

MERCEDES-BENZ
LPS 1525 DIESEL TRACTOR



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The LPS 1325 responds to the growing preference towards cabover-engine design by automotives tractor operators.



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The aerodynamics of the cab design is further refined by two front-mounted air deflectors which improve air flow around the vehicle and help keep dirt off side windows.



(Top) Exposed window area allows 280-degree visibility for drivers. Large sign clear over 70 percent of the wind block.
(Above) Cab windshield built to a 6.5-degree angle for easy servicing.

With the introduction of the LPS 1525, Mercedes-Benz also establishes a new standard for Class 7 tractor warranty coverage: 18 months/unlimited mileage on the basic vehicle, and 36 months/190,000 kilometers (100,000 miles) on the engine and power train.

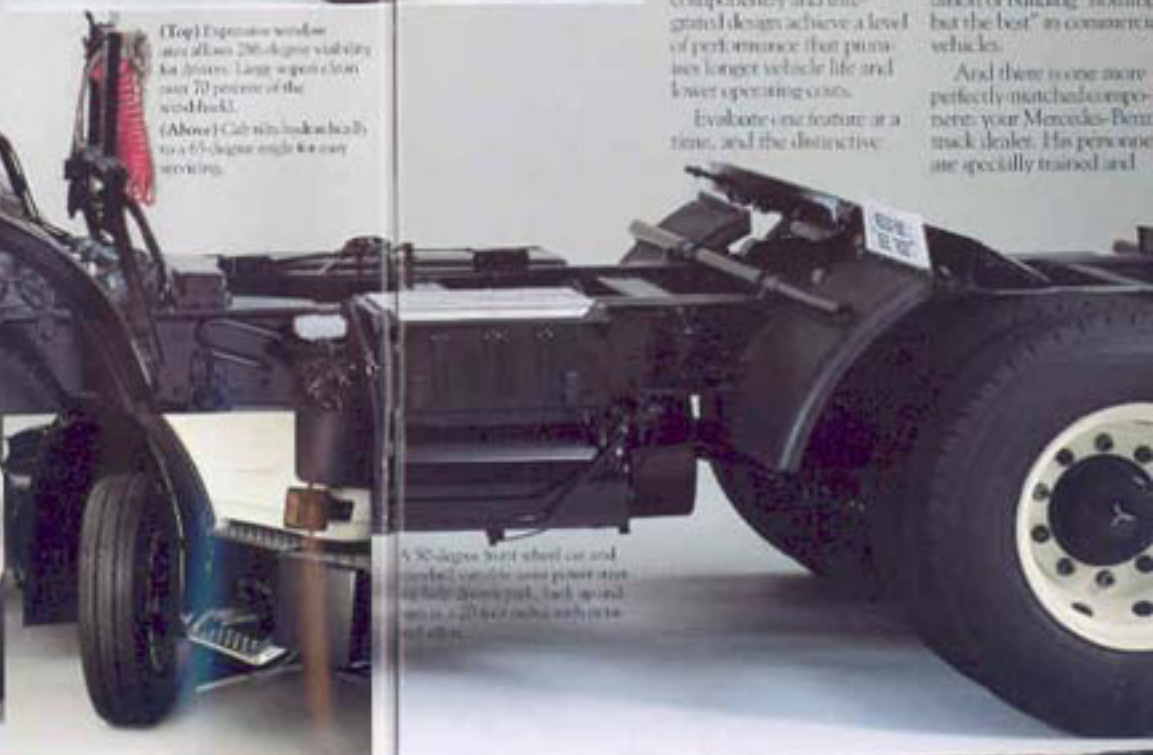
Mercedes-Benz can put its name on such a warranty, because its name is on each and every major component of the LPS 1525: matched, heavy-duty components and integrated designs achieve a level of performance that promises longer vehicle life and lower operating costs.

Evaluate one feature at a time, and the distinctive

mark of Mercedes-Benz engineering is also apparent. You see it in the tractor's right turning radius. In the aerodynamics of its sloping windshield, smooth corners and cab-mounted air deflectors. In the durability of its rugged, double wall steel cabs, sealed against corrosion by an exclusive multi-stage rust-proofing process.

From front to back, the LPS 1525 demonstrates the 90-year Mercedes-Benz tradition of building "nothing but the best" in commercial vehicles.

And there is one more perfectly matched component: your Mercedes-Benz truck dealer. His personnel are specially trained and

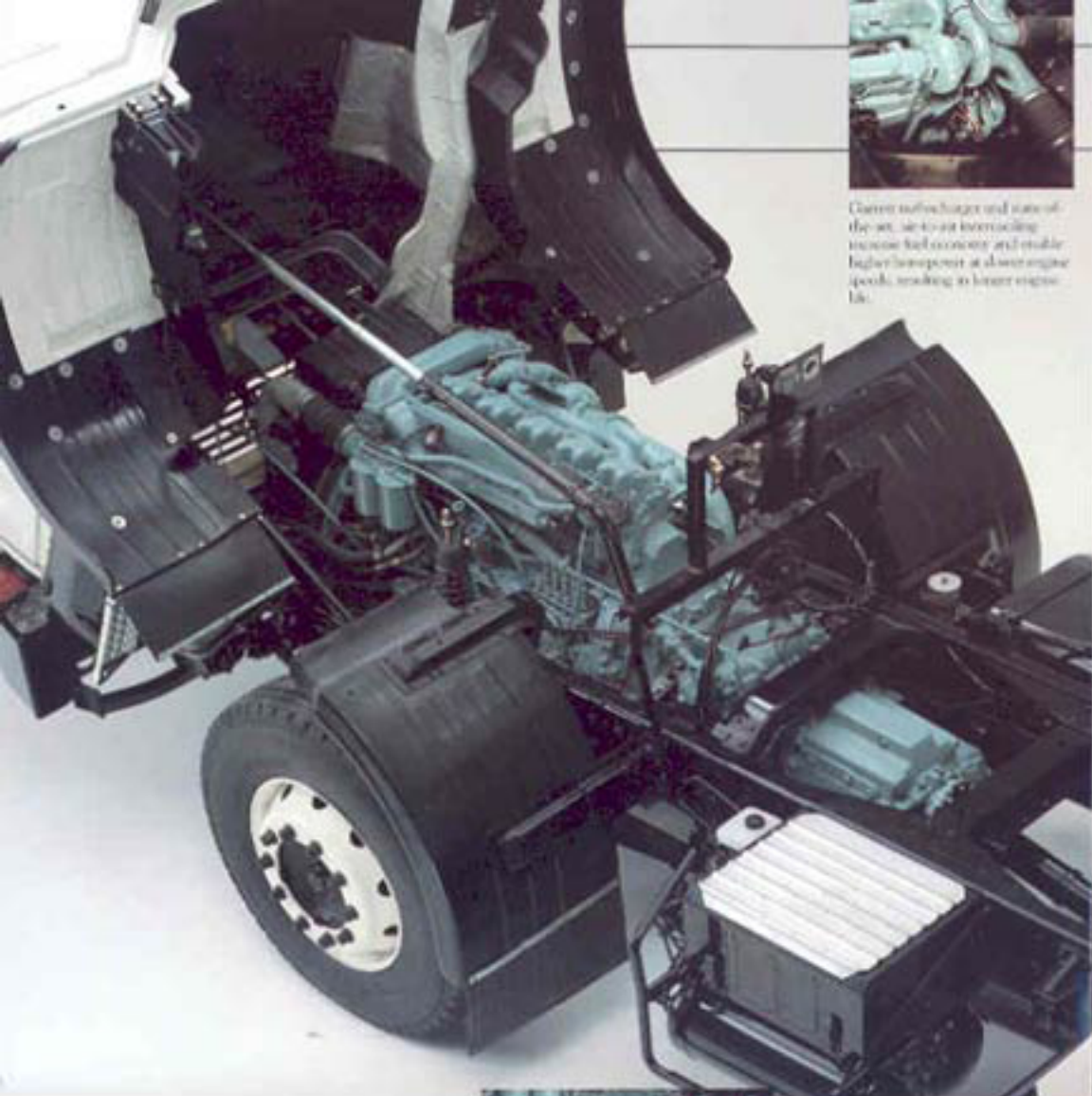


A 30-degree front wheel cut and standard variable-rate power steering help deliver peak, track speed performance. 120-hp turbo-diesel is a 100-hp choice.

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Carrier interchanger and state-of-the-art, air-to-air intercooling increase fuel economy and enable higher horsepower at lower engine speeds, resulting in lower engine life.

TECHNICAL ADVANCEMENTS PRACTICALLY APPLIED

Most diesel-powered trucks on the road today were originally designed for gasoline engines. But from drive train to chassis, the LPS 1525 was developed to handle the greater stress and vibration of a diesel.

The Mercedes-Benz in-line 5 cylinder OM 429 LA was developed as a heavy-duty diesel to maximize reli-

ability and efficiency. Its 608 cubic inch displacement produces a 26 percent torque rise.

The fully-synchronized transmission is also of heavy-duty, highly efficient design. Taper roller and ball bearings, not bronze bushings, are integral, as is a big 15-inch hydraulically-actuated single-plate clutch. A 6-speed main box with 2-speed overdrive splitter provides 12 speeds to keep engine RPM in the most

efficient operating range under all driving conditions.

The full-air cam-type brake system includes as standard equipment an alcohol injection system to help protect against moisture build-up and freezing, and to facilitate good braking in any weather.

The LPS 1525's high-grade steel, ladder-type frame places maximum strength where maximum load bearing capacity is needed. The rear axle, rated at 21,000 lbs., incorporates a 4.3:1 gear ratio and sophisticated hypoid gear

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The LPS 1125 chassis, cab, power train, and the entire body have been engineered from the outset for full-range diesel operation.

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