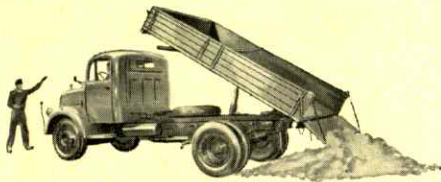
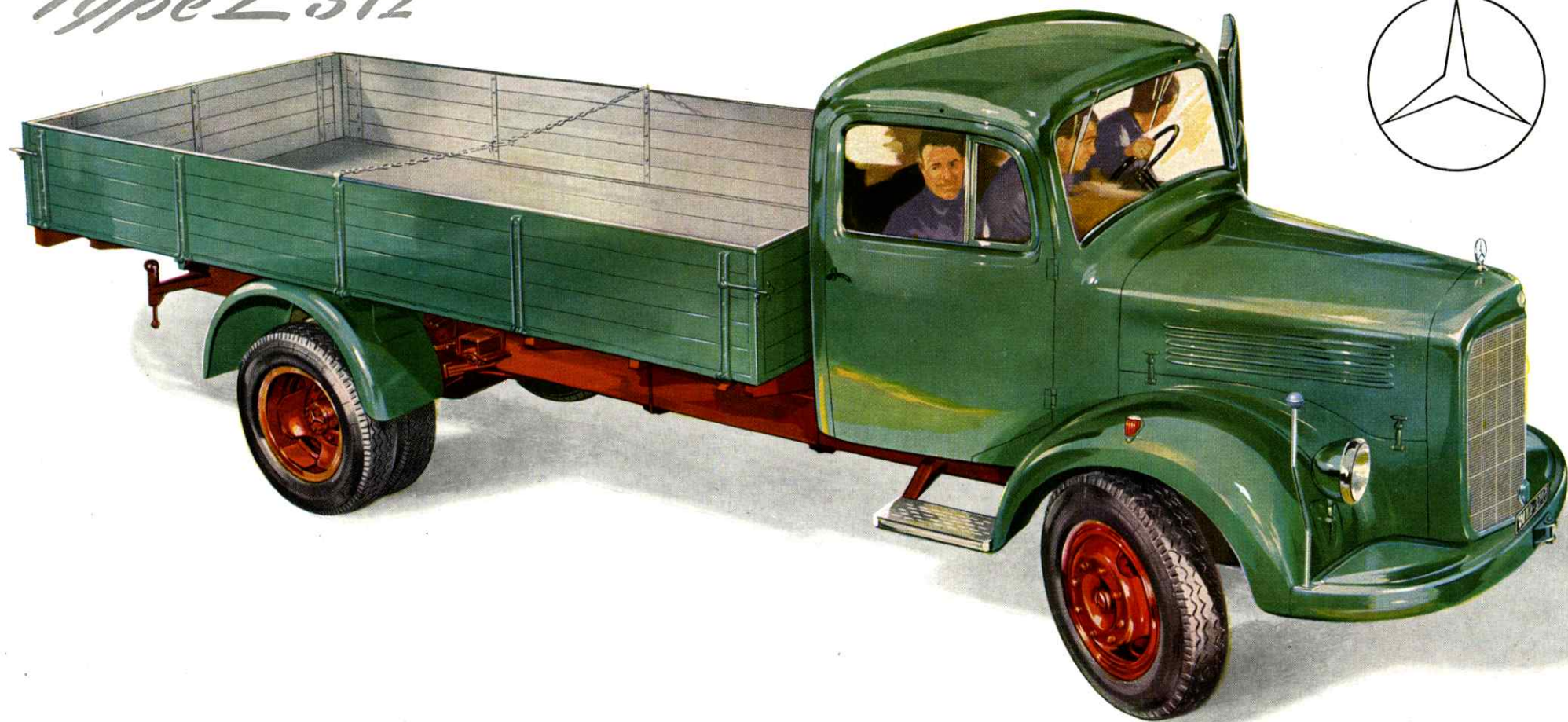
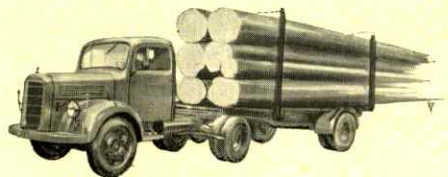


MERCEDES-BENZ

Type L 312



In the building trade, but also in agriculture and industry, in short, everywhere, where loose goods have to be transported economically in the shortest possible time, the motor-hydraulic 3-way tipper, model LK 312, has best proved its excellent qualifications.



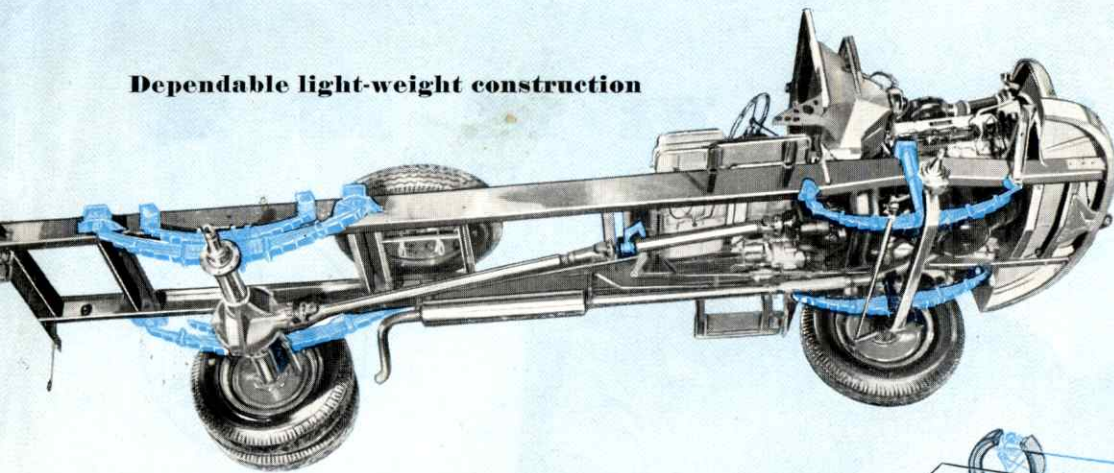
In all cases in which goods to be hauled require longer time for loading and unloading, the semi-trailer tractor, model LS 312, proves most suitable. Unhampered by time-wasting loading, it drives from place to place to bring and to pick up trailers.



The 4-wheel-drive vehicle, model LA 312, knows no terrain difficulties. With its all-wheel-drive which can be engaged or disengaged as the need requires, rugged country, mud, and river crossings constitute no obstruction whatsoever.

Based on the well-proved construction of the Mercedes-Benz model L 311, the Diesel truck, model L 312, represents a further development and offers its buyers extraordinarily high value. Moreover, the low net weight, a powerful engine, and the high load capacity render all types of special designs and superstructures possible, so that every prospective buyer can find a Diesel vehicle that will best suit his particular transport problems.

Dependable light-weight construction



on the windshield, provides in all seasons a comfortable temperature within the driver's cab.

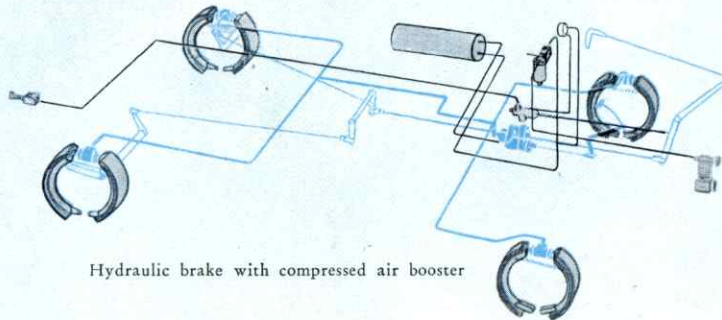
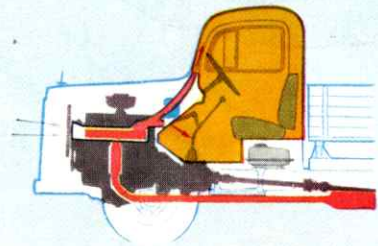
The lively 100 HP Diesel engine OM 312 excels by its remarkably quiet run and its high longevity. By the ingeniously designed cooling system with built-in oil heat exchanger, temperature conditions are produced which exercise a decisive influence on the durability of the power plant.

Designing the frame, every ounce of unnecessary weight was avoided and substituted by the most careful selection of material and by ingenious designs.

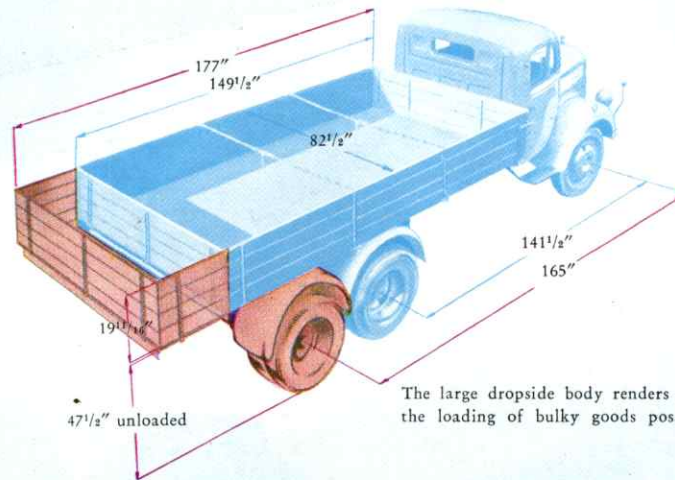
Its special feature are the connections between longitudinal and cross members by the construction of which the frame adapts itself elastically to every ground unevenness. And thus it became possible to combine the unusually favorable ratio between net weight and pay load on one hand with absolute reliability and highest longevity on the other hand. The superior road holding quality of the "L 312" may be attributed next to the elasticity of the frame above all to the excellent springing. Strong semi-elliptic springs, supported on the front axle by sturdy shock absorbers and reinforced at the rear axle by progressively acting auxiliary springs, take smoothly all road bumps and assure also careful transportation of fragile goods.

The spacious driver's cab accommodates three people comfortably.

Easy operating controls and the neat grouping of all instruments facilitate the work of the driver and increase traffic safety. An effective fresh-air heating and ventilation system, preventing also the formation of mist



Hydraulic brake with compressed air booster



The large dropside body renders also the loading of bulky goods possible

SPECIFICATIONS

Engine:

Model	OM 312
Number of cylinders	6
Bore	approx. 3.5" (90 mm)
Stroke	approx. 4.7" (120 mm)
Piston displacement	279.4 cu.in. (4580 ccm)
Engine output (acc. to S.A.E.)*	100 HP at 2800 r.p.m.

Chassis:

Clutch	single dry disc clutch
Transmission	5 forward speeds 1 reverse speed
Footbrake	oil-hydraulic 4-wheel brake with compressed air booster
Handbrake	acting on rear wheels
Tires, front single rear dual	8.25-20 extra heavy duty
Fuel tank capacity	20.2 Imp. gal. or 24.3 U.S. gal. (92 ltr.)
Battery	2 x 84 Ah/12 V

Speed at maximum engine speed

1st gear	6.2 m/h (10 km/h)	4th gear	28.5 m/h (46 km/h)
2nd gear	10.5 m/h (17 km/h)	5th gear	46.8 m/h (75 km/h)
3rd gear	17.4 m/h (28 km/h)		

Climbing ability without trailer at 18,740 lbs. (8500 kg) permissible total load in elevations up to 985 ft. (300 m) above sea level

1st gear	1 in 3.28 (30.5 %)	4th gear	1 in 20.0 (5 %)
2nd gear	1 in 6.25 (16 %)	5th gear	1 in 33.3 (3 %)
3rd gear	1 in 11.1 (9 %)		

Climbing ability of tractor with semi-trailer at 36,375 lbs. (16,500 kg) permissible total load

1st gear	1 in 6.89 (14.5 %)
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General dimensions:

Wheelbase	141 1/2"	165"	190"
Tread front and rear	67"	67"	67"
Overall length	262 1/4"	289 1/4"	329 1/8"
Overall width	90"	90"	90"
Overall height			
above driver's cab, unloaded	91"	91"	91"
Ground clearance	10"	10"	10"
Length of platform	149 1/2"	177"	216 9/16"
Width of platform	82 1/2"	82 1/2"	82 1/2"
Height of body panels	19 11/16"	19 11/16"	19 11/16"
Turning circle	approx. 51'6"	58'5"	60'8"

Weights:

Net weight**	6700 lbs.	6965 lbs.	7350 lbs.
Permissible total weight	18,740 lbs.	18,740 lbs.	18,740 lbs.
Permissible total weight of tractor and semi-trailer	36,375 lbs.	36,375 lbs.	36,375 lbs.

Consumption:

Standard fuel consumption***	19.75 m/Imp. gal. or 16.45 m/U.S. gal. (14.3 ltr./km)
Oil consumption	approx. 176.5 m/Imp. pt. or 147 m/U.S. pt. (0.2 ltr./100 km)

* Determining the engine output in gross HP, no consideration has been taken of auxiliary units not required for engine operation.

** Figures pertain only to DB superstructures. Net weight of tippers and all-wheel-drive vehicles will increase accordingly.

*** Determined at 2/3 of the maximum speed with a deduction of 10 %.

Subject to modifications in design, specifications, and equipment.



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