



Technical data

Mercedes-Benz
Dropsider with full
air suspension
22 tonnes perm. GVW

2228 L
(6×2)



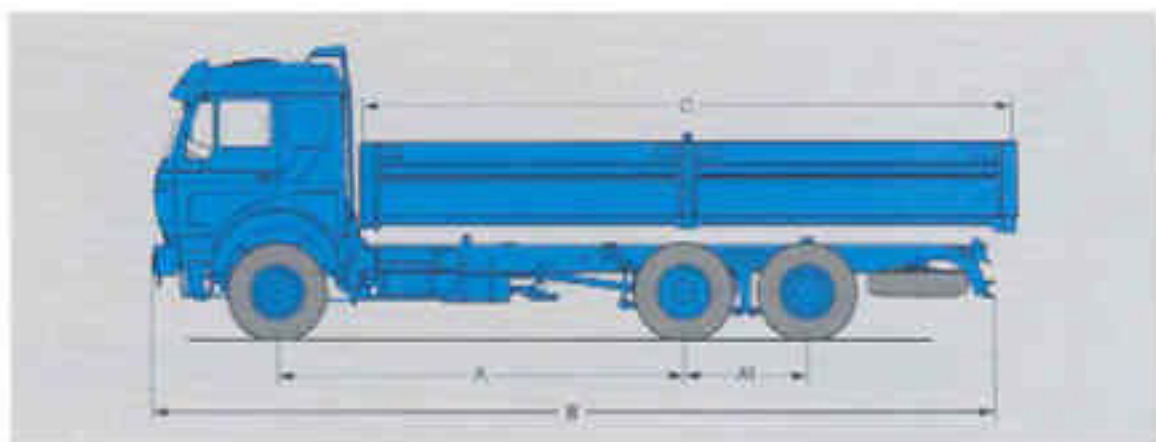
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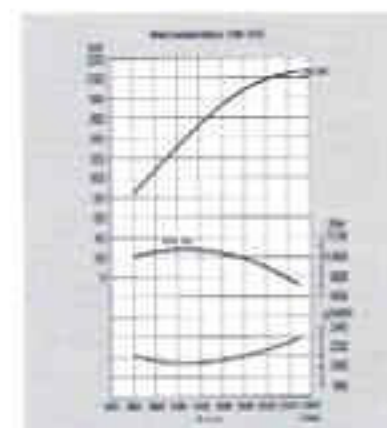
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The 2228 L model (6 × 2) with 206 kW (280 hp) engine.

The 2228 L (6 × 2) model, with a wheelbase of 4500 mm, is ideal for combinations with 7-metre demountable bodies on both truck and trailer with approximately the same payload capacity. The newly developed full air suspension fulfils the heavy requirements of a modern commercial vehicle. The large-displacement V8 diesel engine provides for ample tractive power.



Large-volume direct-injection V8 diesel engine.



Power from the moment the clutch is engaged; max. torque at 1500 rpm.



ZF 16 S-112 10-speed synchro manual gear box.

| Measurements | Chassis with standard cab | Chassis with M cab |
|---------------------------------|---------------------------|----------------------|
| A Wheelbase | 4500 mm | 4500 mm |
| B Chassis length to axle end | 6710 mm | 6115 mm |
| C Recommended body measurements | 7150 × 2400 × 800 mm | 7150 × 2400 × 800 mm |
| Turning circle | 18.40 m | 18.00 m |

| Chassis weights in kg | Chassis with cab, axle and spare wheel | Chassis with M cab |
|--|--|--------------------|
| Chassis with cab, axle and spare wheel | 7450* | 7670* |
| Payload + body | 14000 | 14300 |
| Front axle load | 6500 | 6500 |
| Rear axle load | 10000/9300 | 10000/9300 |
| Perm. GVW | 22000 | 22000 |
| Perm. GCW | 30000 | 28000 |

| Mercedes-Benz diesel engine | | Chassis | |
|-----------------------------|-------------------------------------|------------------|--------------------------|
| Type | Mercedes-Benz OM 422 | Chassis | single city (SP), GP 400 |
| Cylinders | V8 | Synchr. gearbox | ZF 16 S-112/10-SP |
| Bore/stroke | 105/147 mm | axle ratio (top) | 4.21/4.7 |
| Displacement | 11 978 cm ³ | Wing | 22.5 × 8.25 |
| Output | 206 kW (280 hp) at 2000/min | Type | 17 R 22.5 |
| Max. torque | 1540 Nm (1126 lbm) at 1000-1500/min | Fuel tank | 500 l |
| Glare meter | 24 V | Battery | 2 × 12 V (115 Ah) |
| Three-phase generator | 35 V/30 A | Consumer voltage | 24 V |

| | | | |
|--|-----|---|----------|
| Max. climbing ability ¹ at altitude up to 1000 m above sea level in 1st gear at maximum torque and with a perm. GVW of 22 t | 33% | Max. speed at max. engine speed at maximum engine speed | 114 km/h |
|--|-----|---|----------|

| | | | |
|--|-----|----------|--|
| Climbing ability with trailer with a perm. GCW of 28 t ² with single turn | 26% | Optional | Rear axle ratio 4.40/4.74/5.22 extra large cab |
|--|-----|----------|--|

*For vehicles with dual air intake, dual oil, the dry chassis weight, with weight limit given in kg, is 720 and 747 kg, respectively.

¹The 2000 rpm is the maximum engine speed. ²With a trailer, it is possible to drive the vehicle at any other power (consumption has not been measured). The 2228 is a 6 × 2 vehicle. *Search for more information on the Internet.



The perfect cab for every need.

Mercedes-Benz cabs are the result of years of research and development. The closed, all-steel cabs display many features of active and passive safety. We had the driver in mind when we designed the cab. This resulted in noise and temperature insulation, unrestricted view of all instruments and good all-round vision due to the low bottom edge of the windscreen.

The S cab for construction sites and short distance operation.

Suspension: at the front 2 pivot bearings with strong and flexible rubber bushes, at the rear two vibration damping spring struts. With generous interior height and comfortable footwell. Body-contoured seats which are fully adjustable.



The M cab provides more room for short and medium-distance operation.

A medium-length cab with generous storage space behind the seats. Comfortable suspension!

The L cab for long-distance transport.

At the front, two harpin springs, two vibration dampers and an anti-roll bar, at the rear leaf spring and two vibration dampers. Sleeping compartment with two softly padded, wide berths.



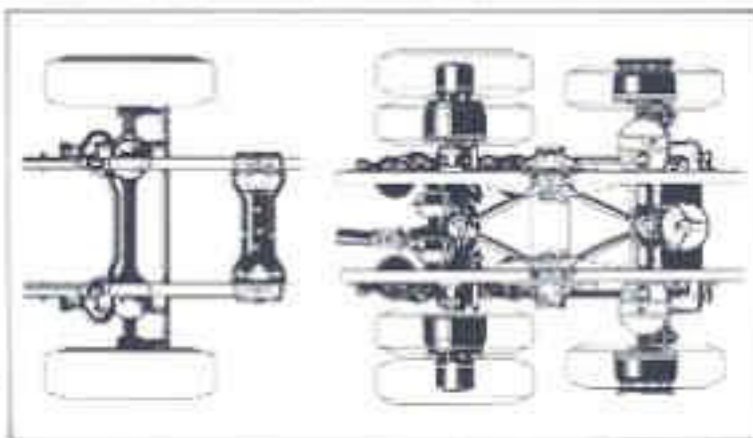
The cab tilts hydraulically. For running (lit engine, which is then easily accessible, during maintenance there is a special starter button).

This design incorporates the latest ergonomic principles. An ideal place to work for non-icing driving.



The new all-air suspension system.

The newly developed Daimler-Benz all-air suspension system has many advantages. For example, bodies can be changed more quickly and easily, as the vehicle is lowered parallel to the ground. Since all axles – including the front axle – are air-sprung, driving comfort is improved considerably, and fragile goods can be transported without shocks and jarring. And because of the lighter frame, particularly high payloads can be carried. Shock absorbers,



The newly-developed all-air suspension: for the optimal transport of fragile goods, with greatly improved driving comfort and safe handling.

anti-roll bar and parabolic springs guarantee good handling behaviour. Vehicles with lifting rear axle have an additional economy advantage when light loads are being carried due to the reduced rolling resistance.

