

Mercedes-Benz

L/LK/LS 1924

Heavy-duty two-axle chassis

19 tons perm. GVW, 38 tons perm. GCW

177 kW (240 hp/DIN) Mercedes-Benz direct injection engine



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With us, nothing is left up to chance.



With us, everything is planned, thought through, tried out, and tested. With simulators, in cold chambers, on vibration stands. Then comes the testing in the field: day after day, month after month the trucks travel through the open country, on highways and on difficult mountain roads. In addition, all trucks are subjected to a relentless endurance test at the factory's own testing grounds. Through water passages, across marshlands, on paved roads, on slopes with up to 60% gradient, over deep ruts. But that is still not good enough for us.

We take the test vehicle apart down to the last screw, we inspect every single part, and then we start all over. If the truck has endured it all, then it is ready for production. Now we are confident that this truck has earned its star.



The range.

L 1924, dropside chassis.
Wheelbase 5200 mm.
Recommended platform
length 6000 mm. Payload
and body allowance
12 735 kg.



LK 1924, wheelbase
4900 mm. Chassis for tipper
body. Payload and body
allowance 12 875 kg.

LS 1924, tractive unit
Wheelbase 5600 mm. Perm.
9th-wheel load incl. weight
of spare wheel and semi-
trailer coupling 12 875 kg.
Perm. gross combination
weight 35 000 kg.



LK 1924, wheelbase
4900 mm. Chassis for tipper
body. Payload and body
allowance 12 875 kg.

LS 1924, tractive unit
Wheelbase 4200 mm. Perm.
9th-wheel load incl. weight
of spare wheel and semi-
trailer coupling 12 775 kg.
Perm. gross combination
weight 35 000 kg.



Dropside and semitrailer, 177 kW (240 hp DIN) engine.

These dropside and semitrailers are among the heaviest-duty and highest-performance two-axle vehicles in the Mercedes-Benz range. Because of their high payload these vehicles are extremely economical. Other characteristics typical of Mercedes-Benz vehicles are their excellent driving qualities, their economical diesel engines, the comfort of the driver, their durability, and their robust construction designed for long service-life.

Tipper-chassis with 177 kW (240 hp DIN) engine.

Work on the construction site is hard. Everything depends on a trouble-free transport. Mercedes-Benz tippers keep operations at the construction site going. Material and equipment are delivered on time, rubble is removed according to schedule. The LK 1924 tipper is built to meet the challenge of these tasks. A sturdy construction and a high ground-clearance ensure that there will be no accidental stoppages even on the most difficult terrain.



The high-performance and robust drive train.

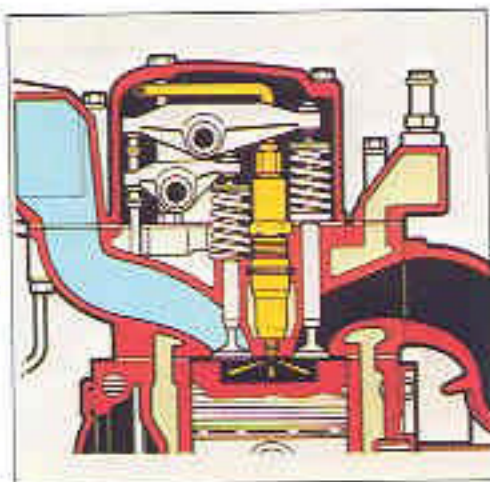
The powerful water-cooled Mercedes-Benz 177 kW (240 hp/DIN) diesel engine.

Special features.

Individual cylinder heads.
Two intake and two exhaust valves per cylinder. Seat rings and armoured seats on both intake and exhaust valves.
Drop-forged crankshaft with hardened bearing surfaces. Seven main bearings.
Multi-layered crankshaft and connecting-rod bearings with steel-backed shells.
Double thermostat for constant cooling-water temperature. Full-flow oil filter, oil and water heat exchanger. Large oil filter in main oil circuit.
Maintenance-free injection pump connected to engine lubrication system. This direct injection engine is characterized by low fuel consumption, low in smoke combustion, reduced emission of pollutants, and excellent starting characteristics. The proverbial long service life of our engines is attributable in no small measure to the advantages of their water-cooling system.

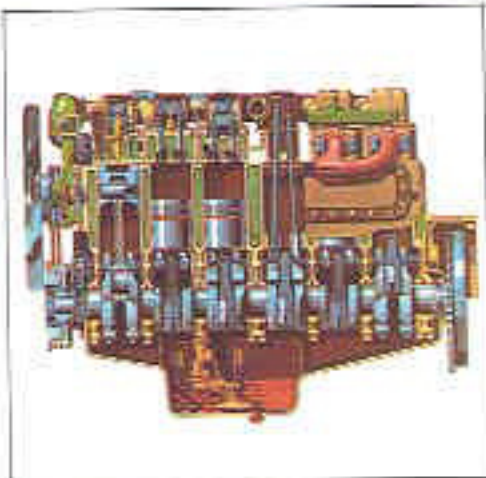
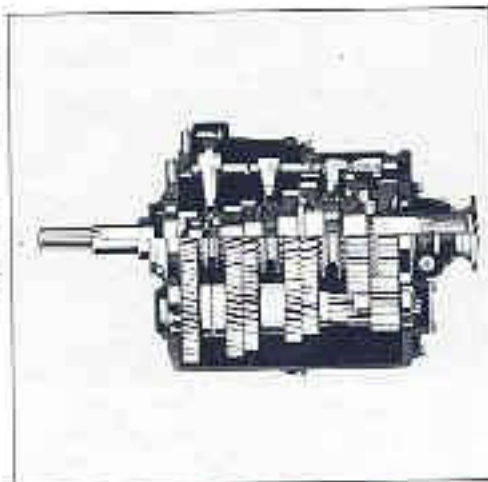
Water cools more uniformly.

For this reason, damage to the engine due to variations in temperature is virtually precluded. Water-cooled engines can be subjected to higher loads since water cools more intensively at those points which are under high thermal stress.

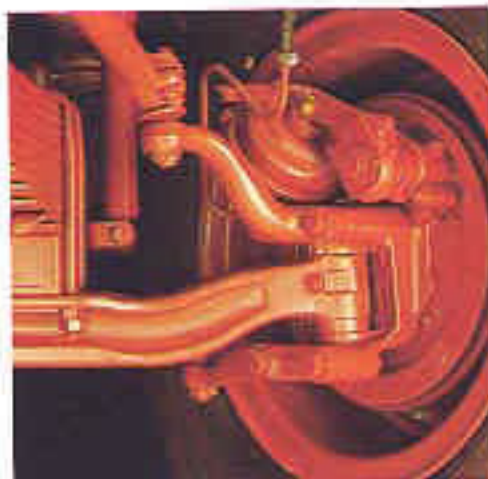


Operation of the direct injection system. At the intake stroke of the piston, the inducted air is given a strong rotational impulse around the cylinder axis by the special shape of the intake port. The air flow from the other port acts as a tangential flow, assisting the rotational motion. At the compression stroke, the air is driven into the piston cavity, and swirl is increased. The fuel is injected into the turbulent air thus ensuring a thorough mixing of fuel and air, and, therefore, a uniform combustion.

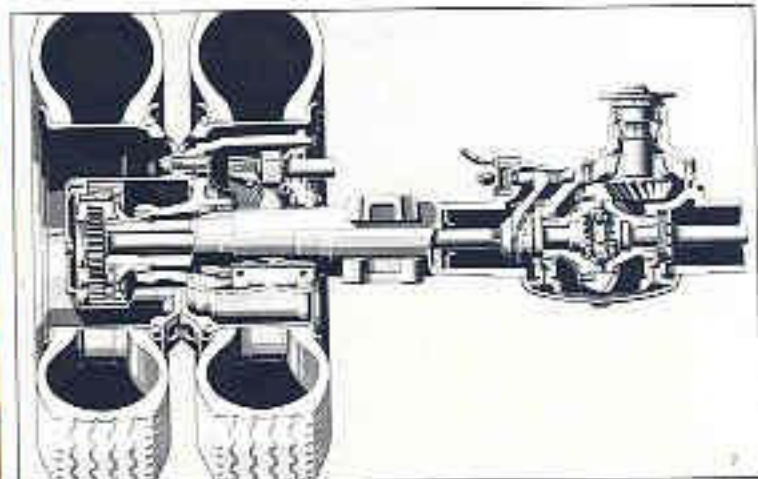
Six-speed constant-mesh gearbox ZF AK 8-90. Well matched to the engine, speed and performance. Precise, smooth gear-shifting. Efficient and economical driving. Powerful reverse gear designed as a fully operational working gear. Available on request: splitter box in addition to main gearbox, resulting in a total of 12 forward gears and permitting a fuller use of engine power under all work conditions.



Knuckleeye axle. This axle was built for a carrying capacity of 6600 kg. The thrust bearings on the steering knuckle are protected by sealing rings which prevent dirt from penetrating. The wheel bearing can be adjusted very easily by means of a special lock nut.



Planetary-gear hub-reduction axle. The Mercedes-Benz planetary rear axle with five planet pinions is the most modern type of power transmission with low bulk volume.



Chassis for highest performance in transport.

The backbone of a durable truck is a sturdy-but frame. The longitudinal "I-beam" frame members are strongest at the points where they must bear the heaviest load.



Our tipper chassis can take a lot of punishment.

The heavy-duty 1924 series Mercedes-Benz tippers are hard to beat. They have to be because you don't work with kid gloves at the construction site, and the excavating machine's shovel does not measure out by the ounce or by the pound. Not to mention the rough terrain on which these vehicles have to operate.

These difficult conditions with their varied tasks demand robust and powerful vehicles. Even when laden to the limit the 1924 series Mercedes-Benz tippers never give in. That is why more and more Mercedes-Benz tippers can be seen at construction sites or in quarries. There is no better proof for their quality.

The robust framework.

The sturdy channel-section side members are riveted to the cross members, forming a frame that is resistant to bending and torsionally flexible. The front cross member is equipped with a coupling jaw and a coupling pin. The engine/transmission block rests on sound-dampening rubber mounts.

Safe brakes.

Three independent braking systems provide a maximum degree of safety, safety for the driver, the vehicle, and its cargo. Even under the most severe conditions the vehicle retains its full braking power, and remains under control in all circumstances.

A special double frame (with angle-brackets for attaching the fifth-wheel coupling plate unit) increases the resistance to bending, ensures an even distribution of the load on the chassis frame, and eliminates the need for an auxiliary frame.



Maximum carrying capacity with every type of superstructure.

Due to the distinctive design of the extraordinarily rugged ladder-type frame, any type of superstructure can be mounted on it. The large loading area makes it possible to utilize fully the high bearing capacity of the 1924 even with a light cargo.

Semitrailer tractors.

Mercedes-Benz engineers leave nothing to chance, in particular where driving safety is involved. That is why Mercedes-Benz semitrailer tractors are not merely shortened dropside truck chassis: their frame, suspension and braking systems were designed and tested for their intended use right from the beginning. That is why Mercedes-Benz 1924 series semitrailer tractors can be found whenever maximum carrying capacity is required.