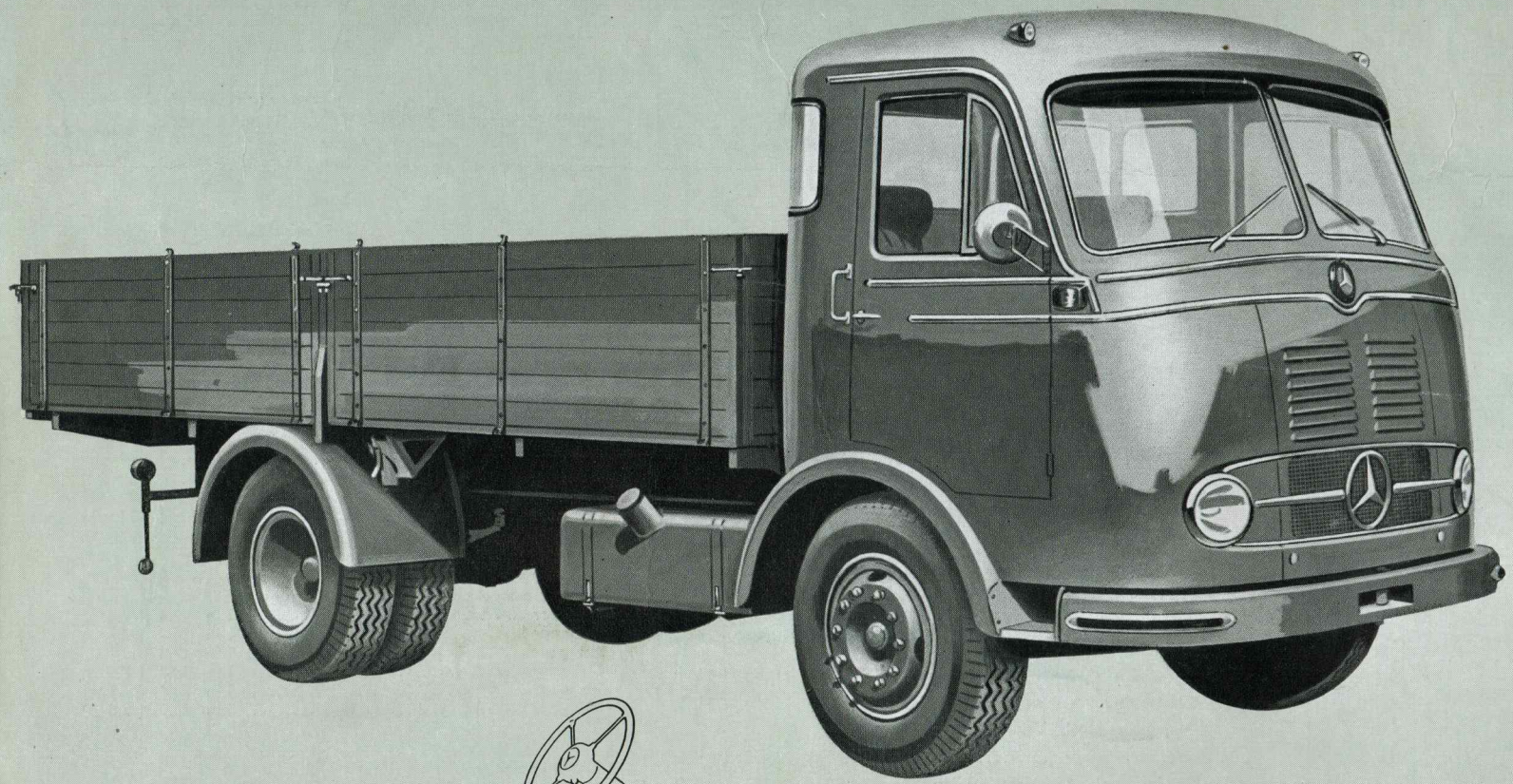
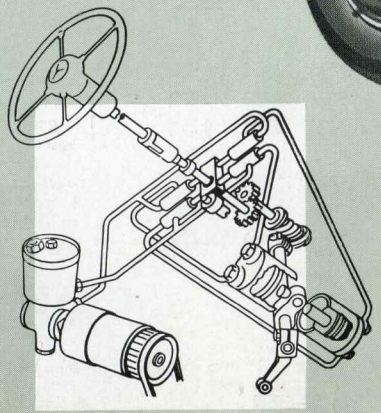
MERCEDES-BENZ

LP LPS 334



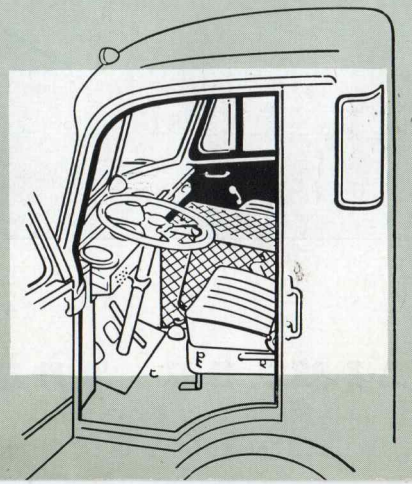
The forward control truck 334 has been built to meet the heaviest tasks in transport.
Its 6-cylinder diesel engine OM 326. I has an output of 220 GHP, an efficiency which makes the big truck fast with good acceleration qualities.
The frame is made up of U-profile longitudinal beams and cross members. Riveted T-joints give ultimate strength and flexibility at the same time.
Long firm leaf springs, with hydraulic shock absorbers at the front and progressively acting helper springs at the rear, constantly assure good springiness and driving qualities independent of load or condition of roads.

For all that the LP 334 as a truck of this class is exceptionally easy handled:
The noiseless 6-speed dog type gear is easily and quickly changed.
Full synchromesh and booster can be supplied against extra payment.
The tipping spring at the clutch pedal makes disengaging as easy as in a passenger car.
A hydraulic power steering takes much heavy work off the driver when steering.
The driver has the LP 334 always safely under control by three individual braking systems – compressed-air four-wheel brake, mechanic ratchet type hand brake and exhaust brake as an extra.

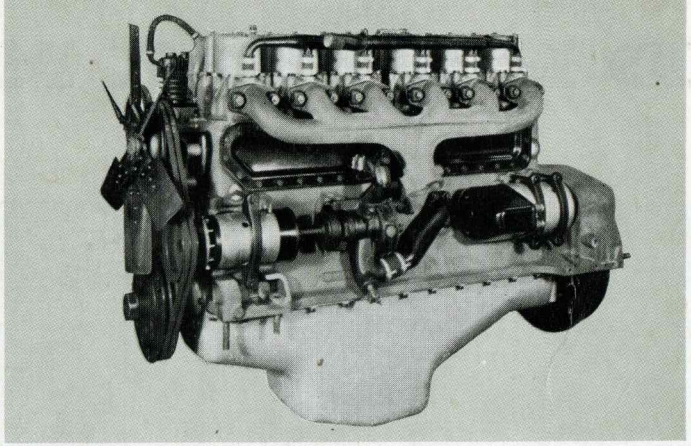


The hydro-steering reinforces the movements of the steering wheel. The driver's exertion is decreased by 70–80 % by this hydraulic steering help. Jarring blows of inferior roads are dampened by the guide rod. Besides the hydraulic mode of action the steering can be operated mechanically at any time.

The spacious driver's cab of the forward control truck has two big windscreens, two large area side windows and curved glass panes built into the rear corners to allow rear view. Large rear windows can be built-in as an extra. An efficient warm-water heating including a ventilation system provide a pleasant atmosphere in the driver's cab under all weather conditions. Driving and engine noises are dampened by the heat- and sound-proof bonnet and the foam rubber cover at the fire wall.



The engine OM 326 has separately placed cylinder heads with two intake and exhaust valves each and a central combustion chamber. The advantages of this unorthodox method of construction are fast and accurate working of the engine, great wearing quality of the valves and easy assembly. The engine works by the prechamber uniflow combustion procedure. This method provides a quiet course of combustion and good fuel utilization. The crankshaft runs in 7 lead bronze bearings and the upper piston rings are chrome-plated, items which add to the engine's long life as well as the thermostatic controlled cooling system and the oil heat exchanger which automatically provides a static temperature of the engine and the lubricants.



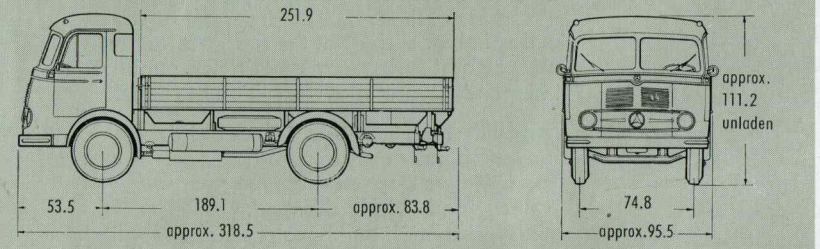
Engine

Model	OM 326 I
Number of cylinders	6
Bore	5.040 ins. (128 mm)
Stroke	5.512 ins. (140 mm)
Total piston displacement	659.56 cu. ins. (10 809 c. c.)
Output SAE *	220 gross HP/2.200 n
Output DIN *	200 PS/2.200 n
Compression ratio	20.5
Capacity of cooling system Imp./US gals.	8.8/10.6 (40 ltrs.)
Capacity of crankcase in Imp./US gals. (ltr.)	min. 2/2.4 (9 ltrs.), max. 2.6/3.2 (12 ltrs.)
Starter motor	6 PS/24 volts
Generator, voltage regulating	300 watt/12 volts

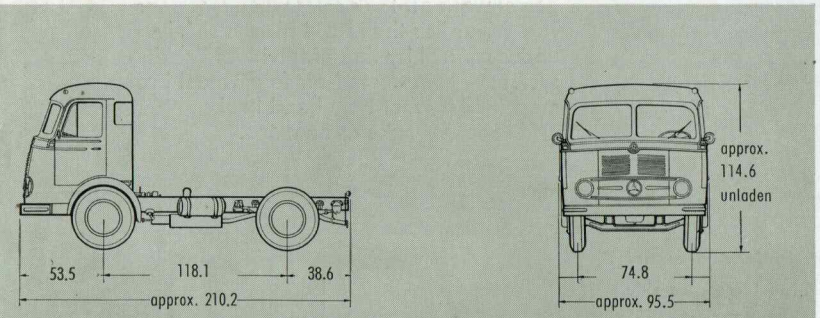
Chassis

Clutch	single-plate dry clutch
Transmission	6-gear transmission (6 forward gears, 1 reverse gear)
Power transmission	divided drive shaft
Rear axle reduction	1 : 8,38
Foot brake	compressed-air four-wheel brake
Hand brake	ratchet brake acting on rear wheels
Wheels	disc wheels
Tires	front single, rear double, Michelin-Metalic F 20
Fuel tank capacity Imp./US gals.	30¾/37 (140 ltrs.)
Batterie	2 units, 12 volts/135 Ah
Voltage of consumers	12 volts, starter motor 24 volts
Lubrication	sole lubrication, nipples

Dimensions in inches:



Chassis, ready for operation	lbs. (kg)	12,010	(5 445)
Chassis loading capacity	lbs. (kg)	28,790	(13 055)
Empty weight with driver	lbs. (kg)	15,545	(7 050)
Permissible total weight	lbs. (kg)	40,790	(18 500)
Permissible front axle load	lbs. (kg)	19,830	(6 000)
Permissible rear axle load	lbs. (kg)	27,560	(12 500)



Chassis, ready for operation	lbs. (kg)	11,930	(5 415)
Chassis loading capacity	lbs. (kg)	28,820	(13 085)
Empty weight with driver, w/o. semi-trailer	lbs. (kg)	13,435	(6 100)
Semi trailer load incl. semi trailer up to	lbs. (kg)	26,650	(12 100)
Permissible total weight up to	lbs. (kg)	40,750	(18 500)
Permissible total weight of truck tractor with semi-trailer of 35,240 lbs.	lbs. (kg)	75,990	(34 500)
Permissible front axle load	lbs. (kg)	13,220	(6 000)
Permissible rear axle load	lbs. (kg)	27,530	(12 500)

Speeds

Speed in 1st gear at max. engine torque		2.6 m.p. h.	(4.2 km/h)
Speeds with max. engine revolutions			
1st gear		4.4 m.p.h.	(7.0 km/h)
2nd gear		7.6 m.p.h.	(12.2 km/h)
3rd gear		12.0 m.p.h.	(19.4 km/h)
4th gear		19.7 m.p.h.	(31.8 km/h)
5th gear		32.4 m.p.h.	(52.2 km/h)
6th gear	approx.	47.9 m.p.h.	(77.3 km/h)

Climbing ability without trailer in altitudes up to 47.9 ft. (2000 m) above sea level with a max. engine torque and ⅔ of max. speed

1st gear	1 in	2.4	(42.4 %)
2nd gear	1 in	4.4	(22.7 %)
3rd gear	1 in	7.5	(13.4 %)
4th gear	1 in	13.3	(7.5 %)
5th gear	1 in	24.4	(4.1 %)
6th gear	1 in	50.0	(2.0 %)

Climbing ability with twin axle semi trailer at a total train weight of 75,990 lbs. (34,500 kg)

1st gear	1 in	4.9	(20.6 %)

* The output stated in PS for the operation of the vehicle is effectively available at the clutch after the power required for auxiliary units has been deducted. The output quoted in gross-horsepowers does not include auxiliary performances not required for driving the engine.
Design and equipment subject to modifications.

DAIMLER-BENZ AKTIENGESELLSCHAFT

Work Gaggenau

624–358 e Printed in Germany