

Technical data

1933 S

Mercedes-Benz  
Tractor unit  
19 tonnes GVW  
38 tonnes GCW



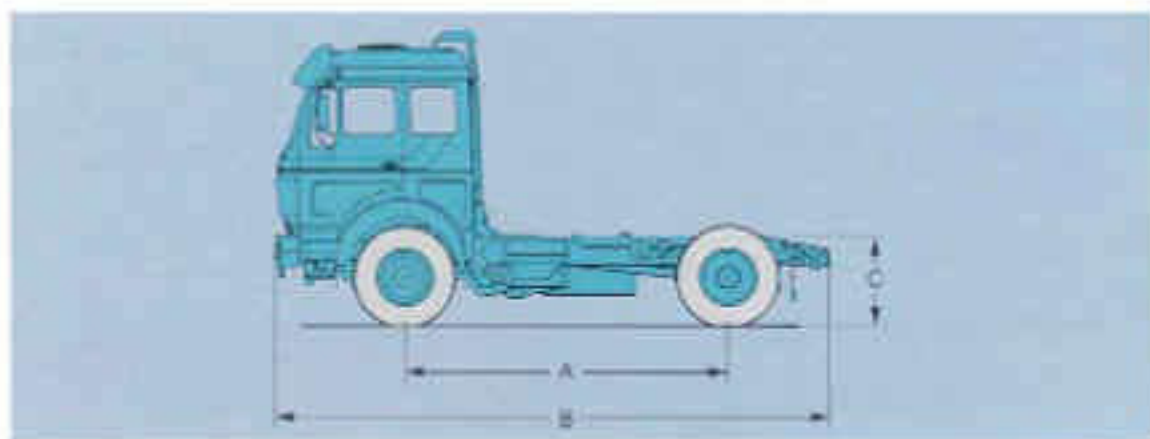
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# The 1933 S – 243 kw (330 hp).

The Mercedes-Benz 1933 S is an economical tractor unit for long-distance haulage. Its large-volume turbocharged V-8 engine is characterised by high torque through a wide range of engine speeds, and excellent accelerating power. It is available with the extra-large cab, or with the familiar L or M cab. The right version for any type of operation.



Large-volume V-8 engine with a cubic capacity of 14.6 l (3.0 cu ft).



Torque is available as soon as the clutch is engaged, and max. torque at 1200 rpm.



Equipped with 16-speed synchromesh gearbox 24/14.5/1.33.

Dimensions	Tractor unit with extra-large driver's cab	Tractor unit with L-driver's cab	
A Wheelbase	3500 mm	3000 mm	3800 mm
B Chassis length up to end of frame	2995 mm	2895 mm	3795 mm
C Frame height turning arm	1095 mm	1000 mm	1080 mm
Weights in kg for chassis			
Chassis with cab, tools and one driver	7175	6985	7029
With wheelbase incl. 15th wheel coupling + substructure, spare wheel and rear wings	11825	12015	11975
Front axle load	6500	6500	6500
Rear axle load	11000	12000	12000
Perm. GVW	19000	19000	19000
Perm. GCW	28000	28000	28000

## Mercedes-Benz diesel engine

Model	Mercedes-Benz OM 417 A
No. of cylinders	8
Bore/stroke	125/142 mm
Total displacement	14.618 cu m
Output	243 kw (330 hp) at 2300 rpm
Max. torque	1402 Nm (1132 mkg) at 1200 rpm
Electrical output	24 V/6.5 kw
Three-phase alternator	28 V/17 A

**Max. climbing power** 30% (with ventilator) at altitudes up to max. 7000 m above sea level in 1<sup>st</sup> gear at max. torque with a perm. GCW of 38 tonnes.

**Max. speed** at max. engine speed 133 km/h (limited by a governor) 117 km/h

## Chassis

Clutch	Single-plate dry clutch G1 X 4.2
Gear box	24-synchromesh 16.5/1.33/1.54
Axle ratio	5.63
Brakes	0.00 = 22.5
Tyres	10 R 22.5 L
Fuel tank capacity	300 l
Battery	2 x 17 V/115 Ah
Consumer voltage	24 Volt

## Optional extras

axle ratio 4.0/4.2/4.5/5.2  
steep-sleeper rims 4.75 x 20.5  
for tyres 12 R 22.5 L  
M cab  
or substructure  
400 lps fuel tank  
500 lps fuel tank

1 in vehicle with the M cab, the steel chassis weight and 15th wheel set vary by about 30 kg.

The 16-speed gearbox is 16 and 17 in gear, with 50/1295 BEC's efficiency available at the clutch for driving the vehicle. In any other gear, consumption has already been measured. The 16th gear is for extra low - 4.0/4.2/4.5/5.2 - for steep hills (also 16th gear is available off to the rear axle).



## A logically designed cab for every purpose.

The advanced technical standard of Mercedes-Benz cabs has been achieved in many years of research and development. Also, standardised production has gone a long way towards ensuring high quality. The all-steel cabs incorporate a large number of active and passive safety features. Strongly moulded, large pressed parts without welding seams and the double-shell front cowling improve stability and safety. Protection against corrosion and wax coating of hollow sections are standard. Every small detail has been designed for long life. The cab offers the driver and co-driver a generous amount of space and comfort for their work. It is insulated against noise and extreme temperatures; heating and ventilation are highly effective; levers and controls are ergonomically designed; the instruments are well within the driver's field of vision. The deep screen and the large side windows afford a very good view of the road. Getting in and out is effortless, as is through-cab access. Plenty of leg and head-room; generously dimensioned stowage space and shelves. The seats are body-contoured, and the driver's seat is fully adjustable, on the move as well. The daily maintenance jobs can be carried out from outside, the front panel being hinged and serving as a maintenance flap. All major components are easy to service. The cab can be tilted effortlessly.



### The M cab – more room for use in short and medium-distance transport.

The medium-length cab with plenty of stowage space behind the seats. By specifying two optional equipment packages, it is possible to reach almost L cab comfort standards. Two pivot bearings with rubber bushes at the front and a leaf spring with two vibration dampers at the rear give a very comfortable ride. The cab can be tilted through 70°.



### The L cab for long-distance haulage.

Two hairpin springs and two vibration dampers at the front; a stabiliser to prevent roll; a leaf spring and two vibration dampers at the rear. Sleeper cab with two wide, softly upholstered bunks. The co-driver's seat can be converted into a comfortable recliner. The cab can be tilted through 70°.



### The extra-large cab for long-distance haulage.

Two hairpin springs and vibration dampers at the front. An anti-roll bar helps prevent side-lift. The rear suspension consists of a leaf spring and two vibration dampers. Sleeping cabin with two wide, softly padded bunks; co-driver's seat fully reclining to a comfortable rest position. Cab can be tilted forward through up to 70°.



All instruments are well within the driver's field of vision.

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