

Technical data

2636 K



Mercedes-Benz
Dump truck
26 tonnes GVW



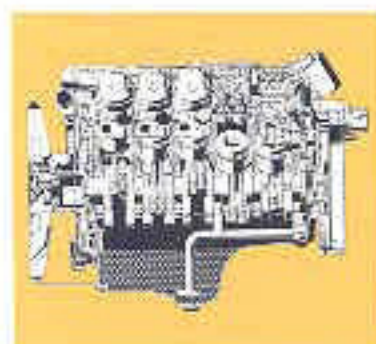
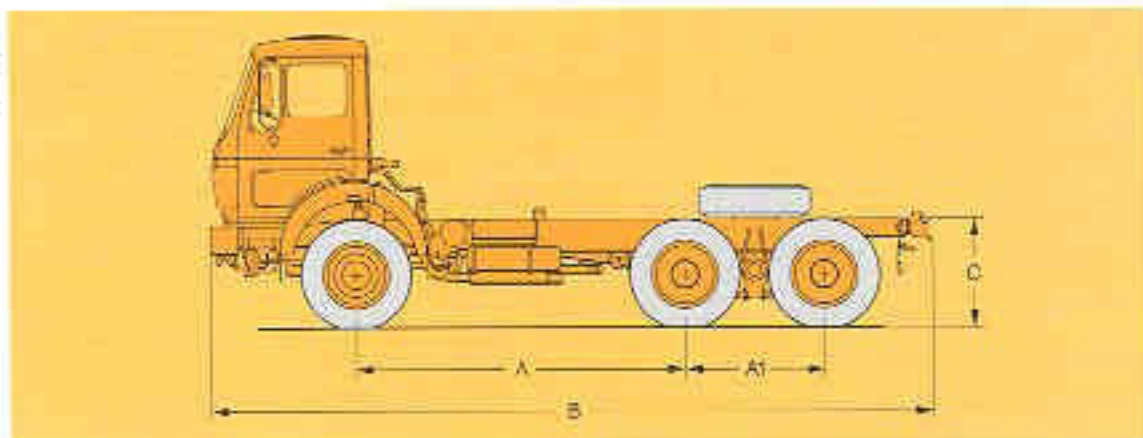
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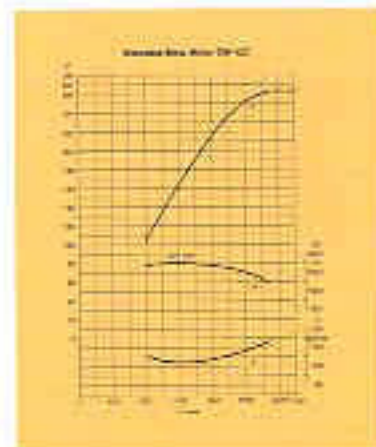
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The 2636 K – 261 kW (355 hp).

The 2636 K from Mercedes-Benz is a three-axle dump truck that extends the range of construction site vehicles at the upper end. Its large-volume V10 engine with 21% torque rise over 50% of the engine speed range is particularly powerful and thus excellently suited for all types of super-heavy transport. In spite of its high output and great accelerating power, this engine excels at fuel economy and efficiency.



Large-volume V10-engine with a cubic capacity of 16273 cm³.



Power is available as soon as the clutch is engaged; and max. torque at 1200/min.



Fitted with 10-speed 2F 18 B-130-synchronmesh gearbox.

Dimensions	Chassis with standard cab	Chassis with standard cab
A/A1 Wheelbase	3900 mm + 1350 mm	3900 mm + 1350 mm
B Chassis length to end of frame	6670 mm	7780 mm
C Frame height esp.	1110 mm	1115 mm
Turning circle	15.90 m	10.00 m
Weights for chassis in kg		
Chassis with cab, tank and spare wheel	6715	6615
Payload and body	17250	17125
Front axle load	6500	6500
Rear axle load	2 x 10000	2 x 10000
perm. GVW	26000	26000
optm. GVW	30000	30000
Mercedes-Benz diesel engine		
Model	Mercedes-Benz OM 470	
No. of cylinders	10	
Bore/stroke	128/142 mm	
Total displacement	16273 cm ³	
Output	261 kW (355 hp) at 2500/min	
Max. torque	1204 Nm (120 kgm) at 1200/min	
Starter motor	14 V	
Three-phase alternator	28 V/17 A	
Max. climbing ability at a full load up to max. 1000 m above sea-level in first gear at max. torque and perm. GVW at 281	78%	
Climbing ability with trailer at perm. GVW at 281	46%	
Chassis		
Clutch	Single-plate dry clutch (21 x 42)	
Gearbox	ZF 18 B-130/13.5B	
Axle ratio	(- 5.2:7 HD 7/H) 7	
Wheels	9.00 x 22.5	
Tyres	17 H 22.5	
Fuel tank capacity	200 l	
Battery	2 x 12 V/115 Ah	
Consumer voltage	24 Volts	
Max. speed at max. engine speed		83 km/h
Optional extras		Rear axle lock (= 4 657 6 033 Differential lock)

The chassis and curb weights and the capacities of all tanks with medium length rear suspension are increased by 110 and 200 kg respectively.

This output given (kW and hp) is given with 201280 kJ/l of fuel which is available at the clutch for driving the vehicle; no other power consumption has thereby been deducted. (The data given in English units are approximate.) Figures in square brackets have been rounded off to the nearest unit.



A cab designed to meet your requirements.

Mercedes cabs are based on a carefully thought-out unit-construction principle. Years of research and development have resulted in the highest technology and recognized standards in industrial psychology. The design of Mercedes cabs is based on functional, practical fitting-out of the interior, to make the driver's job easier. Driver efficiency is sustained, all day long, by easily-accessible controls, clearly visible instruments, and a large number of individual measures for active and passive safety, together with good cab suspension, the best possible seat design, excellent heating system and efficient ventilation. Both the functional interior equipment and the external details contribute to the safety, comfort and long service-life of the vehicle. The all-steel, thermally-insulated cab, with easily-accessible tilt control, and hinged radiator grille for easier maintenance is made to the same functional and ergonomic design as other Mercedes cabs. Protection against corrosion and rust inhibition in cavities are built in. Large strong pressed sections, without welding seams, and a double-shelled front ensure safety and solid stability. Daily routine maintenance presents no problems: all major components are positioned for easy accessibility.



The S-cab, for construction sites and short-hauls.

The cab has its own excellent, independent suspension, two pivot bearings with elastic rubber bushes at the front, and two vibration-damping spring struts at the rear. Getting in and out of the cab is easy. Through-cab access from both sides. Spacious interior, with plenty of leg room. Body-contoured seats, driver's seat with wide range of adjustment. Good visibility, through an extra-deep windscreen. Efficient heating and ventilation. Plenty of room for personal belongings. The cab tilts through 65°.



The larger M-cab, for construction sites.

Comfortable cab suspension through two pivot bearings and two rubber bushes at the front, a leaf spring with two shock absorbers at the rear. As standard, this cab is a longer version of the S-cab. With two optionally extra packages, it can offer the same degree of comfort as the L-cab. The cab tilts through 70°.



The L-cab for special use.

The L-cab rests at the front on two hairpin springs, with pivot bearings and two shock absorbers rear. A special stabiliser prevents roll. Rear suspension is via a leaf spring and two shock absorbers. Sleeping space behind the seats, with two wide softly-upholstered bunks. Co-driver's seat can also be used as a recliner. Adjustable steering wheel as standard. The cab tilts through 70°.



The instrument panel is easily accessible.