



# LS-1418

Mercedes-Benz  
Diesel Trucks



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**The LS-1418, a maneuverable city tractor with Diesel economy.**

A city tractor leads a rough life. The pavement gets narrow and bumpy. Traffic is slow and congested. Every part of the truck is tested, stressed and strained. Some tractors don't make it, but the Mercedes-Benz LS-1418 lets you take the city in stride. The LS-1418 is full range rated, but designed and built for the special demands of urban transport.

The LS-1418 features the proven, high torque Mercedes-Benz OM 355/5 Diesel engine, and a ZF transmission with twelve Forward speeds to let you use that torque at maximum efficiency. It delivers top performance on downtown streets and suburban expressways at its rated 55,000 lbs. GVW.

The key to safe operation in the city is visibility, and the LS-1418 gives your driver a clear view. The windshield is wide and high. The hood is short and unobscured. The LS-1418's short BOC also makes it the perfect city tractor. Shorter than most, it can accept a forty-five foot trailer and not exceed fifty five feet overall length, making it ideal for intra-city transfer operations. Smooth positive response steering with variable hydraulic assist gives you the solid road feel you want with the quick maneuverability you need in unpredictable traffic.

In all ways the LS-1418 is a superior city tractor. It is engineered with a Class VII engine, transmission and axles to make it the class of Class VII city tractors.

When we made it tougher and more maneuverable than other city tractors, we didn't make it more expensive. The LS-1418 is competitive in Class VII, and what others sell as options, Mercedes-Benz offers as standard equipment. Bottom line: switchers with a gasoline foot now can switch to the Diesel powered LS-1418 and have their fuel bills, and since the Diesel does not require conventional tune-ups, downtime and maintenance costs are reduced.

The Mercedes-Benz LS-1418 Diesel economy is a tough, street smart city tractor.



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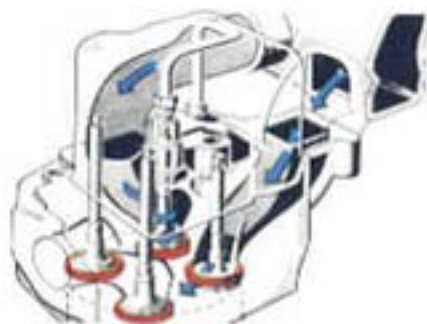
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This is the proven GM 355/5 Diesel, a low rpm in-line 5-cylinder engine featuring 455 lbs./ft. of torque. You get all the exceptional economy and service life today's rising costs demand.

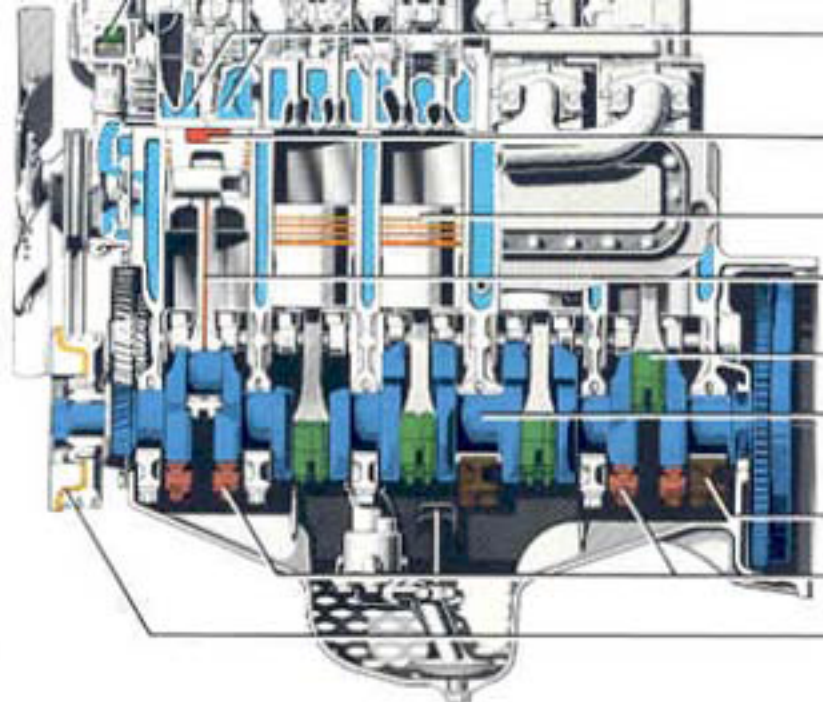
Like most people, trucks have trouble breathing close city air, so the GM 355/5 Diesel has two intake and two exhaust valves on each cylinder for efficient breathing and better heat control.

The engine is also designed to resist wear. At 55 mph, it runs at less than 2,000 rpm, and where most big V-8s make do with five main bearings, the bottom end of the in-line 5 has been buttressed with six. The thrust and rear maines . . . and all the connecting rods . . . are then double-bolted.

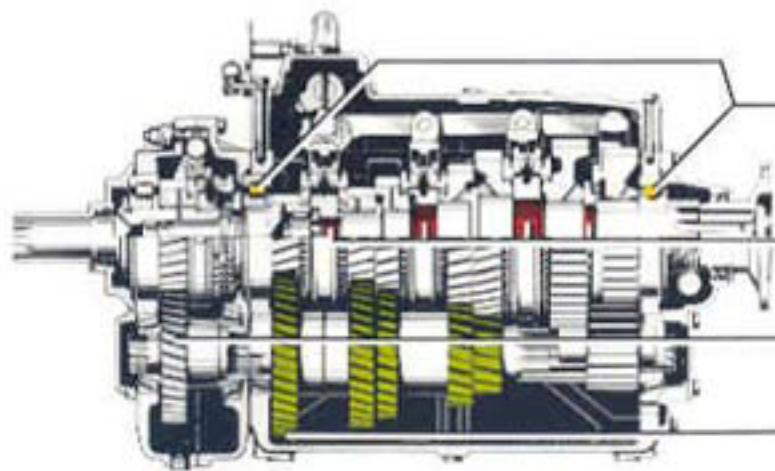
More than anything else, you want a tractor that stays on the job. Total operating economy is the reason Mercedes-Benz developed the first Diesel-powered truck almost sixty years ago. With no electrical ignition system, no carburetor, no spark plugs, and no distributor the Diesel never needs a traditional tune-up, and if you don't have an ignition system, it can't fail. Finally, the switch from gasoline to Diesel should halve your fuel bills.



Individual cylinder heads and pistons fit snugly for lower oil seal run-in time. Thrust and rear maines double-bolted.



- Heavy-duty injection nozzles are surrounded by cooling water jackets for long service life.
- Low thermal stress on pistons, through time-delayed combustion occurring in cylindrical-shaped piston cavity.
- 4-Ring piston design controls oil consumption and compression effectively.
- Pressure lubrication is supplied to wrist pins and cylinder walls through rifle drilled connecting rods.
- Ball bearings are double-bolted for strength and rigidity.
- Forged steel crankshaft with induction-hardened pins and journals is bedded in six steel-backed multi-layer bearings for longer engine life and smoother operation.
- Main bearing caps double-bolted at thrust and at rear bearings.
- Precise crankshaft balance is provided by use of special bolted-on counterweights.
- Smooth running engine uses rubber-type vibration damper on crankshaft to reduce wear on bearings.



- Standard equipment on the 2D-1419. The constant mesh 2D is gear synchronized with front-mounted splines.
- Both caged roller and ball bearings support mainshaft at front and rear, assuring proper gear alignment.
- Low friction caged needle bearings rather than bronze bushings contribute to smooth operation and long service life.
- The 2D splitter is air actuated, so the driver can pre-select shifts, smoothly and quickly.
- Quiet operation and distribution of load over several teeth is provided by helically cut teeth on gears 2 through 6.

A fully synchronized transmission is available.

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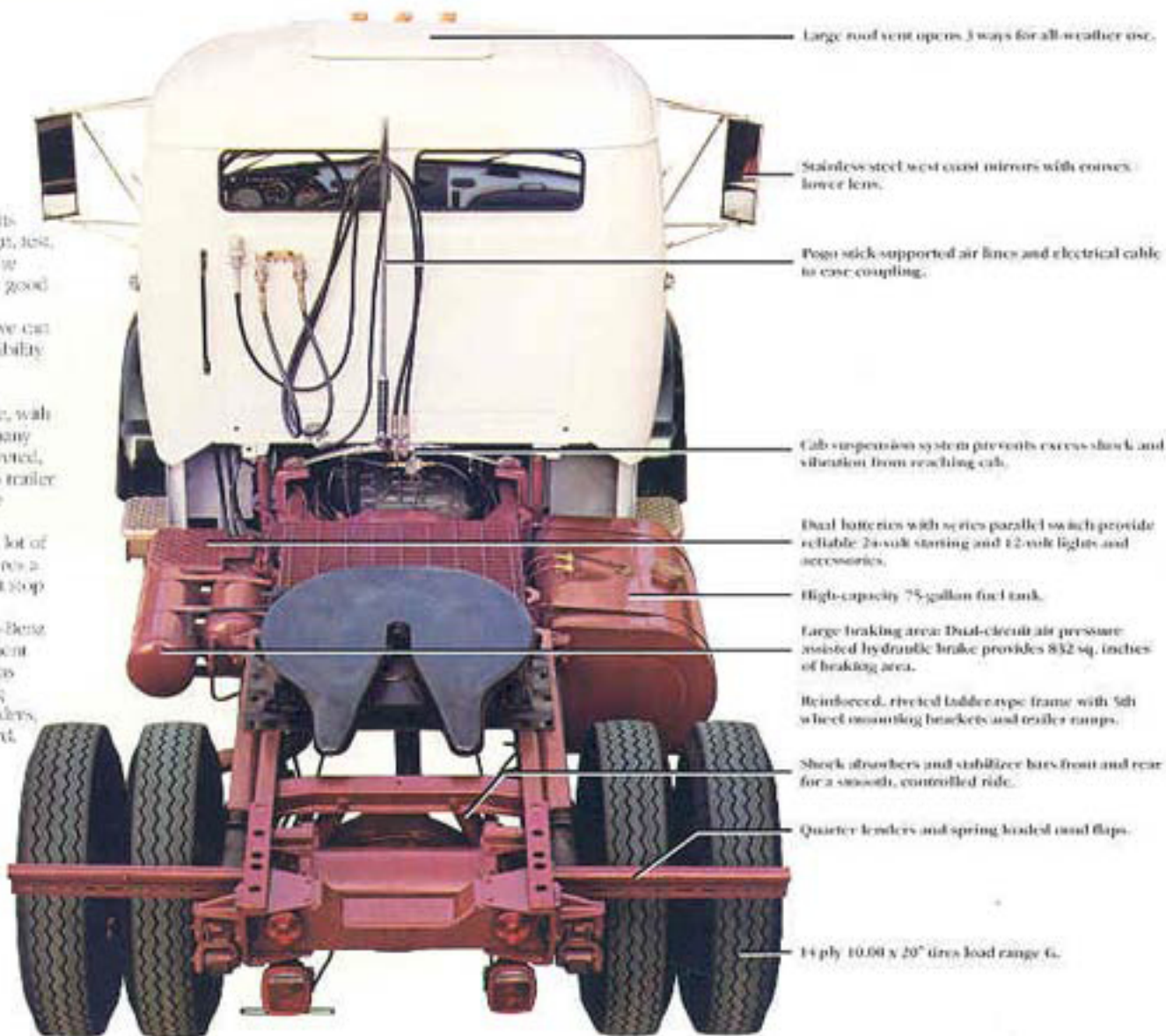
## Chassis

Mercedes-Benz knows just how well its trucks will perform because we design, test, build, and warrant them ourselves. The chassis of our LS-1418 city tractor is a good example. Because we control the manufacture of all the various parts, we can provide superior component compatibility for tighter, tougher performance.

In fact, the chassis was designed specifically for the high torque engine, with extra toughness built in, to provide many years of reliable performance. The riveted, reinforced, ladder-type frame features trailer ramps, and mounting brackets for the optional 5th wheel.

Since working in the city means a lot of stop-and-go driving, the LS-1418 features a large 75-gallon fuel tank, so you won't stop as often for fuel.

Finally, because this is a Mercedes-Benz tractor, you'll find as standard equipment items other manufacturers offer only as options, or not at all. Items like spring loaded mud flaps, Kotex quarter fenders, and a Velvac pogo stick are all standard.



Large roof vent opens 3 ways for all-weather use.

Stainless steel west coast mirrors with convex lower lens.

Pogo stick-supported air lines and electrical cable to ease coupling.

Cab suspension system prevents excess shock and vibration from reaching cab.

Dual batteries with series parallel switch provide reliable 24-volt starting and 12-volt lights and accessories.

High-capacity 75-gallon fuel tank.

Large braking area: Dual-circuit air pressure-assisted hydraulic brake provides 832 sq. inches of braking area.

Reinforced, riveted ladder-type frame with 5th wheel mounting brackets and trailer ramps.

Shock absorbers and stabilizer bars front and rear for a smooth, controlled ride.

Quarter fenders and spring loaded mud flaps.

14 ply 10.00 x 20" tires load range G.

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