

# Mercedes Benz ATEGO 1223 Removal Box Truck

**Mercedes Benz ATEGO 1223 Removal Box Truck** The Mercedes-Benz ATEGO 1223 with a removal box truck body is a versatile medium-duty truck commonly used for moving and logistics. Here's an overview of its key features:

## Mercedes-Benz ATEGO 1223 Removal Box Truck Specifications:

### Engine:

- OM 906 LA (Euro 3/4/5 compliant)
- 6-cylinder diesel
- ~231 HP (170 kW)
- **Torque:** ~810 Nm

### Transmission:

- 6-speed manual or optional automatic (depending on configuration)

### Chassis & Dimensions:

- GVW (Gross Vehicle Weight): ~12,000–14,000 kg
- **Wheelbase:** ~3,600–4,800 mm (varies by body type)
- **Cab options:** Day cab or crew cab

### Box Body Features (for Removal/Loading):

- **Box Length:** Typically 6–8 meters
- **Load Capacity:** ~5–7 tons (depending on configuration)
- **Rear Door:** Swing doors or roll-up shutter
- **Loading Height:** ~1.1–1.3 meters

### Optional Features:

- Liftgate (hydraulic tail lift)
- Side loading doors
- Interior cargo securing points

### Common Uses:

- Household & office removals
- Freight transport
- Logistics & delivery services

### Advantages:

- Reliable Mercedes-Benz drivetrain
- Good maneuverability for urban operations
- Durable construction for heavy loads
- Comfortable cab for long-distance driving

## 1. Engine & Performance

- **Model:** Mercedes-Benz OM 906 LA (6-cylinder turbo diesel)
- **Displacement:** 6.37L
- **Power:** 231 HP (170 kW) @ 2,200 rpm
- **Torque:** 810 Nm @ 1,200–1,600 rpm

- **Emission Standards:** Euro 3 (common), Euro 4/5 (later models)
- **Fuel Consumption:** ~18–22 L/100km (varies by load & driving conditions)
- **Ad Blue (SCR):** Required for Euro 4/5 models

## 2. Transmission & Drivetrain

- **Standard:** 6-speed manual transmission (Mercedes G56)
- **Optional:** 6-speed Telligent automatic (in later models)

## Axle Configuration:

- 4x2 (single rear axle) – Most common for box trucks
- 4x4 – Available for off-road/rough terrain use
- **Rear Axle Ratio:** ~4.89 (optimized for urban/medium-duty hauling)

## 3. Chassis & Dimensions

- Gross Vehicle Weight (GVW): 12,000–14,000 kg (region-dependent)

## Wheelbase Options:

- **Short:** 3,600 mm (for better maneuverability)
- **Long:** 4,800 mm (for larger box bodies)
- **Max Payload:** ~5,000–7,000 kg (after body installation)
- **Turning Radius:** ~12–14 meters

## 5. Cab & Driver Comfort

### Cab Types:

- Day cab (standard)
- Crew cab (for extra passengers)

## Features:

- Air conditioning
- Adjustable steering wheel
- Comfortable suspension seats
- Telligent shift system (if automatic)

## 6. Maintenance & Costs

- **Service Intervals:** ~30,000–50,000 km (or annually)
- **Common Wear Parts:** Brake pads, clutch (if manual), Ad Blue system
- **Fuel Tank Capacity:** ~150–200L
- **Reliability:** Known for durability, but electronics (Euro 4/5) may need attention

## 7. Pros & Cons

### Pros:

- Strong, reliable engine
- Good payload for removals/logistics
- Comfortable for long-distance driving
- Mercedes-Benz service network

### Cons:

- Older Euro 3 models may face city restrictions
- Automatic transmission rare in used market
- Higher maintenance costs than some competitors (e.g., MAN, Iveco)

## 8. Pricing (Used Market, Europe)

- **Euro 3 (2000s):** €25,000–€40,000
- **Euro 4/5 (2010s):** €45,000–€70,000
- **New (if available):** €100,000+ (with box body)

## 9. Who Should Buy It?

- Moving companies needing a mid-sized, reliable truck
- Delivery/logistics firms operating in urban/suburban areas
- Businesses wanting a Mercedes-Benz badge & support

## 10. Alternatives to Consider

- MAN TGL 12.250
- Volvo FL 250
- Iveco Euro cargo 120E

## Need More Info?

- Let me know if you'd like details on:
- Specific configurations
- Fuel efficiency tests
- Comparison with competitors
- Where to buy (new/used)
- Engine Secrets & Tuning Potential
- **Hidden Power:** The OM 906 LA can be chipped to ~270 HP without hardware changes (popular in Eastern Europe).
- **Durability:** Known to last 800,000–1,000,000 km with proper maintenance (oil changes every 30,000 km).

## Weak Points:

- EGR valve clogs (common in Euro 4/5 models).
- Turbo lag below 1,200 RPM (fixed in later OM 934 engines).

## 2. Transmission Deep Dive

### Manual (G56):

- **Gear 1-3:** Short ratios (good for city starts).
- **Gear 6:** Overdrive (for fuel savings at 80+ km/h).

### Automatic (Telligent):

- Rare but smoother for stop-and-go traffic.
- Downside: 10% higher fuel consumption than manual.

## 3. Suspension & Load Handling

- **Front Axle:** Parabolic springs (comfort-focused).
- **Rear Axle:** Air suspension (optional) – critical for fragile loads.
- **Stability Control:** ESP + ASR (prevents skidding when empty).

## 5. Fuel Economy Hacks

- **Best Speed:** 65–75 km/h in 6th gear (~18 L/100km).
- **Worst Speed:** City traffic (~25 L/100km).
- **Tire Tip:** Low-rolling-resistance tires save 5% fuel.

## 6. Real-World Payload Test

- **Legal Limit:** 12,000 kg GVW → ~5,500 kg payload after body + fuel.
- **Overload Risk:** Some operators push to 7,000 kg (axle stress).

## 7. Winter Performance

- **Cold Starts:** Reliable down to -25°C with winter diesel.
- **Weak Spot:** Door seals freeze (silicone spray recommended).

## 8. Buying Used? Inspection Checklist

### Check:

- Oil leaks (especially around turbo).
- Clutch wear (hard shifting in manuals).
- Rust under cab mounts.
- Ad Blue system errors (Euro 4/5).

### Avoid:

- Trucks with "engine remap" but no paperwork.
- Ex-rental units (often abused).

## 9. Spare Parts Price Examples

- **Turbocharger:** €1,200–€2,000.
- **Clutch Kit:** €800–€1,200.
- Tail Lift (used): €3,500.

## 10. Niche Modifications

- Mobile Workshop: Add workbenches + 220V generator.
- Camper Conversion: Rare but possible (6m box = 2 beds).
- Final Verdict
- Best For: Small moving companies needing a no-nonsense workhorse.
- Think Twice If: You need Euro 6 compliance for city centers.
- Need more? Ask about:
- Leasing vs. buying costs
- Fleet management solutions

- **Comparison with the ATEGO 1528**

## Hidden Mechanical Secrets

**The "Million KM" Tweak:** Adding a secondary fuel filter (2-micron) extends injector life by 40%

- Transmission Hack: Running 75W-140 gear oil in winter prevents 3rd gear synchro wear (common issue)
- Steering Quirk: The ZF 8098 steering box needs fluid changes every 150K km or develops play

## Payload Wizardry

- Legal Cheat Sheet:
- 12T GVW model can carry 5,800kg legally with:
- 2,300kg front axle
- 9,700kg rear axle
- Add air suspension to maximize weight distribution
- Volume vs Weight:
- 8m box hits volume limit (32m³) before weight limit with furniture

## Specialist Configurations

- Antique Movers Edition
- Air ride cab + rear suspension
- Humidity-controlled box
- 3-stage loading ramp
- Urban Delivery Beast
- 6m box with 270° doors
- 1.05m loading height

## Hybrid cooling unit

- Performance Mods That Actually Work
- Wastegate Adjustment: +0.3 bar boost = 12% more torque (safe limit)
- DECAT Delete: Gains 3% fuel economy (Euro 3 only)
- Intercooler Upgrade: 8°C lower intake temps in summer

## Used Truck Detective Guide

- Clock a Tampered Odometer By:
- Checking pedal rubber wear vs km
- ECU error log hours vs distance
- Service sticker dates vs recorded km
- Best Hidden Gem Models:
- 2008-2012 ex-DHL fleet units (perfect maintenance)
- Finnish imports (rust-proofed)
- German rental returns (low km but hard life)

## Regional Spec Differences

- UK Models: 5% shorter 5th gear for stop-start traffic
- Middle East: Extra large coolant radiators
- Nordic: Web ASTO pre-heaters as standard

## DIY Repairs Worth Doing

- Easy:
- Door latch adjustment
- Mirror motor replacement
- DEF tank sensor cleaning
- Leave to Pros:
- Injector coding
- ABS module repairs
- Cab alignment

## Resale Value Tricks

- Keep the original box paint (repaints hurt value)
- Document all load weights (proves careful use)
- Save the factory exhaust (needed for some EU inspections)
- When to Walk Away
- Cab mounts with >5mm play
- "Ghost" electrical faults
- Any signs of overload damage:
- Bent frame rails
- Suspension seat cracks
- Rear axle seal leaks
- Future Classic Potential
- Last mechanical injection ATEGOS
- Pre-DPF simplicity
- Overland conversion bas

