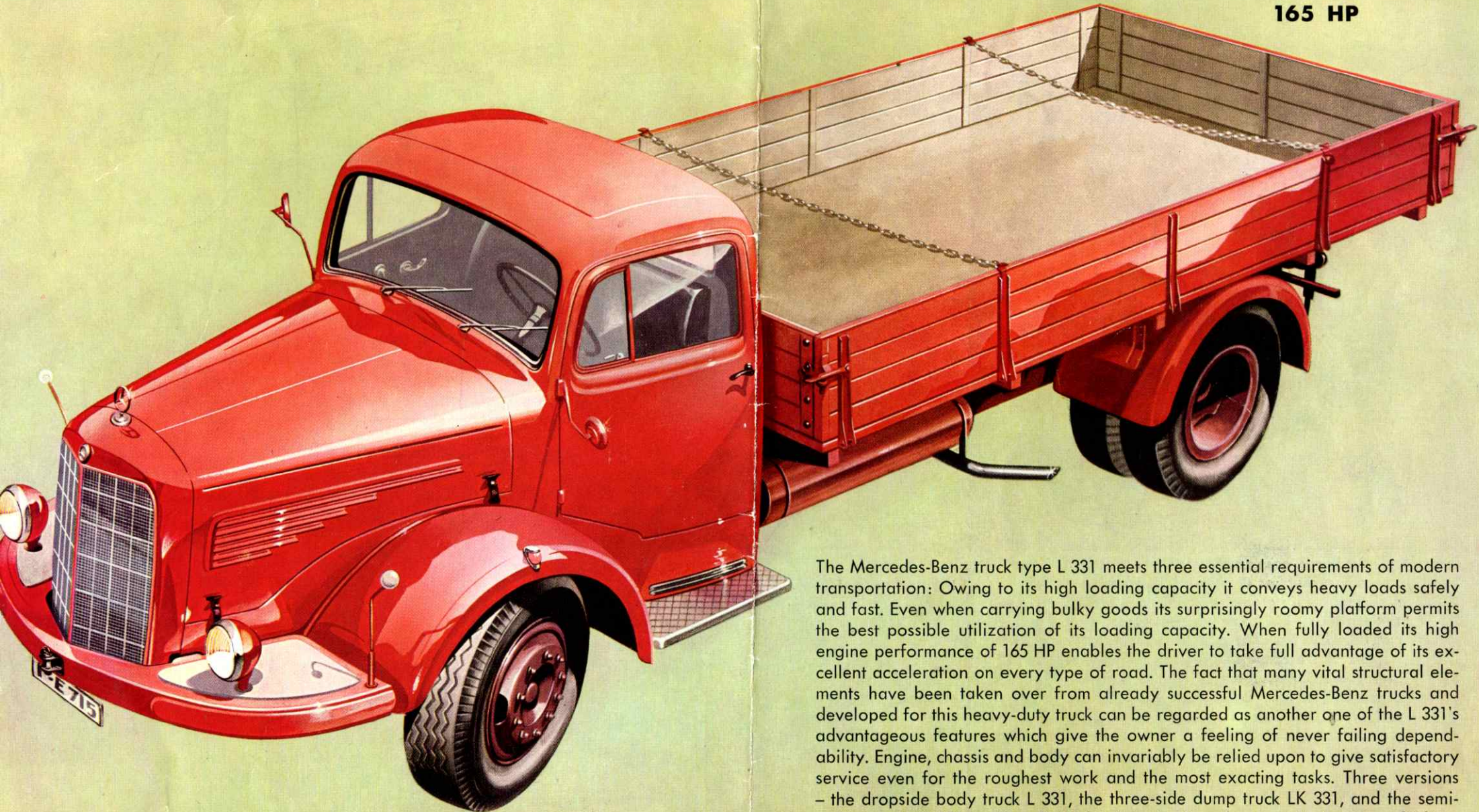


MERCEDES-BENZ

L 331

LK 331 LS 331

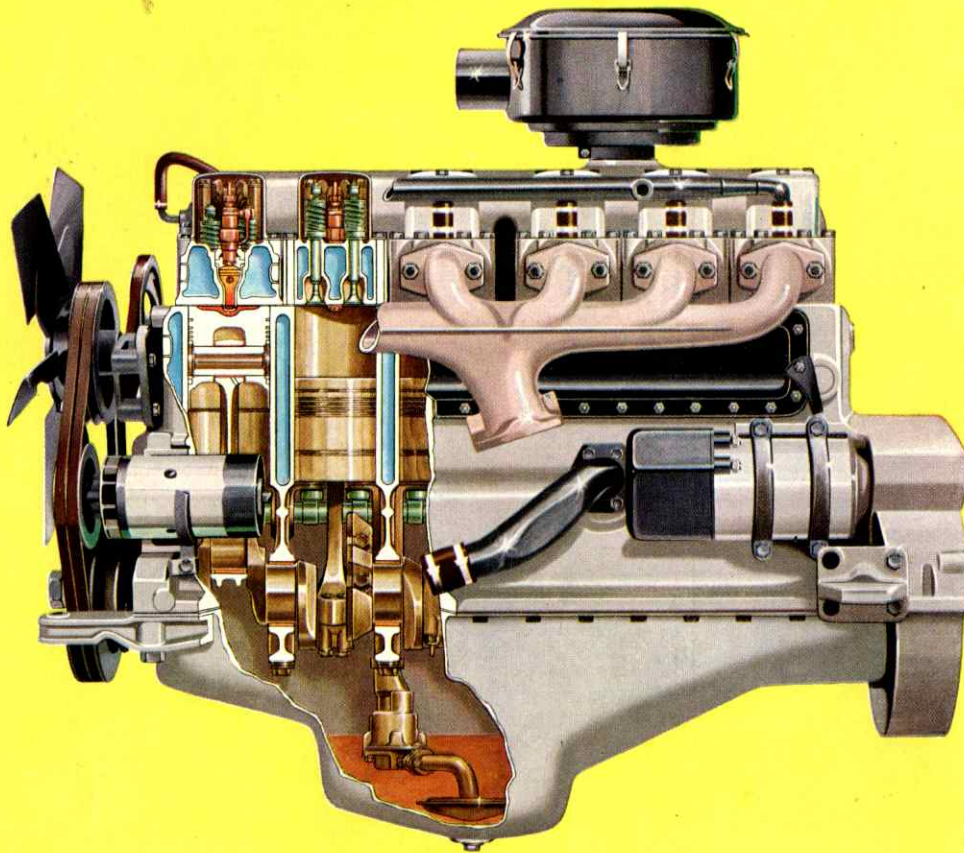
165 HP



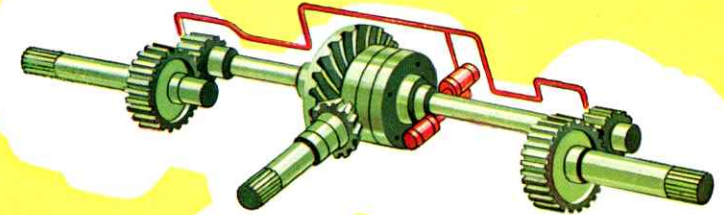
Big loads - Fast transports

The Mercedes-Benz truck type L 331 meets three essential requirements of modern transportation: Owing to its high loading capacity it conveys heavy loads safely and fast. Even when carrying bulky goods its surprisingly roomy platform permits the best possible utilization of its loading capacity. When fully loaded its high engine performance of 165 HP enables the driver to take full advantage of its excellent acceleration on every type of road. The fact that many vital structural elements have been taken over from already successful Mercedes-Benz trucks and developed for this heavy-duty truck can be regarded as another one of the L 331's advantageous features which give the owner a feeling of never failing dependability. Engine, chassis and body can invariably be relied upon to give satisfactory service even for the roughest work and the most exacting tasks. Three versions – the dropside body truck L 331, the three-side dump truck LK 331, and the semi-trailer truck LS 331 – offer all kinds of contractors the opportunity to profit from the unrivalled advantages of this modern truck.

Rugged performance under ev



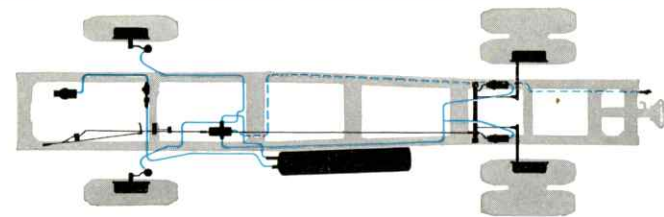
The engine OM 326 II fitted in the L 331 develops 165 HP at 2000 r.p.m. The individual cylinder heads, each equipped with two intake and two exhaust valves and a central combustion chamber are characteristic of this modern 6-cylinder Diesel engine. This design makes for greater durability and facilitates assembly. Like all Mercedes-Benz engines, the OM 326 also functions according to the uniflow prechamber combustion method, which has been patented by Daimler-Benz A.G. and assures very good combustion, at the same time leaving no residues after firing – two facts which are prerequisite for quiet engine running, insensibility to variations in fuel quality and extremely low fuel consumption. The length of life of the cylinder liners has been considerably increased by chromium plating the top piston rings. The crankshaft runs in seven lead-bronze bearings. The well-designed water cooling system is, among other factors, also responsible for the high durability of the Mercedes-Benz Diesel engines. The whole length of the cylinders is enclosed by a cooling water jacket; a thermostat automatically controls the coolant circulation and ensures the maintenance of the most advantageous temperature. An oil heat exchanger is installed in the cooling system, which guarantees that the lube oil viscosity remains constant and that the lubrication is always effective.



In the center of the sturdy forged steel axle lies the differential gear with helical ring gear and pinion. This design offers more uniform power transmission, improved resistance to wear and tear and reduces the heavy stresses to which this unit is subjected. A gear oil pump driven by the differential provides ever effective lubrication of the spur gear hub drives.

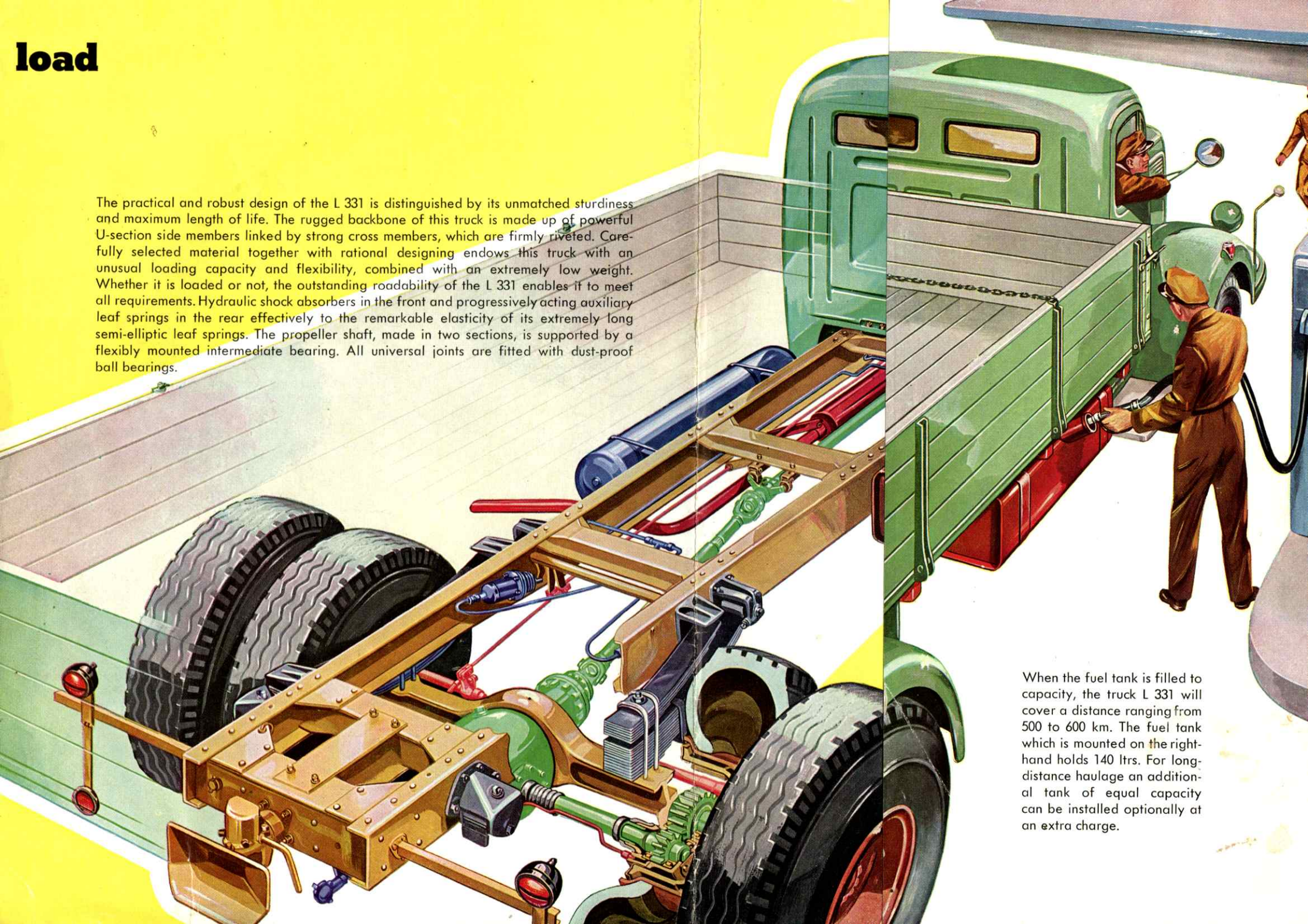
The L 331 is equipped with a 6-speed dog-type transmission with constantly meshing gears. Gearshifting is therefore extremely smooth and quiet. The well selected gear ratios make it possible to keep to the medium speed ranges and thereby to economize in fuel.

Brakes of great effectiveness and high durability add to the excellent reliability of the L 331 and make this truck easy and safe to handle in all traffic situations. The compressed air pedal brake acts on all four wheels and responds to the slightest effort. The hand brake which acts on the rear wheels has been designed as ratchet-type brake. The L 331 can on request be fitted with an additional exhaust brake, which protects the standard braking system and relieves it from unnecessary strains.



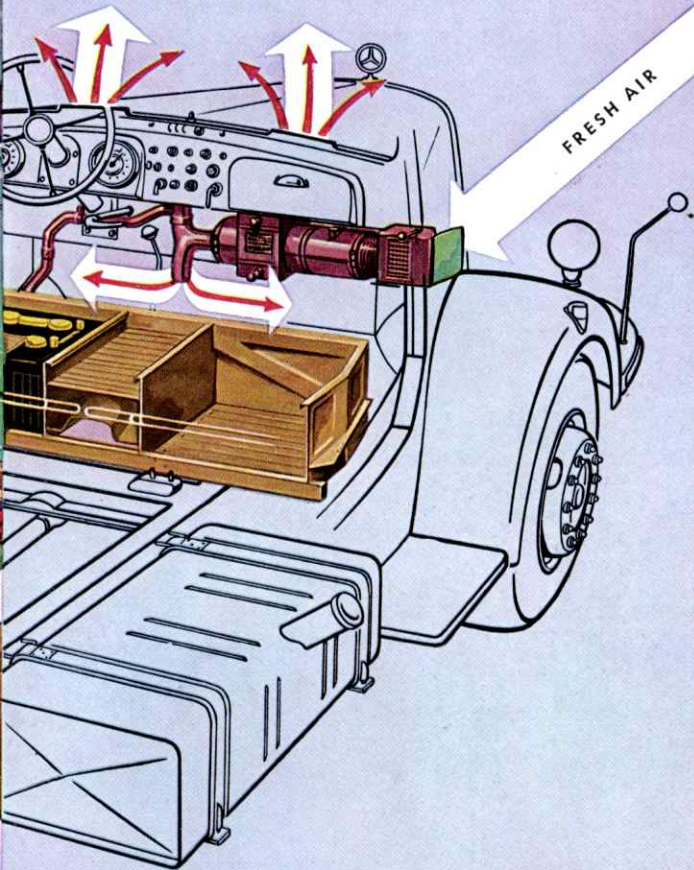
load

The practical and robust design of the L 331 is distinguished by its unmatched sturdiness and maximum length of life. The rugged backbone of this truck is made up of powerful U-section side members linked by strong cross members, which are firmly riveted. Carefully selected material together with rational designing endows this truck with an unusual loading capacity and flexibility, combined with an extremely low weight. Whether it is loaded or not, the outstanding roadability of the L 331 enables it to meet all requirements. Hydraulic shock absorbers in the front and progressively acting auxiliary leaf springs in the rear effectively to the remarkable elasticity of its extremely long semi-elliptic leaf springs. The propeller shaft, made in two sections, is supported by a flexibly mounted intermediate bearing. All universal joints are fitted with dust-proof ball bearings.

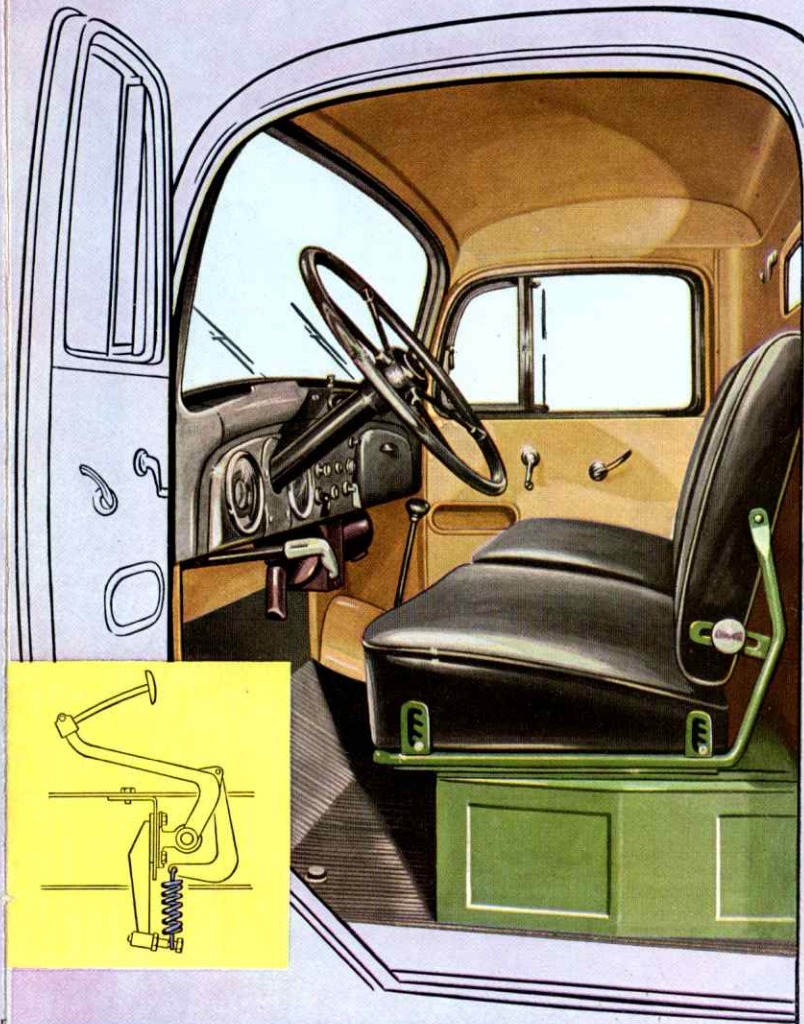


When the fuel tank is filled to capacity, the truck L 331 will cover a distance ranging from 500 to 600 km. The fuel tank which is mounted on the right-hand holds 140 ltrs. For long-distance haulage an additional tank of equal capacity can be installed optionally at an extra charge.

Summer or winter, a generous heating system constantly maintains an agreeable temperature in the driver's cab of the L 331. A most effective ventilation system, warm-water heating and an additional blower form part of the standard equipment of this truck.



Fresh air is sucked in over the right fender; then it is filtered and warmed or cooled as required. The blower with its warm or cold air supply serves to protect the battery from harmful extremes of temperature.



The design and interior appointments of the driver's cab offer many conveniences for the driver and co-driver. It is flexibly mounted at four points, which helps to give it effective insulation against engine vibrations or shocks from the road. Since the side walls, the dash and the roof are covered with sound-absorbing material noises caused by the engine or the motion of the vehicle are reduced to a minimum. The individual driver's seat can be adjusted horizontally and vertically, whilst the backrest can be set in three different positions. The tools are stowed away underneath the co-driver's seat. Large pocket on both doors, a spacious locker with lid, clothes' hooks, a reading lamp and an ash-tray form part of the standard equipment.

For depressing the clutch pedal a pressure of no more than 16 kg is required; the special smooth action of the clutch pedal has been achieved by a rocking spring, which supports the pedal pressure when declutching, so that the driver needs to apply no more effort than with a private car.

The instrument panel includes the speedometer – upon special request it can be combined with a tachograph – a large instrument cluster with gauges for braking air pressure, oil and cooling water temperature, the switches for the windshield wipers, the turn signals, the lighting and the starter motor as well as various tell-tale lamps.

L 331

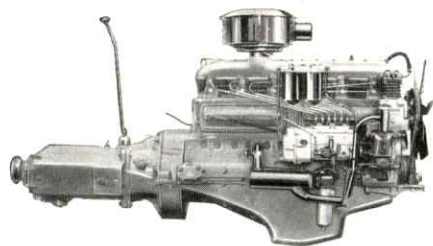
The truck chassis with a wheelbase of 16.7 ft. can be equipped with a platform of about 134.5 sq. ft. of loading area. Its turning circle diameter is just 62.2 ft.

LK331

The dump truck chassis with a wheelbase of 15.0 ft. can be equipped with a loading platform exceeding 96.8 sq. ft. Its turning circle is 56.4 ft.

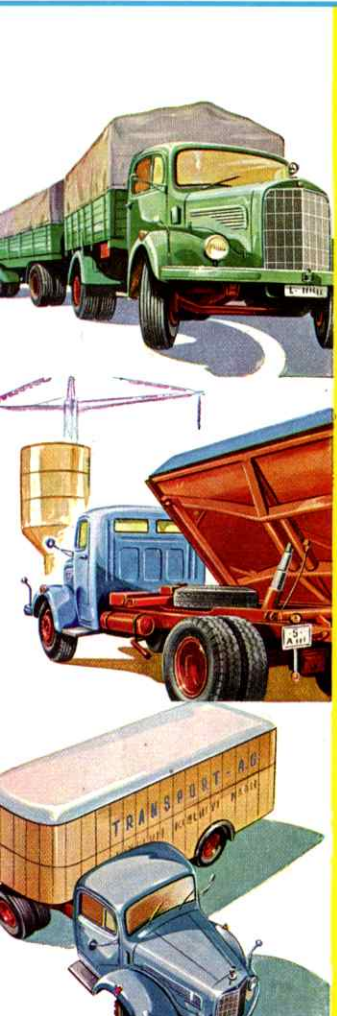
LS 331

With a wheelbase of only 11.8 ft. and an overall length of about 20.2 ft. the semitrailer truck can turn around within a circle of 44.2 ft.

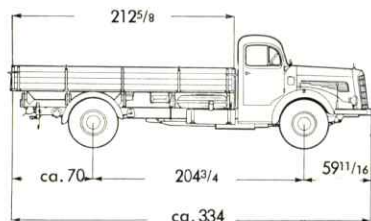


Engine

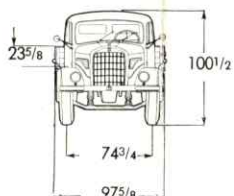
Model	OM 326 II
Number of cylinders	6
Bore	5.039 ins. (128 mm)
Stroke	5.512 ins. (140 mm)
Total piston displacement	659.2 cu. ins. (10,809 c.c.)
Output SAE*	165 gross HP/2,000 n
Output DIN*	150 HP/2,000 n
Compression ratio	20.5
Capacity of cooling system Imp./US gals. (ltrs.)	approx. 9/11 (40 ltrs.)
Capacity of crankcase in Imp./US gals. (ltrs.)	min. 2.2/4 (9 ltrs.), max. 2.6/3.2 (12 ltrs.)
Starter motor	6 HP/24 volts
Generator, voltage regulating	300 watt/12 volts



Dimensions in inches

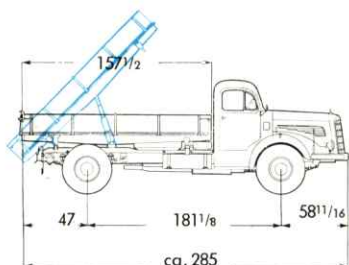


Weights L 331

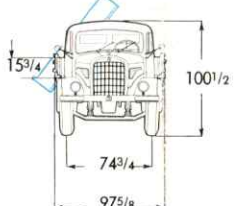


Chassis, ready for operation	lbs. (kg)	10,660 (4840)
Chassis loading capacity	lbs. (kg)	22,380 (10160)
Empty weight with driver	lbs. (kg)	13,550 (6150)
Permissible total weight	lbs. (kg)	33,040 (15000)
Permissible front axle load	lbs. (kg)	11,020 (5000)
Permissible rear axle load	lbs. (kg)	22,020 (10000)

(Upon request, this chassis can also be delivered in reinforced design with reinforced rear springs and tires 10,00-20 eHD reinforced.)

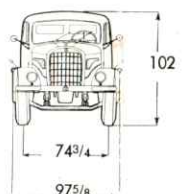
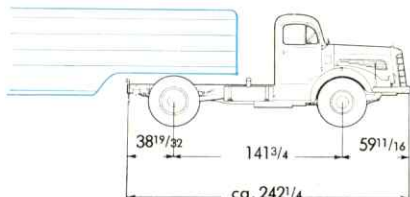


Weights LK 331



Chassis, ready for operation	lbs. (kg)	11,550 (4798)
Chassis loading capacity	lbs. (kg)	22,490 (10210)
Empty weight with driver	lbs. (kg)	14,430 (6550)
Permissible total weight	lbs. (kg)	33,040 (15000)
Permissible front axle load	lbs. (kg)	11,020 (5000)
Permissible rear axle load	lbs. (kg)	22,020 (10000)

Weights LS 331



Chassis, ready for operation	lbs. (kg)	10,570 (4808)
Chassis loading capacity	lbs. (kg)	22,470 (10200)
Empty weight with driver, w/o. semi-trailer	lbs. (kg)	11,785 (5350)
Semi-trailer load incl. semi-trailer	lbs. (kg)	18,610 (9300)
Permissible total weight	lbs. (kg)	33,040 (15000)
Permissible total weight of truck tractor with twin-axle trailer	lbs. (kg)	68,280 (31000)
Permissible front axle load	lbs. (kg)	11,020 (5000)
Permissible rear axle load	lbs. (kg)	22,020 (10000)

Chassis

Clutch	single-plate dry clutch
Transmission	6-gear transmission (6 forward gears, 1 reverse gear)
Power transmission	divided drive shaft
Rear axle reduction	4.93 (5.75; 6.5)
Foot brake	compressed-air four-wheel brake
Hand brake	pistol-grip hand brake acting on rear wheels
Wheels	disc wheels
Tires	front single, rear double 11.00-20 eHD (eHD reinforced)
Fuel tank capacity Imp./US gals.	30 3/4/37 (140 ltrs.)
Batteries	2 units, 12 volts/105 Ah
Voltage of consumers	12 volts, starter motor 24 volts
Lubrication	sole lubrication, nipples

Speeds

Speed in 1st gear at max. engine torque	3.4 m.p.h. (5.5 km/h)
Minimum speed (1st gear, level ground) approx.	1.2 m.p.h. (2.0 km/h)
Speeds with max. engine revolutions	
1st gear	5.3 m.p.h. (8.5 km/h)
2nd gear	9.0 m.p.h. (14.5 km/h)
3rd gear	13.0 m.p.h. (21.0 km/h)
4th gear	20.5 m.p.h. (33.0 km/h)
5th gear	31.0 m.p.h. (50.0 km/h)
6th gear	approx. 49.7 m.p.h. (80.0 km/h)

Climbing ability without trailer in altitudes up to 985 ft. (300 m) above sea level with a max. engine torque and 2/3 of max. speed

1st gear	1 in 3.2 (31.0 %)
2nd gear	1 in 5.9 (16.9 %)
3rd gear	1 in 9.1 (11.0 %)
4th gear	1 in 15.4 (6.5 %)
5th gear	1 in 27.0 (3.7 %)
6th gear	1 in 58.8 (1.7 %)

Climbing ability with twin axle semi trailer at a total train weight of 68,280 lbs. (31,000 kg)

1st gear	1 in 7.3 (13.7 %)
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* 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.

