access
  - Tinted safety glass
  - Rearview mirrors-regular and wide angle
  - Wiper/washer with intermittent control
  - Tilt and telescoping steering wheel
  - Adjustable, air suspension seat with retractable seat belt
  - Wheel spanner set
- **Integral Transmission Retarder**: Integral transmission retarder
- **Ground driven emergency steering**: Ground driven emergency steering

**PNEUMATIC SYSTEM**
- Air drier with heater and integral unloader valve, serving park brake and auxiliary functions
- **System pressure**: 850 kPa (123 psi)

**ELECTRICAL SYSTEM**
- **Voltage**: 24 V
- **Battery Type**: Two maintenance free permanently sealed
- **Battery capacity**: 2 x 105 Ah (optional 2 extra batteries)
- **Alternator rating**: 28 V 80 A

**STEERING SYSTEM**
- Hydrostatically actuated by two double acting cylinders, with ground-driven emergency steering pump.
- **Angle**: + 45 degrees
- **Lock to lock turns**: 4.1

**SUSPENSION SYSTEM**
- Semi-independent leading arm type linkages supported by nitrogen/oil struts
- Pivoting walking beams equalize the load on each axle with laminated suspension blocks.
- Each axle is coupled to the chassis by a system of four rubber-bushed links for ideal vertical movement.

**HYDRAULIC SYSTEM**
- Full load sensing system. A ground-driven, load sensing emergency steering pump is integrated into the main system
- **Flow**: 184 l/min (48.6 US gal/min)
- **Pressure**: 25 MPa (3,915 psi)
- **Filter**: 10 micron
What makes the B20D a great performer...

- Supreme driver comfort from a nitrogen over oil strut service independent suspension system
- High performance engine with increased power and torque
- Improved cab - setting new standards in comfort, sound levels and simplicity in operation
- Extra half tonne payload
- Improved tip cycles
- Tighter turning circle
- Fewer scheduled service requirements
- Electronic component protection
- Improved service access
- Powerful hydraulic transmission retarder drastically cuts brake use extending pad life up to a factor of five
- Conforms to on road axle road limits and width requirements in most countries.