

Mercedes-Benz

# L/LA/LS/LK/LAK 1513

## Two-axle chassis

for a permissible gross vehicle weight of 14.8 tonnes  
21.6 tonnes permissible gross combination weight  
96 kw (130 DIN/hp) or 124 kw (168 DIN/hp)



# Quality standards which generate all-round excellence.



Mercedes-Benz commercial vehicles are used all over the world. Whether in Africa, Asia or America, they cope with the most arduous operating and climatic conditions, and do their job reliably, day-in day-out.

It is their reliability and sturdiness that make Mercedes-Benz trucks so successful. These, and many other outstanding qualities, are not a matter of chance. Rather, they are the result of a philosophy that has made Mercedes-Benz one of the world's most significant commercial vehicle manufacturers, namely that it is only top quality that can totally satisfy customers. Based on this philosophy, Mercedes-Benz manufactures vehicles which come up to a high standard of technical excellence.

This is only possible through the utilisation of all the technical know-how Mercedes-Benz has gained in decades of commercial vehicle manufacture. In addition to this, every newly designed truck has to

pass demanding quality tests at all stages of development. Tests are made on the road simulator, in cold and noise chambers, and on the road, where hundreds of thousands of kilometres are covered in practical operation, on rough tracks and torture tracks, in all kinds of weather. It is only after all the tests have been passed without fault, and after the analysis of test results has verified the quality standards set by Mercedes-Benz, that a newly designed vehicle is released for production.

A large amount of time and effort is invested in achieving top quality and technical excellence. But this is justified when it concerns a commercial vehicle that has to do its job reliably for many years.

# Modern engineering – traditional quality.



The frames for dropside and dump trucks are made of sturdy U-section longitudinal members to which cross-members are riveted to give high torsional flexibility. The front cross-member takes the coupling jaw and pin. The rear cross-member can be fitted with a trailer coupling. Engine and gearbox are suspended on rubber vibration dampers. The special double frame of the semitrailer tractors is reinforced by L-shaped longitudinal members. This considerably improves torsional resistance.

The front axle, a forged knuckle-yoke axle, has been designed for maximum stability at a low dead weight, to give high payload capacity. The suspension comprises long leaf springs and telescopic shock absorbers fitted well to the outer sides. Stabiliser with maintenance-free articulated rod.

Rear axle with sturdily dimensioned box-profile housing. Suspension: large leaf springs with progressively acting helper springs, so that spring action adjusts to any given load. Telescopic shock absorbers and stabiliser are optional for the L and LA versions.

Three independent brake systems: service brake, parking brake and (optional) exhaust brake. Large total brake surface – 3204 cm<sup>2</sup>, 15 mm thick linings. This affords a high degree of safety, whatever the situation. Hydraulic service brake with compressed-air assistance, single-line trailer brake connection optional. LS version: load-dependent rear wheel brake power control. Lever-type parking brake acting on the rear wheels. The exhaust brake is compressed air operated; it can also be combined with the service brake.

The Mercedes-Benz recirculating ball steering with automatic re-adjustment is effortless to control and affords safe track-holding.

Optional extra: Mercedes-Benz LS 5 power steering.

Turning circle diameters, in metres:

Wheelbase, mm	3600	4200	4830
LK	13.6	15.4	–
L	13.6	15.4	17.8
LS	13.6	–	–
LA	18.3	18.6	–
LAK	18.3	18.6	–



# Safety and comfort – the Mercedes-Benz driver's cab.



The driver has to concentrate on his work the whole time. The constantly changing traffic situation means that the driver must not be distracted in any way because he bears great responsibility – for himself, the load and other road users. This is why the standard Mercedes-Benz driver's cab is equipped with numerous detail features which make the driver's job a lot easier.

The seat is anatomically correctly shaped and upholstered, and can be individually adjusted. The instruments are clearly arranged, the controls are well within reach, and the all-round view is excellent, so that even the inexperienced can drive the vehicles without problems.

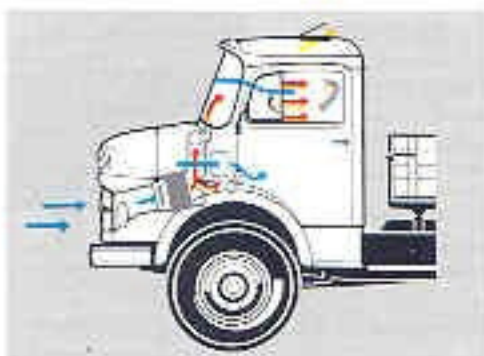
The warm-water heating system makes it possible to finely adjust and evenly maintain temperatures inside the cab. Separate air flow control towards windscreen and leg-room. Blower for air supply when driving slowly, or when stationary. Ample fresh-air supply through ram-air inlets, crank-operated windows, quarterlights, and the roof vent.

The three-blade two-stage wipers with screen washer keep 73% of the windscreen clean.

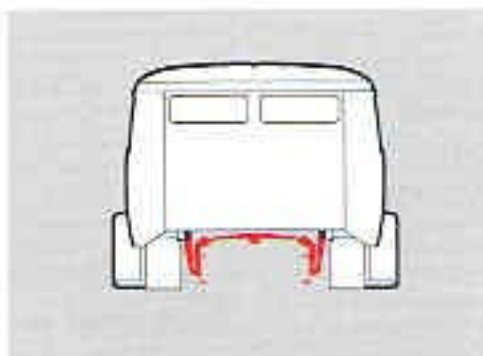
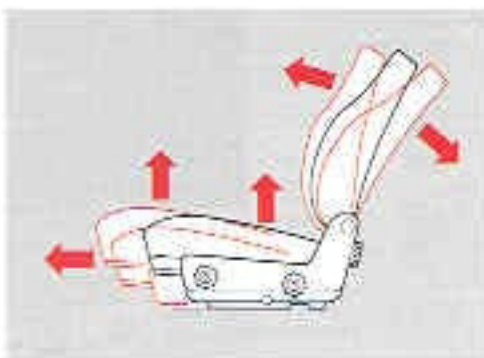
Interior linings are washable, so that the cab interior can easily be kept clean.

Further cab appointments: non-vibrating exterior mirror, two padded sun-visors, recessed inner door handles, large storage compartment, two ashtrays, two clothes hooks; rotating button for manually adjusting the ram-air inlets; electrical fuses all fitted in a central compartment which is easily accessible from inside the driver's cab.

Heating and ventilation have been designed so as to provide pleasant interior temperatures.



The driver's seat can be finely adjusted for reach, height and take, also on the move under load. The seat squab and backrest are anatomically correctly contoured.



Only a minimum amount of vibration is transmitted from the vehicle to the cab, because the cab is suspended on two large rubber bearings at the front and long leaf springs with two shock absorbers at the rear.