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Mercedes-Benz Diesel Trucks

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Why Mercedes-Benz is the world's largest diesel truck manufacturer.

In 1896, the world's first truck rolled through the streets of Stuttgart, West Germany.

It had 10 horsepower, a top speed of 8 mph, and a carrying



The world's first truck—1896. Built by Gottlieb Daimler, it sported unrestricted load space and fresh air ventilation.

capacity of 11,000 pounds. And it was built by Gottlieb Daimler, one of the founders of Mercedes-Benz.

Since then, Mercedes-Benz has sold more than 1,000,000 trucks in 163 countries, including history's first diesel truck in 1923.

In those seventy-five years of building trucks we've never forgotten one basic principle:

a truck is an integral unit, not merely an assemblage of parts. So you'll never find somebody else's engine or transmission, or axle, in a Mercedes-Benz.

Every major component is engineered, tested and built by Mercedes-Benz. Because that's the only way we can be sure they'll all work together for maximum efficiency—and minimum maintenance.

10 city miles to the gallon

The engine in every Mercedes-Benz truck is a diesel. Because it's a diesel, it has no points or plugs or distributor. In fact, once the engine is started it doesn't need an electrical system—one of the major causes of downtime.

But there's more than just maintenance savings to our diesel engine. The Mercedes-Benz direct injection system eliminates problems associated with carburetors.

Instead, a metering device injects a precise amount of fuel into each cylinder. It's so efficient, a 24,000-pound GVW Mercedes-Benz truck will average over ten miles to the gallon—in city traffic.

And fuel is burned so completely it doesn't even need an anti-pollution device. In fact, diesel-powered

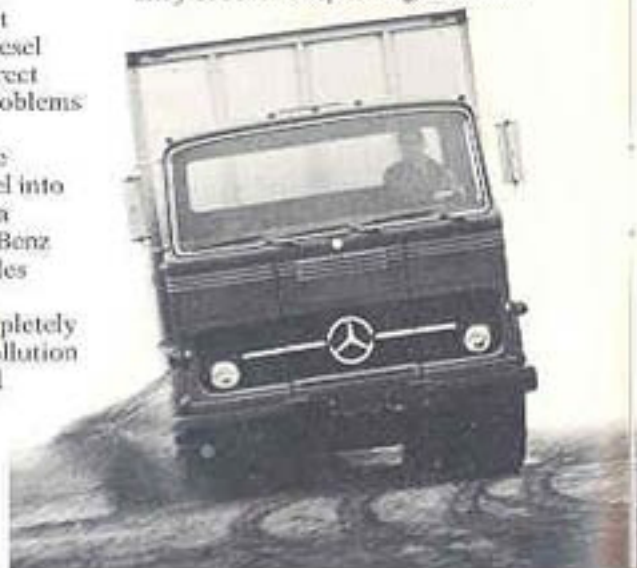
Mercedes-Benz vehicles operate in mines, under the strictest air pollution regulations imaginable.

Handling that some sedans would envy

Mercedes-Benz trucks are engineered to be as roadworthy as they are economical and tough.

A torsion bar stabilizer on the front axle controls sway. Extra length springs and shock absorbers tuned to the chassis design, reduce pitching.

The optional recirculating-ball power steering provides assist progressively, to maintain road "feel." And the steering is designed to allow a locking angle of 48°, for a turning radius that would be the envy of some six-passenger sedans.



1924

"The more you drive it, the more you realize how important Mercedes-Benz considers the driver."

Walter Dembsick, Jr.,
Driver, Wells Auto Heat

"The mechanic at our shop said it was the best piece of equipment we owned. But I didn't like the Mercedes-Benz at first.

"It handled and pulled beautifully with a full load of oil, but everything in the cab seemed different from what I was used to. Then, after a few days, I noticed something else. I wasn't coming home as tired, probably because I

wasn't getting bounced around all day.

"In fact, the more you drive it, the more you realize how important Mercedes-Benz considers the driver. Things like the adjustable seats, the special shock absorbers for the cab, even the way the controls are arranged. They all add up."

The Mercedes-Benz 1924 is a 42,000-pound GVW truck designed

for demanding stop-and-go service like garbage collection and fuel oil delivery. Like every Mercedes-Benz, its operating costs will keep you as happy as your drivers.

The engine is a 707-cubic-inch diesel that gets 7 miles out of every gallon. It has no points or plugs to maintain. And there's even a special exhaust brake that can stretch lining life up to 30 percent.



"With a full load, you really appreciate what that sway bar they have does for cornering."

1621

"I don't know how they can build so much quality into a truck and still sell it at a competitive price."

Albert Hackett,
Vice President, Hackett Motor Express Inc.

"The 1621 tractor is our newest Mercedes-Benz, and like our other six, it's really something," says Albert Hackett.

"They build the cab so well I can't imagine it ever rattling. Just slam a door and you can tell how well it's made. And the interior is finished like a car, not a truck.

"Really, I don't know how they can build so much quality into a truck and still sell it at a competitive price.

"Another thing we've noticed about Mercedes-Benz trucks is the way they've standardized them. That sounds rather basic, but you can order ten trucks, of the same model, from one manufacturer, and find no two are exactly alike. But that's not the case with Mercedes-Benz. So we're able to reduce our parts inventory for them to a bare minimum."

The 1621 is an intermediate size truck suited to a variety of

applications. In the 165-inch-wheelbase version, the 1621 can be used as a straight truck with a garbage or fuel oil delivery body. While the 142-inch-wheelbase model makes a highly efficient over-the-road tractor.

Whichever configuration is best for your application, you'll appreciate the way Mercedes-Benz has standardized parts—and quality.



Gauges and warning lights are arranged and labeled to be read in an eye blink.

Another bit of "human" engineering. A roof ventilator.



1317/1319

"Outside of regular maintenance, I haven't spent a dime."

Gabe Borsellino,
President, Gem Truck Rentals Inc.

"In leasing," explains Gabe Borsellino, "the difference between making money and losing money is repair costs. It's as simple as that."

"I've had five Mercedes-Benz trucks out on lease for the past year. Outside of regular maintenance, I haven't spent a dime. No repairs. And no road failures. In fact, I

figure the 1317 costs me just 1.3 cents a mile for parts and labor."

The 1317 is a 28,000-lb. GVW, cab-over-engine truck. It's designed for in-city service.

And engineered to stay out of the repair shop.

Like every Mercedes-Benz truck, the 1317 is powered by a

direct-injection diesel engine. An engine equally adept in expressway service or in snarled city traffic.

And like every Mercedes-Benz, each major component on the 1317 is designed, built and tested by Mercedes-Benz. To make sure they work together at optimum efficiency, with minimum maintenance.



Instead of fuses, circuit breakers are conveniently positioned on the dashboard.



Seats are upholstered with natural fibers and hand-tied springs to resist sagging indefinitely.

1113

"I can't imagine worse conditions for a truck," says Joe Georges. "Our Mercedes-Benz trucks make thirty deliveries a day in downtown New York traffic, and we get 11 miles per gallon. Amazing."

"Even more impressive is the way our Mercedes-Benz 1113s keep delivering that economy, mile after mile. Everything else we've tried started off at six or eight miles per gallon—and fell off to five or six within a year."

But fuel economy is just one of

the reasons the Mercedes-Benz 1113 is so well suited to pickup and delivery service.

Although the 1113 is a 24,000-pound GVW truck, the 126" wheelbase version has a turning radius of just 21 feet. So it can maneuver through traffic and narrow side streets almost as nimbly as a car.

To help the driver spot traffic, the windshield contains more than 2,325 square inches of glass and three windshield wipers.

And to isolate him from the bumps and potholes of city streets, the entire cab rides on its own suspension system.

As Joe Georges sums it up, "I hate to think about all the hours I've wasted talking with people about designing the ideal city delivery truck. Now, it's no longer a problem. When someone asks me how I'd build such a vehicle I just point to the Mercedes-Benz and invite him to go have a look."

"Thirty deliveries a day in downtown New York traffic, and we get 11 miles per gallon. Amazing."

Joseph Georges

Vice President, Towers Transportation Inc.



"I've had trucks held up for months waiting for parts," says Georges. "But I called Mercedes-Benz for a new bumper and they asked how many I wanted."

508

The only diesel step van you can buy with all major components from one manufacturer.

There are several step vans on the market. A few even offer a diesel engine option. But the new Mercedes-Benz 508 is something different. It's the only one you can buy with all major components from one manufacturer.

That means the engine, clutch, gearbox and rear axle are designed to complement each other, and work as a unit. And it means maximum efficiency, because nothing is

overmatched or undermatched to anything else.

The 508 is equipped with a 231-cubic-inch diesel that gets over 15 city miles to the gallon. It has a GVW of 10,580 pounds and a turning radius of 20 feet—the tightest of any comparable truck on the market. So it's ideal for delivering laundry, newspapers, baked goods, milk, produce—or any application that demands economical stop-and-go

operation.

You can order the 508 as a chassis only, or equipped with an aluminum body manufactured by the J. E. B. Olson Corporation.

And you have a choice of two wheelbases, 116 and 138 inches. Whatever one is best for your business, you'll find the Mercedes-Benz 508 is as kind to your balance sheet as it is to your drivers—and your mechanics.



Heart of the 508 is this economical 231-cubic-inch diesel designed and built by Mercedes-Benz.

Standard equipment—two heavy-duty 12-volt batteries.

