



## Technical data

Mercedes-Benz  
dropsiders

13 tonnes perm.  
gross vehicle weight

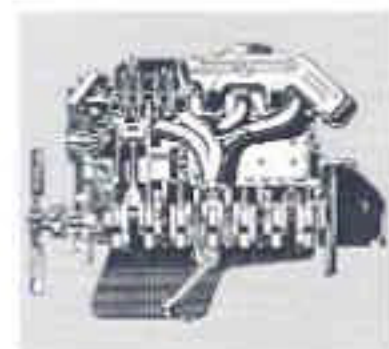
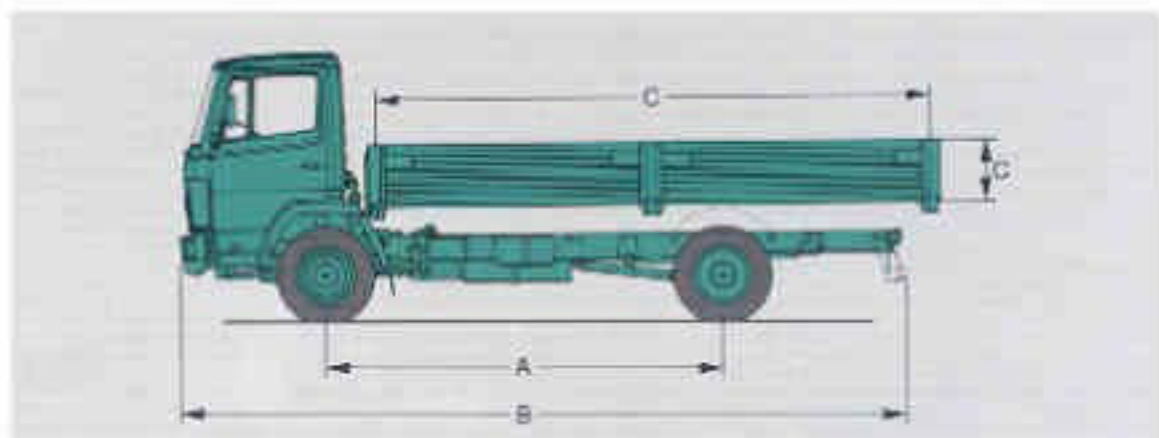
21 tonnes perm.  
gross combination weight

1314

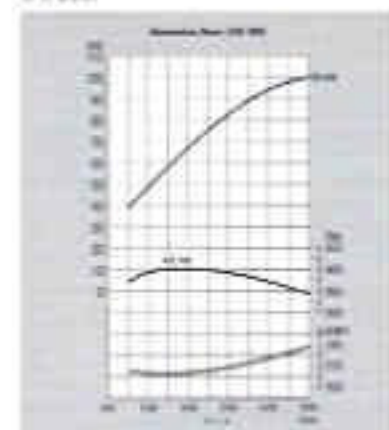


# The 1314 with 100 kW (136 hp) engine.

A dropsider with a maximum permissible gross vehicle weight of 13 tonnes which carries a payload of up to 8.6 tonnes. Therefore this vehicle is very suitable for special-purpose bodies. The low platform ensures problem-free loading and unloading. Very manoeuvrable thanks to the standard power steering. With this comfortable driver's cab an ideal vehicle for solo operation.



Millions of kilometers of road testing have proved the stamina of the new GM 206.



The new engine generation achieves maximum torque at as low as 1400 rpm.



Mercedes-Benz 5-speed synchromesh gearbox (1314).

Measurements	with standard cab	with standard cab	with standard cab
A Wheelbase	1640 mm	4100 mm	4840 mm
B Chassis length to frame end	6000 mm	7500 mm	8000 mm
C Recommended body measurements in mm	5200 x 2430 x 500	6200 x 2430 x 500	7200 x 2430 x 500
Turning circle	13.70 m	15.30 m	17.22 m

Chassis weights in kg	with standard cab	with standard cab	with standard cab
Chassis with cab, tires and spare wheel	7465	5770	3775
Payload + body	9335	9270	9225
Front axle load	4400	4400	4400
Rear axle load	9200	9000	9200
perm. GVW	13000	13000	13000
perm. GCW	21000	21000	21000

Mercedes-Benz diesel engine	
Type	Mercedes-Benz GM 206
Cylinders	6
Bore x stroke	87.5 x 113 mm
Displacement	5958 cm <sup>3</sup>
Output	100 kW (136 hp) at 2000/min
Max. torque	400 Nm (41 kgm) at 1400 - 1600/min
Stroke order	2-1-4
Three-phase generator	25 V/30 A

Max. climbing ability at 1000 m above sea level (1 Ton per at maximum torque and with a perm. GVW of 13.1)	20 %	Max. speed at max. engine speed	94 km/h
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Climbing ability with trailer with a perm. GCW of 21 t	17 %	Optional	Rear axle ratio 4.3/5.7/4.7/5.857 Differential lock
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For vehicles with the Mercedes-Benz chassis, the data for chassis weight, unladen weight and payload given in 200 kg increments.

The output given in kW and hp (kW x 1.36 = hp) is a factory standard. It is effectively available in the clutch by closing the vehicle. As any other power consumption has already been included. The data given in brackets (kW x 1.36 = hp) are factory standard. They have been rounded off to the nearest unit.



# Top class engineering and design.

## The vehicle.

This weight category completes the new range of 6.5 to 13 tonne max. perm. GVW vehicles. Vehicles which are carefully designed for economy and high performance and are therefore equally attractive for both operators and drivers. Developed with the knowledge of the problems involved and in constant consultation with drivers and operators. With improved drive train and recently developed low-consumption engines. Requires very little maintenance and the long life of all the parts minimizes operation costs and makes for an extremely economical vehicle.



## The cab.

The tilting cab of the new 6.5-13 tonne trucks has been designed to the latest ergonomic standards. All controls are clearly laid out and easy to reach and the non-dazzle instruments are well within the driver's field of vision. The seats can be adjusted to find the ideal driving position. Two cab versions are

available: the standard cab and the long cab. Two bunks are standard in the long cab and an additional bunk or a bench seat can be fitted optionally. The cab can be tilted forward and locked easily and safely.



available. For inspections etc., it is raised by tilting coils giving easy access to the engine.

Designed to the latest ergonomic standards. The ideal work-place for effortless driving.



## The engine.

The new engines in the 6.5 to 13 tonners are more economical and less harmful to the environment. Reductions in fuel consumption and exhaust emission and an increase in max. torque at the same time make these engines stand out from the rest. A guarantee for longer life: 2000 hours on the testbed and over 5 million kilometres of road testing have proved the stamina of these engines.



The green zone, always in view, is an important aid to economical driving.



The new Simplex wedge brakes and integral parking brake. Self-adjusting.

## The brakes.

The twin-circuit compressed air braking system is an innovation in this weight category. It is equipped with Simplex wedge brakes and an integral parking brake. The brake shoes are self-adjusting by means of the wedge mechanism. The brake system is simple and requires very little maintenance.

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