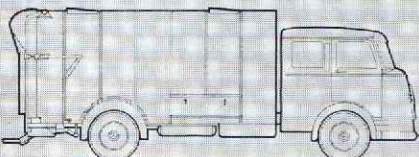
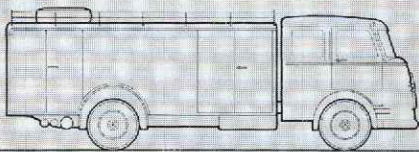
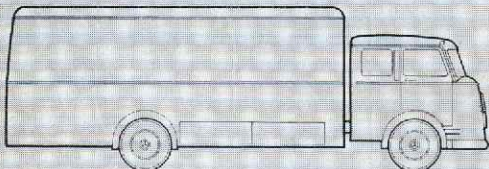
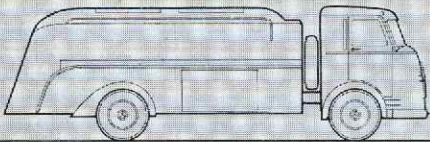
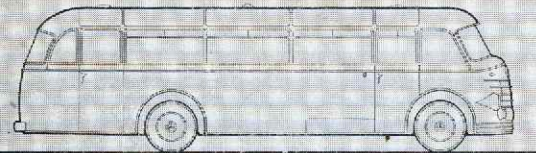
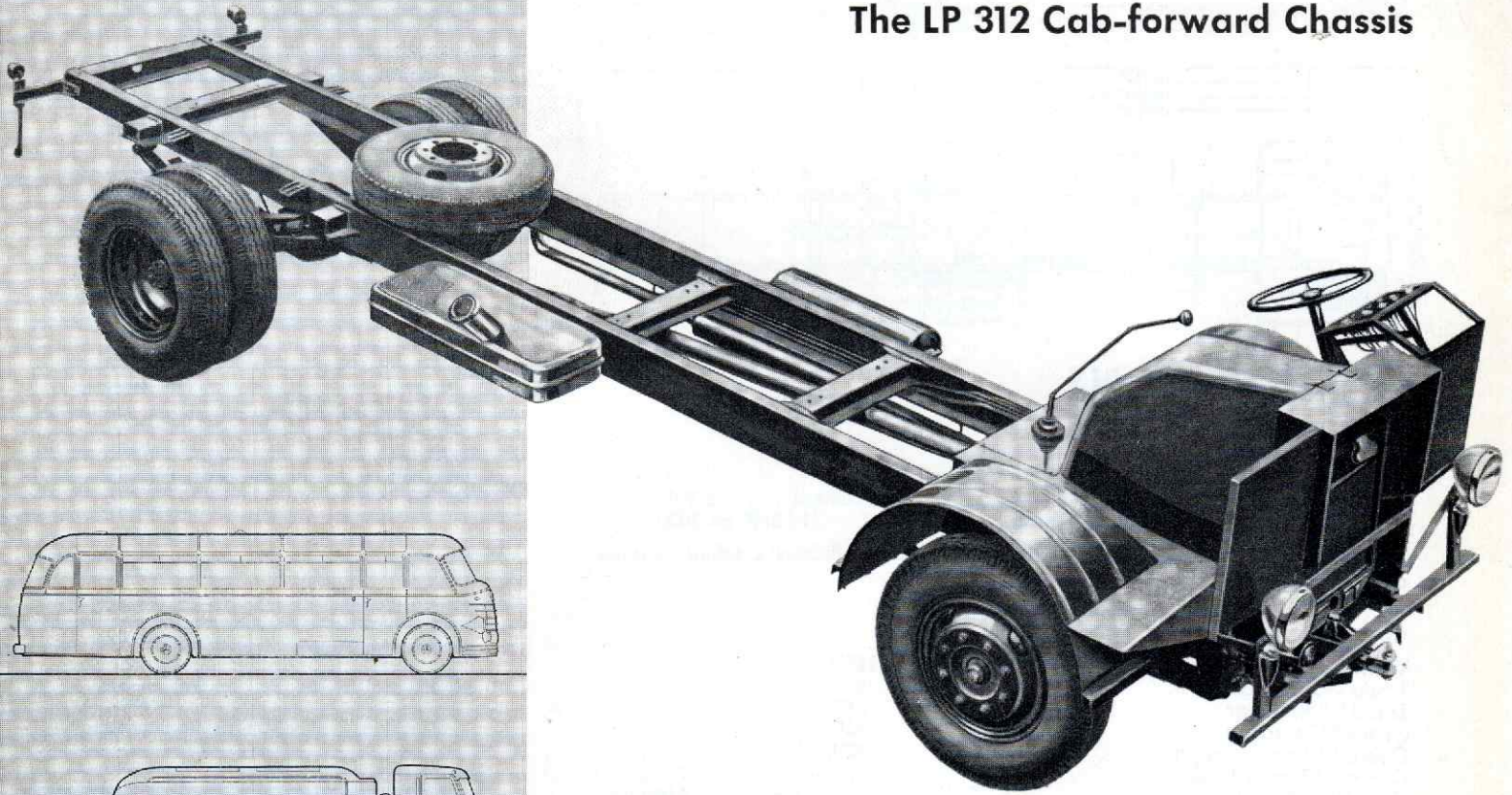


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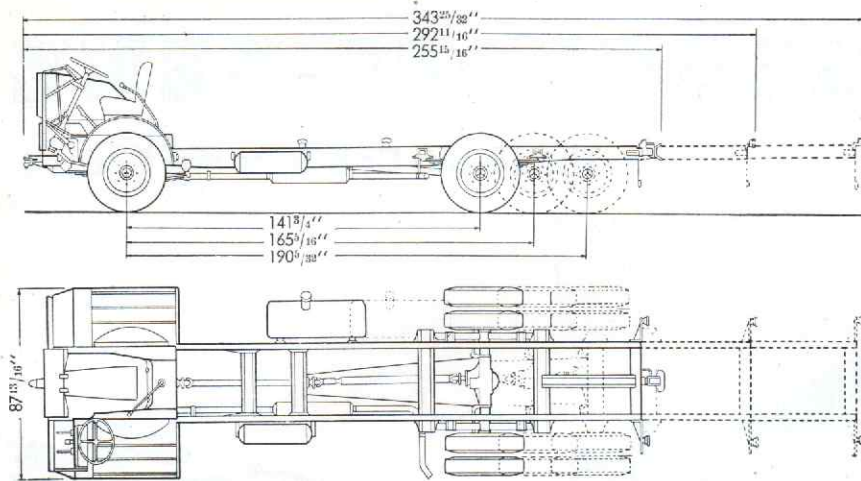
The LP 312 Cab-forward Chassis



You get better utilization of the power developed by Mercedes-Benz Diesel engines with cab-forward chassis, because they provide bigger loadspace for greater hauling efficiency.

They offer untold possibilities for really serviceable superstructures and are ideally suited for specialized body constructions for all branches of industry. Their advantages lie in the skillful arrangement of all available space which gives all vehicles with an LP 312 cab forward chassis greatest possible payload capacity. And as to cab space — they meet all demands for plenty of room.

High-grade materials and the well-planned design of this type of chassis are prerequisites for their favorable net-weight to payload ratio. Sturdy U-channel side-rails and reinforced crossmembers of high quality steel give them strength and rigidity that withstand all stresses exerted by heavy loads and rough roads. Built by specialists for specialists, these cab-forward chassis are gluttons for hard work and misers when it comes to operating and maintenance costs. Extra long, heavy-duty front and rear springs with progressively acting auxiliary springs in the rear cushion load and driver against road shock, jolts, jars, and vibration, assuring easy riding under every load on every road. Yes, there is a Mercedes-Benz cab-forward commercial vehicle for every job, because these chassis are designed not only for versatility, but above all for performance, economy, and long life.



The OM 312 Power Unit

The improved Mercedes-Benz OM 312 Diesel is the finest engine that we know. Its flexibility and reliability of operation and its economy and long life have been worked out by painstaking research and exhaustive tests and meet today all demands placed on a high-efficiency truck engine.

The powerful 6-cylinder Diesel, developing 110 BHP at 3000 r.p.m., is capable of getting the amazingly high fuel mileage of almost 18.9 miles per Imperial gallon (15.8 m.p. US gal.). And it does not matter whether the fuel is Diesel, vegetable, or shale oil or a gasoline mixture; your engine starts instantly under all climatic conditions and its combustion makes short and thorough work with all kinds of fuels. One tank filling is good for approximately 375 miles and top speed lies near 47.5 miles per hour.

The well-proven Diesel precombustion chamber system gives the engine unrivalled quietness under all loads and in all speed ranges. To prevent thermal overloading a thermostat-controlled cooling system cares for the best operating temperature, and water jacketing is carried to the full depth of cylinders to assure uniform cooling.

As an extra measure of protection for long, hard pulls at full throttle an oil heat exchanger is built into the engine's cooling

SPECIFICATIONS

Engine:

Type OM 312, Diesel Stroke $4\frac{23}{32}$ ins.
 Number of Cylinders 6 Piston Displacement 279.5 cu. ins.
 Bore $3\frac{17}{32}$ ins. Horsepower* 110 BHP at 3000 r.p.m.

Engine-mounted oil cooler with temperature control. "Rubber cradled" engine and gearbox.

Chassis:

Wheelbase	$141\frac{3}{4}$ "	$165\frac{5}{16}$ "	$190\frac{5}{32}$ "
Tread Width, front	67"	67"	67"
Tread Width, rear	67"	67"	67"
Ground Clearance	$10\frac{1}{16}$ "	$10\frac{1}{16}$ "	$10\frac{1}{16}$ "
Overall Chassis Length	$255\frac{15}{16}$ "	$292\frac{11}{16}$ "	$343\frac{25}{32}$ "
Overall Chassis Width	$87\frac{13}{16}$ "	$87\frac{13}{16}$ "	$87\frac{13}{16}$ "
Curb Weight of Chassis	5,750 lbs.	5,905 lbs.	6,080 lbs.
Frame Capacity	13,000 lbs.	12,845 lbs.	12,670 lbs.
Max. Axle Load, front	6,175 lbs.	6,175 lbs.	6,175 lbs.
Max. Axle Load, rear	13,675 lbs.	13,675 lbs.	13,675 lbs.
Max. Total Load	18,750 lbs.	18,750 lbs.	18,750 lbs.
Turning Circle, approx.	$45' 3\frac{1}{4}"$	$52' 10"$	$57' 9"$
Tires	8.25 x 20 e.H.D.		
Fuel Tank Capacity	$20\frac{1}{4}$ Imp. = $24\frac{1}{4}$ US gallons		
Standard Fuel Consumption	18.9 m.p. Imp. gal. = 15.8 m.p. US gal.		
Oil Consumption	176 m.p. Imp. pt. = 147 m.p. US qt.		

Driving Data:

Gear	Speed	Climbing Power
1st	6 m.p.h.	30.5%
2nd	10.5 m.p.h.	16%
3rd	18.5 m.p.h.	9%
4th	30 m.p.h.	5%
5th	47.5 m.p.h.	3%

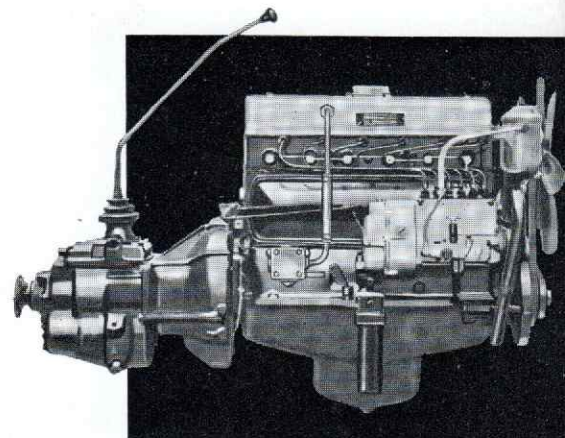
Climbing capacity with trailer at a total weight of 36,600 lbs. is 14.5% in 1st gear.

Upon request the truck LP 312 can be equipped with a synchronized transmission.

* In determining the output in gross HP, the power to operate auxiliary units not required for engine operation is not taken into consideration.

** Determined at $\frac{2}{3}$ of maximum speed less 10 per cent.

Daimler-Benz, whose policy is one of continuous improvement, reserve the right to change designs, specifications, and equipment at any time without notice and without incurring obligations.



system. It heats or cools the oil as the case may be and retains it always at an even and desirable consistency.

Fresh air is sucked by the engine from outside whereby, especially at high temperatures maximum engine performance is assured. To screen the air, it passes prior to entering the intake manifold through an oil bath air filter. Four heavy rubber blocks, on which the engine is mounted, eliminate the transfer of all possible vibrations and absorb all driving jars and jolts.

Indeed, no chassis of equal capacity is so economical and offers industry and trade so many possibilities of useful application as the "LP 312" with its famous OM 312 Diesel engine. Major overhauls are rarely needed and their working life exceeds keenest expectations. Please ask your nearest distributor for further details.



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