



## Technical data

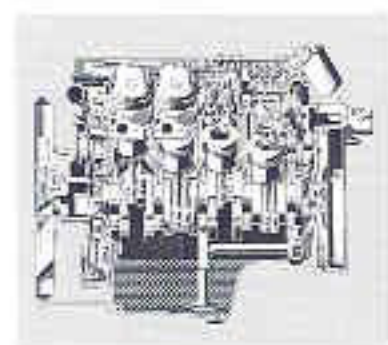
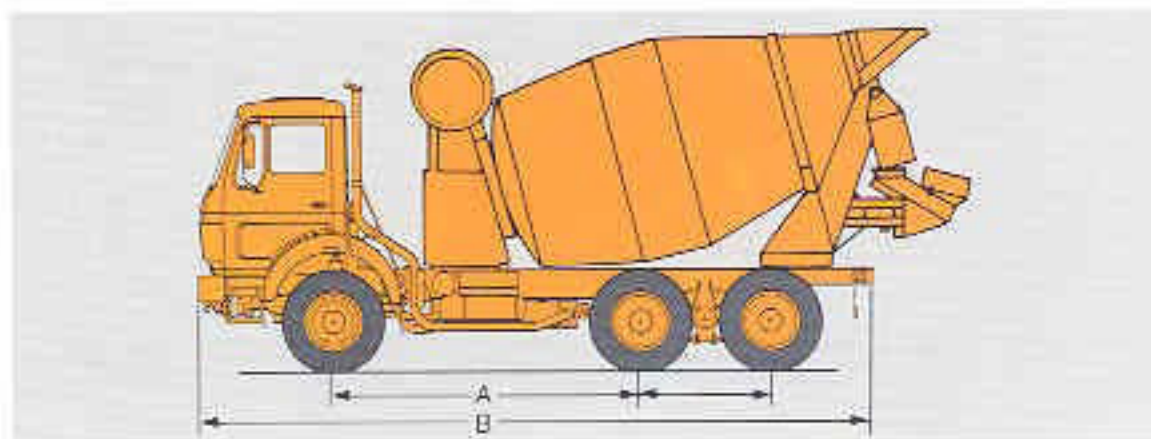
Mercedes-Benz  
Concrete  
mixer chassis  
24 tonnes and  
26 tonnes  
permissible GVW

2628 B

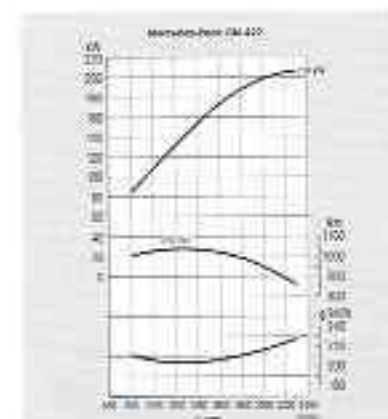


# The 2628 B with 206 kW (280 hp).

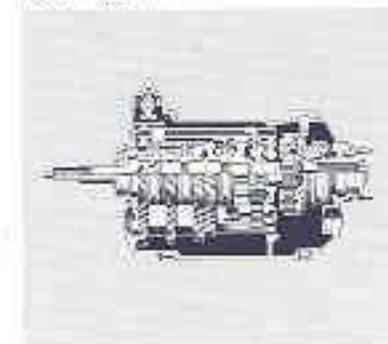
With the 2628 B, Mercedes-Benz is providing a sturdy vehicle which was specially designed for concrete mixer bodies. The large V-8 diesel engine is characterised by high torque throughout a wide range of engine speeds. This gives the 2628 B a large amount of tractive power especially at low engine speeds. The concrete mixing drum is driven by a live PTO.



Large-displacement V8-engine with a total displacement of 14,958 cm<sup>3</sup>.



From the moment the clutch is engaged and these torques already available at 1050-1500/min.



Mercedes-Benz T1 gearbox synchromesh transmission ZF 10 S-112.

Dimensions	Concrete mixer chassis with standard cab	Concrete mixer chassis with standard cab
<b>A</b> Wheelbase	3700 + 1360 mm	3700 + 1360 mm
<b>B</b> Chassis length to end of frame turning circle	7910 mm	7610 mm
<b>Weights in kg for chassis</b>	241	281
Chassis with cab, axle and spare wheel	6750	6750
Body + body	15770	17770
Front axle load	6750	9750
Rear axle load	2 x 3000	2 x 10000
Perm. GVM	24000	26000
<b>Mercedes-Benz Diesel engine</b>		
Engine model	Mercedes-Benz OM 422	
Number of cylinders	8	
Bore/stroke	126/142 mm	
Swept volume	14 958 cm <sup>3</sup>	
Output	206 kW (280 hp) at 2200/min	
Max. torque	1040 Nm (760 kgm) at 1100 - 1500/min	
Starter motor	24 V	
Three-phase generator	26 V/30 A	
<b>Max. climbing ability</b>	over 80% or 85% at all stages of up to 1000 min <sup>-1</sup> gear at max. torque and perm. GVW at 22 tonnes or 26 tonnes respectively	
<b>Optional extras</b>	rear axle ratios - 4.288, 3.283, 0.724	
<b>Chassis</b>		
Clutch	single-plate dry clutch 61 420	
Synchromesh gear box	ZF 10 S-112/13.88	
Axle ratio/axle type	5.87/4H-7	
Wheels	9.00 x 22.5	
Tyres	12 R 22.5 L	
Fuel tank capacity	300 l	
Battery	2 x 12 V/110 Ah	
Consumer voltage	24 V	
<b>Max. speed</b>	at max. engine speed 61 km/h	

Max. torque (power) in kW (hp) at 1000 min<sup>-1</sup> (at 2200 BCE) is effectively available across the full rev range for driving the vehicle at any other power consumption level as long as the engine is in the 1st gear. The data given in the table above is for a chassis with a Mercedes-Benz T1 gearbox (ZF 10 S-112).

# The S-cab. Well thought-out comfort makes hard work easier.

Mercedes-Benz cabs are the result of several years of research and development. The enclosed all-steel cabs incorporate a variety of active and passive safety features. Corrosion protection and cavity sealing are standard. In the design process, most of the attention was given to the driver. This has led to such features as sound and thermal insulation, an unimpeded view of all instruments and a clear overview of surrounding traffic with the low-reaching windscreen.



The S-cab has been specially designed for construction-site and short-range applications. This means separate, well-matched cab suspension, two pivot bearings with elastic rubber bushes at the front, two vibration-damping spring struts at the rear. Getting in and out is

no problem. Good through-cab access. Generous headroom and comfortable foot space. Anatomically contoured seats; driver's seat multiply adjustable. Efficient heating and ventilation. Generous storage space. The cab can be tilted forward at any angle up to 65°.



The cab can be hydraulically tilted. A separate control button is provided for the easily accessible engine.

Designed according to up-to-date ergonomics. The ideal work-space for fatigue-free driving.

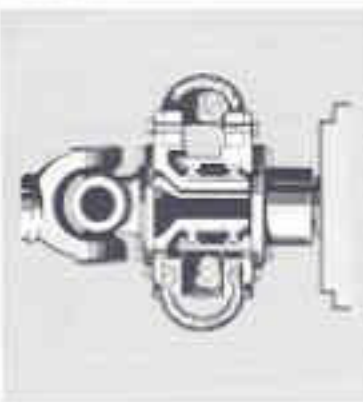


## The engines.

The large-displacement V-type engines from Mercedes-Benz are characterised by a high torque even at low engine speeds. The maximum tractive power is thus rapidly available, providing for economical driving in the low-consumption speed range. The high brake power of these engines increases safety on steep descents.



In the low-consumption speed range, the full power (torque) is restored and a high level of economy maintained.



With the power take-off, power for concrete mixers is drawn directly from the engine.

## Power take-off.

The power take-off has been especially designed for concrete mixers. The vehicle's engine drives the hydraulic pump of the mixer via a propeller shaft and an intermediate double-flange clutch. The flexible clutch protects the engine against damage from over-revving, absorbs torque peaks which occur when the drum starts to rotate or changes direction and absorbs torsional vibrations.

