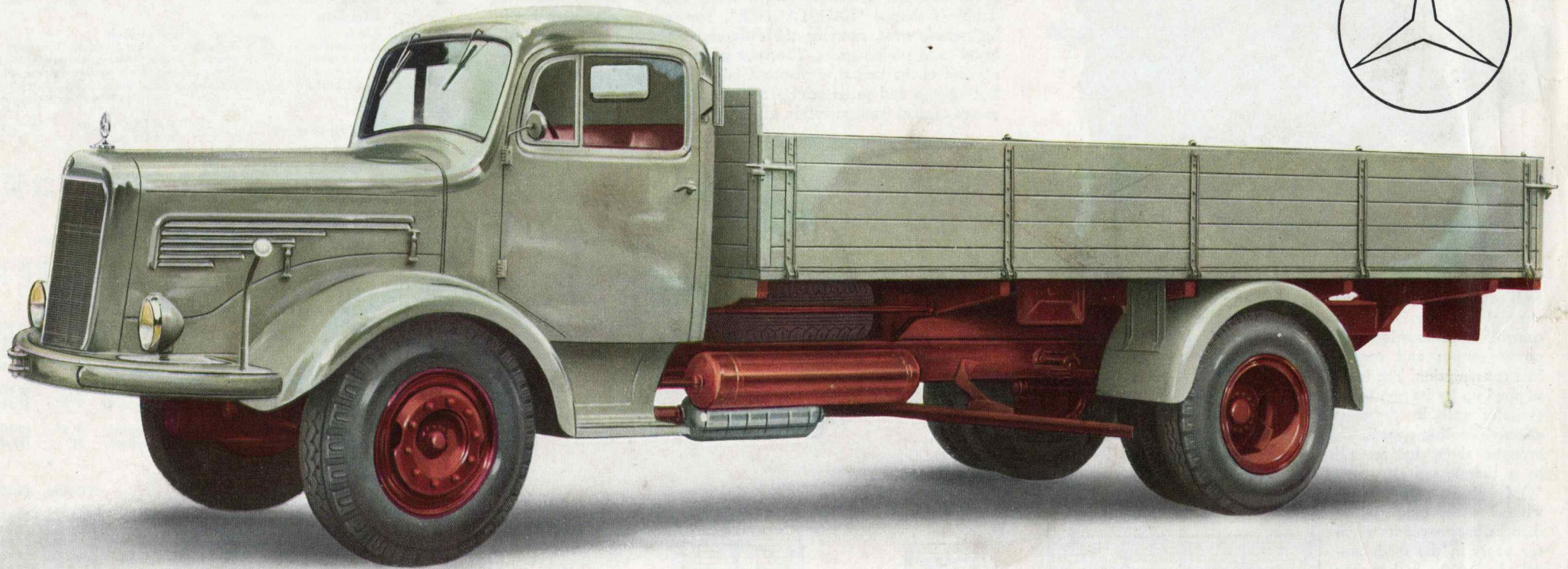


MERCEDES-BENZ

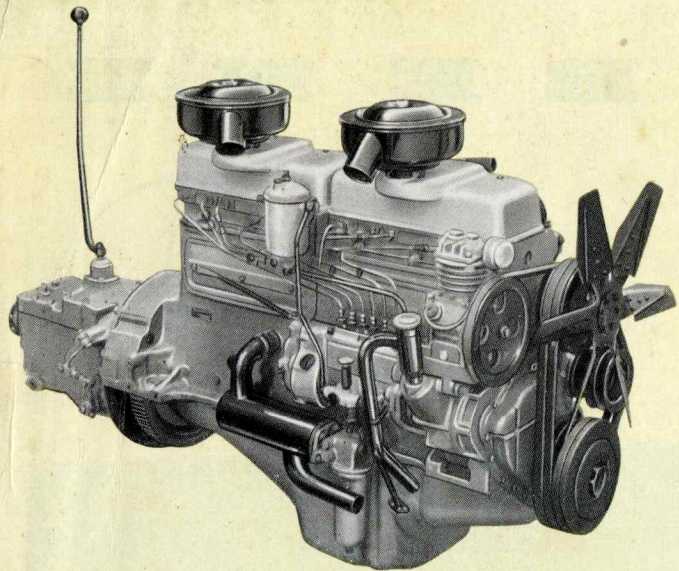
Type L 325



Rarely has the design and construction of a medium size truck, subjected to hardest working conditions, met with so much approval as this type of vehicle. Powerful by its engine output, economical in its operation, and simple in its maintenance, it has found enthusiastic friends in almost all parts of the globe. Besides having incorporated all the merits of its predecessor, the L 5500, the new 135 HP Diesel engine, "OM 325", with its increased pulling power, is now capable to raise the maximum speed of this truck to 45 miles per hour.

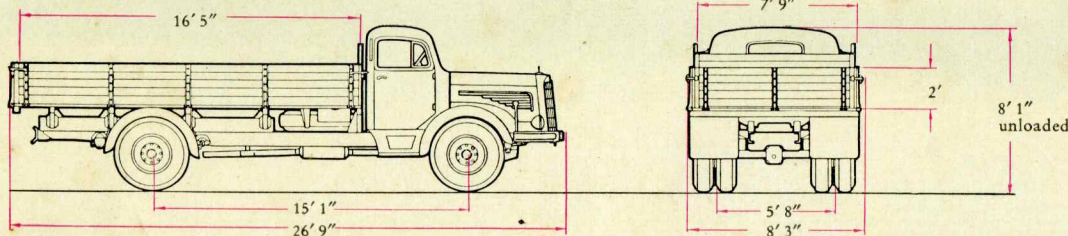
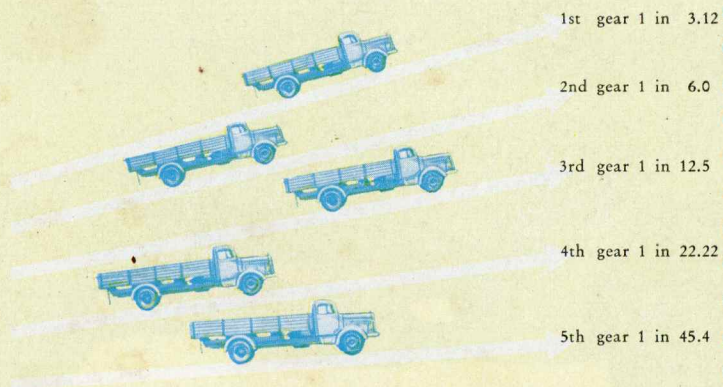
Next to the drop-side body, the motor-hydraulic three-way-tipper has been especially popular. For its excellent suitability to haul sand, gravel, or other loose bulk material, the "LK 325" has won for itself the best reputation in the building trade and other branches of industry. With its powerful engine, its sturdy and torsion-proof chassis, and its suitable superstructures, the "LK 325" truck will render for you under all working conditions the best possible service.





Its performances under severest working conditions on the building lot as well as in long-distance service have found universal recognition. Its many advantages permit to compare it most favorably with a vehicle driven by a gasoline engine and, be it its pulling power or its stamina, the "OM 325" comes right up to a gasoline engine and even surpasses it as far as economy is concerned. The backbone of the "L 325" is its sturdy chassis. U-shaped longitudinal members with riveted steel cross members give the drop-side body or any other special superstructure an extremely torsion-proof support. The drop-forged front axle is our well-known double-T-shaped "FAUSTACHSE". The rear axle housing is of high-grade steel, carrying the differential and the spiral-toothed bevel- and pinion gears. The spur gears for the wheel drive are encased in the lateral, dust-proof housings. Properly dimensioned leaf springs and progressively acting auxiliary springs in the rear assure careful transportation of all cargoes.

The powerful 6 cyl. engine has an effective output of 135 HP and excels with its astounding flexibility and quietness by its unusual economy. The Mercedes-Benz pre-chamber injection with controlled combustion offers next to an increased continuous power output and easy starting a surprisingly low standard fuel consumption. The longevity of the "OM 325" is considerably stepped up by its non-oscillating running, its reduced wear of the cylinder walls by chromium-plated top piston rings, and by its effective cooling system. The equalization of the temperature was brought about by an adjustable radiator shutter as well as by a thermostatically controlled cooling water circulation. The "OM 325", a power plant which, with only minor changes, has proved its worth for years in the truck model L 6600, makes the "L 325" an absolutely reliable vehicle.



TECHNICAL DATA

Motor

Model	OM 325	
Number of cylinders	6	
Bore	4.13 ins. (105 mm)	
Stroke	5.51 ins. (140 mm)	
Piston displacement	443.916 cu. ins. (7274 ccm)	
Engine output (SAE standards)*	135 HP/2200 rpm.	
Standard fuel consumption**	16.75 m/Imp. gal. or 13.9 m/US gal.	(16.9 ltr./100 km)
Lube oil consumption approx.	118 m/Imp. pt. or 98 m/US pt.	(0.3 ltr./100 km)
Generator, voltage regulator	300 W, 12 V	
Starter	4 HP, 24 V	

Chassis

Clutch	single-disc dry clutch	
Transmission	5-speeds, 5 forward speeds, 1 reverse	
Foot brake	4-wheel brake, hydraulic brakes on front- and compressed air brakes on rear wheels	
Hand brake	pistol-grip hand brake acting on rear wheels	
Tires	11.00 x 20 extra heavy duty	
Rims	7.5 x 20	
Tank capacity	21.9 Imp. gal. or 26.4 US gal.	(100 ltr.)

Speed

at maximum r.p.m. of engine		
1st gear	5.3 m/h (8.5 km/h)	4th gear 21.7 m/h (46 km/h)
2nd gear	10.3 m/h (16.5 km/h)	5th gear 45 m/h (72 km/h)
3rd gear	17.4 m/h (28 km/h)	

Climbing capacity

at permissible total weight of 26,400 lbs. (12 000 kg) at 984 ft. (300 m) above sea level		
1st gear	1 in 3.12 (32.0%)	4th gear 1 in 22.22 (4.5%)
2nd gear	1 in 6.0 (16.5%)	5th gear 1 in 45.4 (2.2%)
3rd gear	1 in 12.5 (8.0%)	

Main dimensions

Wheelbase	15' 1"	(4 600 mm)
Track, front	6' 1.5"	(1 865 mm)
Track, rear	5' 8"	(1 726 mm)
Ground clearance	approx. 13 3/16"	(350 mm)
Max. length of vehicle (incl. superstructure)	approx. 26' 9"	(8 160 mm)
Max. width of vehicle	approx. 8' 3"	(2 500 mm)
Max. height, unloaded, incl. driver's cab	approx. 8' 1"	(2 460 mm)
Turning circle	approx. 57'	(17,4 m)

Weights

Chassis without driver's cab, ready for operation	9,130 lbs. (4 150 kg)
Chassis with driver's cab tools, and spare wheel	10,086 lbs. (4 575 kg)
Loading capacity of chassis	17,270 lbs. (7 850 kg)
Permissible front axle load up to	8,470 lbs. (3 850 kg)
Permissible rear axle load up to	18,480 lbs. (8 400 kg)
Permissible total load	26,400 lbs. (12 000 kg)

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

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

Subject to changes in specifications, design, and equipment.



DAIMLER - BENZ AKTIENGESELLSCHAFT • GAGGENAU PLANT