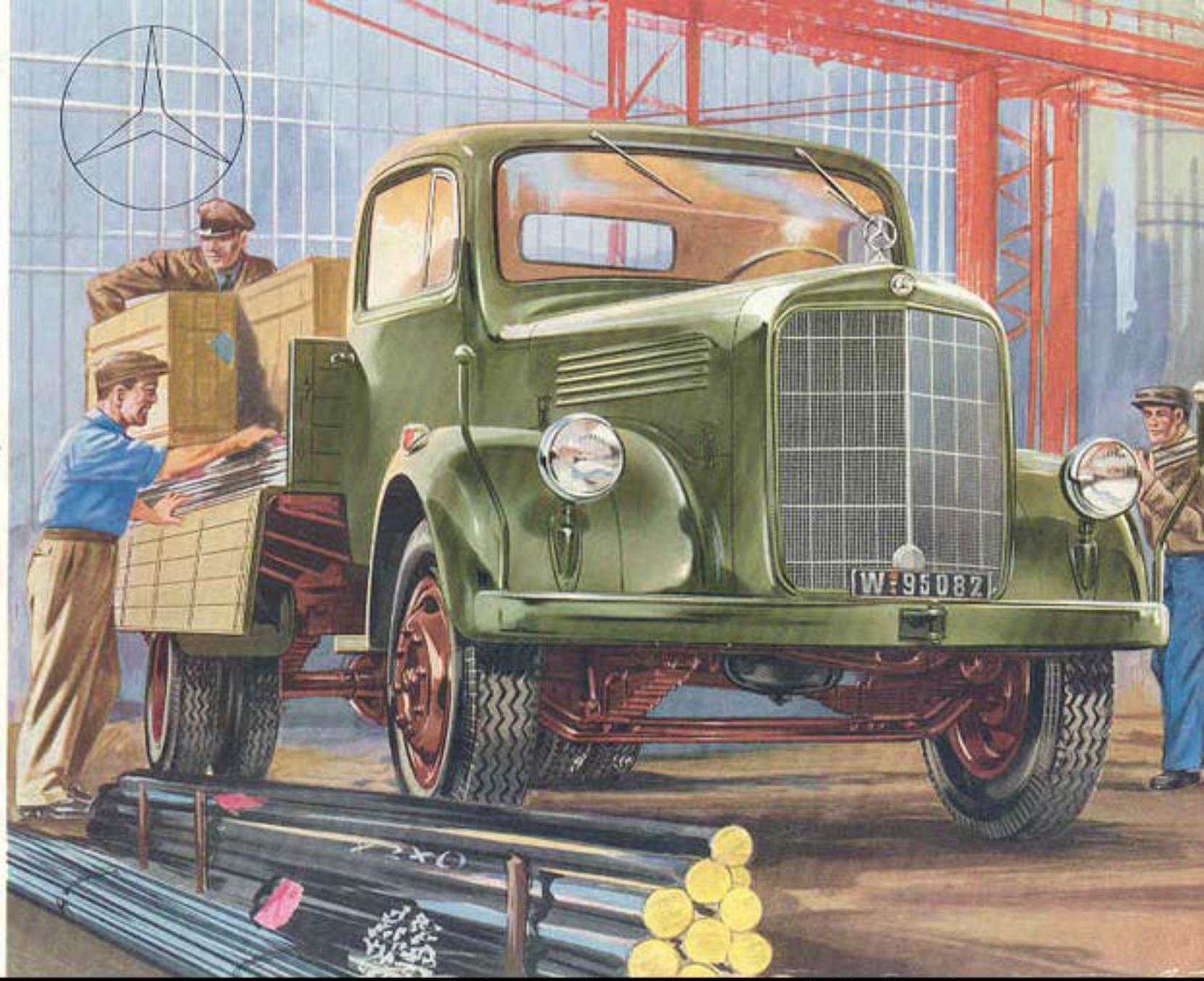


L 312      LRA 312      LP 312

Mercedes-Benz Type L 312



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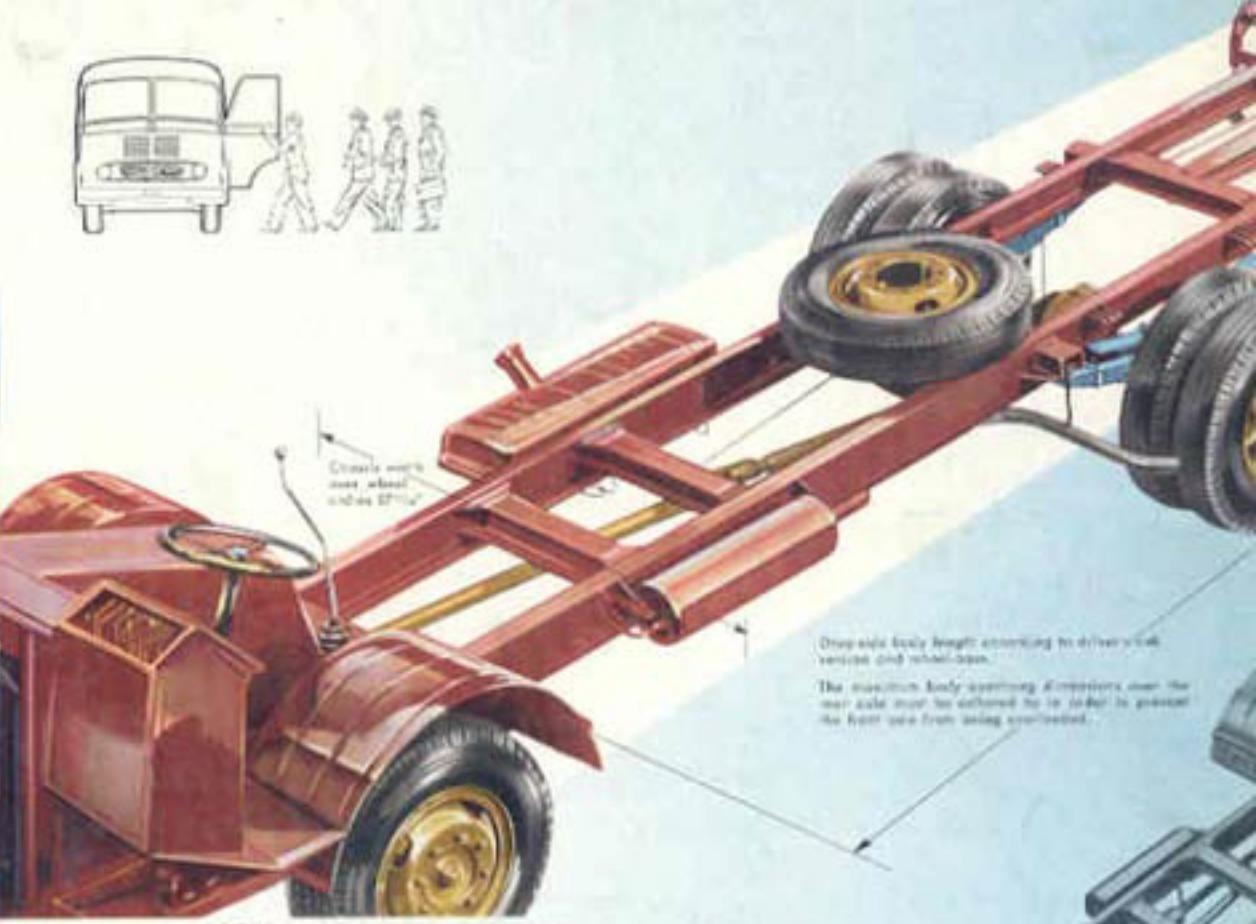
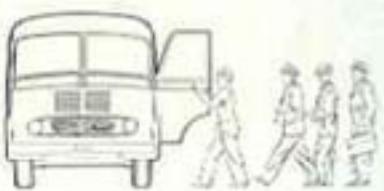
**TYPE**

**LP 312**

The cab-over-engine chassis of the LP 312 can be fitted to appropriate bodies for operation as tanker, large removal van, fire-fighting and municipal vehicle as well as Pullman-type bus. For semi-trailers the cab-over-engine chassis design LP 312 is available.



Chassis of type LP 312 being exhibited from a lighter in the harbour of Toulon.



Drop-side body height according to driver's side vehicle and trailer axle.

The maximum body-swinging dimensions over the rear axle must be adhered to in order to prevent the front axle from being overstressed.

**LP 312 Dimensions and weights**

with a wheelbase of

	LP 312	LP 312/1
Chassis, ready to drive	lb.	lb.
Gross weight of chassis	1,790	1,865
Gross permissible load for chassis including weight of driver and co-driver	1,820	1,840
Gross permissible load weight	3,610	3,705
Gross permissible front axle load	1,025	1,055
Gross permissible rear axle load	1,545	1,640
Gross permissible trailer load	1,680	1,780
Gross permissible weight of trailer	3,600	3,880

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1958?



**L 312**

with front-wheel drive



**LA 312**

with front-wheel drive

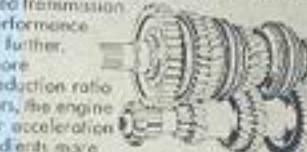
**LK 312**

with four-wheel drive

### Extra power thanks to a synchronized transmission

In its standard version, the L 312 is equipped with a 5-speed dog-shifting transmission. The optional installation of a fully-synchronized transmission improves the performance of the L 312 still further.

Thanks to the more advantageous reduction ratio in the lower gears, the engine boosts still better acceleration and masters gradients more effortlessly than ever. The generous overlapping of the 5 gearshift ranges, which is an indispensable factor in economic full-load and trailer operation makes it possible to adjust your driving to the most varying conditions, whilst gearshifting itself is effected smoothly and noiselessly. The fully-synchronized transmission makes for even greater safety particularly in the case of prolonged downhill driving. You can shift from one gear to another without any effort at any moment and every speed.



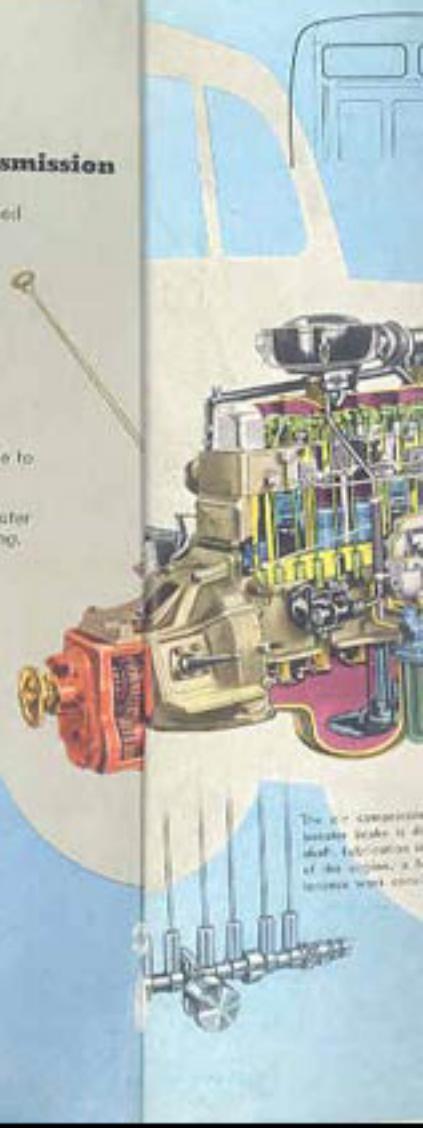
### **L 312 - designed for safety**

- The sturdy 110 HP four-stroke Diesel engine guarantees powerful acceleration.
- The fully-synchronized 5-speed transmission (optional extra) lends itself to smooth and safe gear-shifting.
- The Mercedes-Benz retarding ball-type steering helps you forget that you're driving a heavy-duty truck.
- 341 sq. m. of total braking area give you all the advantages of short braking distance.
- An additional highly-effective exhaust brake (extra) reduces braking safety (optional extra).
- The modern frame of U-section members is light - robust - flexible.



**LS 312**

with four-wheel drive



**AUTOLIT**

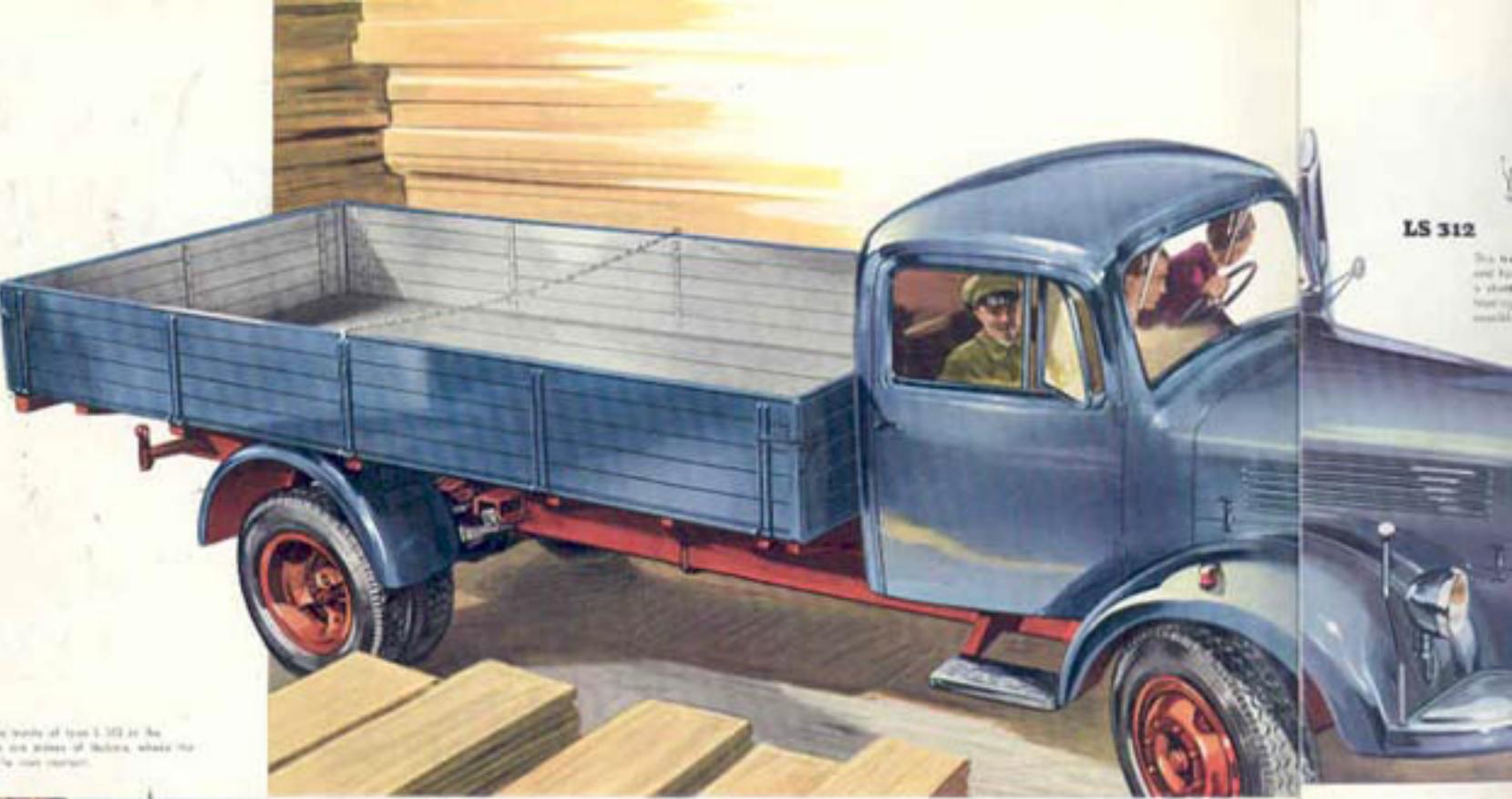


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TYPE  
L 312

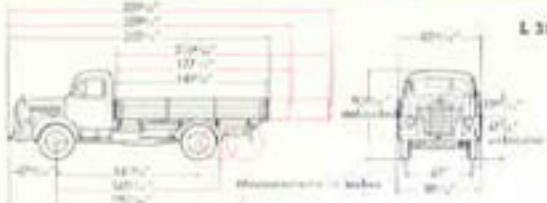


Mercedes-Benz truck of type L 312 at the  
quarries near the town of Salzburg, where the  
stone from a 30-ton crane is transported.



LS 312

See also page 10  
and page 11  
for details  
about  
these  
models.

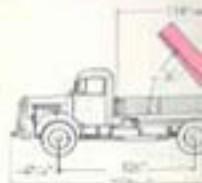


#### L 312 Weights and dimensions

##### Weights in kilograms

Chassis, ready to drive  
Gross weight of the chassis  
Gross weight of the chassis,  
allowing for a load  
of 1,000 kg.  
Allowable maximum load  
Allowable maximum load  
Max. permissible trailer load  
Max. permissible weight of cargo

	14' 11 1/2"	15' 9 1/2"	16' 9 1/2"
kg.	2,225	2,265	2,345
lb.	4,900	5,000	5,500
kg.	8,175	8,725	9,750
lb.	18,000	19,500	21,500
kg.	1,850	1,950	2,050
lb.	4,075	4,300	4,500
kg.	7,850	7,950	7,950
lb.	17,300	17,500	17,500



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**TYPE**

**LA 312**

**Eager to climb**

Thanks to the judiciously calculated all-wheel drive, the LA 312 masters even the steepest gradients.

1 in 1.8 (1:1.8)

1 in 3.4 (1:3.4)

**Climbing ability**

1 in 5.6 (1:5.6)

1 in 7.4 (1:7.4)

1 in 9.3 (1:9.3)

1 in 11.2 (1:11.2)

1 in 13.1 (1:13.1)

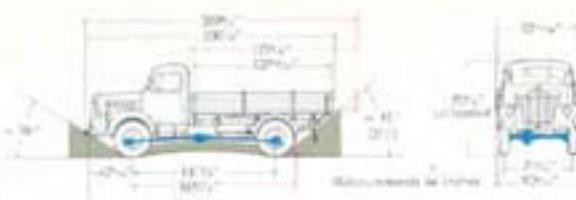
(\*) The figures in brackets refer to  
standardised transmission.



• Mercedes-Benz truck LA 312 fitted with  
four-wheel drive being tested with heavy loads  
in a quarry in North-West Africa.



**LA 312 Dimensions and weights**



**With a weight of:**

Driving ready to drive  
Driving weight of chassis  
Dry weight with engine  
Total weight (without trailer weight)  
Max. permissible trailer weight  
Max. permissible total weight  
Max. permissible trailer load  
Max. permissible weight of load

14 cwt	18 1/2 cwt	22 cwt
1,375	1,835	2,295
1,395	1,855	2,315
1,415	1,875	2,335
1,435	1,895	2,355
1,455	1,915	2,375
1,475	1,935	2,395



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**TYPE LAK 312**



**three-way tipper**

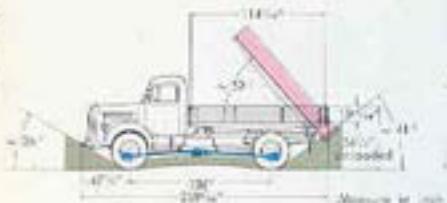
The extremely light body of the LA and LAK 312 is mounted with welded steel plates and can be tipped on three sides. The tipping mechanism – a multi-plunger pump which is mounted on ball bearings and functions hydraulically – can be easily controlled from the driver's cab.

**Smooth driving on rough ground**

The LA 312 with four-wheel drive can invariably be relied upon to provide satisfactory service even on extremely poor roads and under adverse weather conditions. The usual obstacles – whether they are gravel pits, forest glades, sandy paths or cross-country terrain – cannot deter this indomitable truck. It is at such times that the advantages of its light engine weight – and consequently of its low front axle load – make themselves felt, whilst the synchronized transmission ensures trouble-free driving. This ingenious construction and the smooth steering make the LA 312 a vehicle which is easy to control even when it is loaded to capacity. The driver's cab is flexibly mounted on three points in the frame; the doors open and close easily even if the sturdy frame is subjected to severe torsional forces. As a three-way dump truck with all-wheel drive, the LAK 312 is highly suitable for operation on building sites and in gravel pits. In addition to the outstanding qualities of the LA 312 – safety and economy of operation, dependability and manoeuvrability – the advantage of fast unloading must also be taken into account.



**LAK 312 Dimensions and weights**



Wheelbase	120"
Chassis, ready to drive	lb. 6,120
Tipping capacity of chassis	lb. 1,080
Net weight with driver	lb. 780
Max. permissible total weight	lb. 7,970
Max. permissible total weight loaded	lb. 8,550
Max. permissible total weight overload	lb. 13,070
Max. permissible total weight overload + driver	lb. 13,450
Max. permissible total weight of truck	lb. 16,680

**LAS 312 Dimensions and weights**



Wheelbase	120"
Chassis, ready to drive	lb. 6,120
Tipping capacity of chassis	lb. 1,080
Net weight with driver	lb. 780
Max. permissible total weight of chassis	lb. 7,970
Max. permissible total weight overload	lb. 13,070
Max. permissible total weight overload + driver	lb. 13,450
Max. permissible total weight of truck	lb. 16,680

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