



Mercedes-Benz

## LK/LAK 2220

Total weight 22 tons (48,510 lbs.)  
220 gr. HP/SAE



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## A robust heavy-duty truck chassis with two or three driven axles

If heavy and bulky goods have to be transported safely and economically to and from large building sites, from strip pits, quarries and gravel pits, the Mercedes-Benz heavy-duty truck chassis 2220 with a total weight of 22 tons will be used. The sturdy frame is extremely suitable for tipper superstructures, thus meeting the demands of the wide range

of bulk goods of all grain sizes that have to be transported on the road: two or three-way tippers in a steel-wood construction; flat trough three-way tippers or trough end tippers built either of steel and hardwood or allsteel, each equipped with driver's cab protection.



Due to its remarkable carrying capacity, this chassis can also be used for concrete mixers with a maximum capacity of 5 m<sup>3</sup> (211.06 cu. ft.)

A special export model of the chassis 2220 with a total weight of 26 tons (57,330 lbs.) is offered.

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This truck can also  
capacity of  
220 with a total



The time-tested Mercedes-Benz diesel engine OM 326 with an output of 220 gr. HP/SAE (200 PS/DIN) provides sufficient pulling power for this heavy-duty truck chassis.

The standard equipment of the LAK 2220 with three driven axles comprises a three-shaft transfer case which was only recently developed by the Daimler-Benz AG. When engaging the traction gear the transfer case between the two rear axles which is in operation when driving in the high range is blocked. This guarantees the excellent cross-country mobility of this heavy vehicle.

With the rear axle reduction of  $i = 7.35$  and the transfer case a minimum speed of 2.85 km/h can be achieved.



The front springs are 1,000 mm long. Both rear side springs are mounted to the frame in the spring center. The axle ends rest in guides on the rear axle. The rear axle suspension is designed in such a way as to give the springs at their central point a turning angle of 15 degrees to both sides. This relatively large movement of the two rear axles considerably improves the cross-country mobility.

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