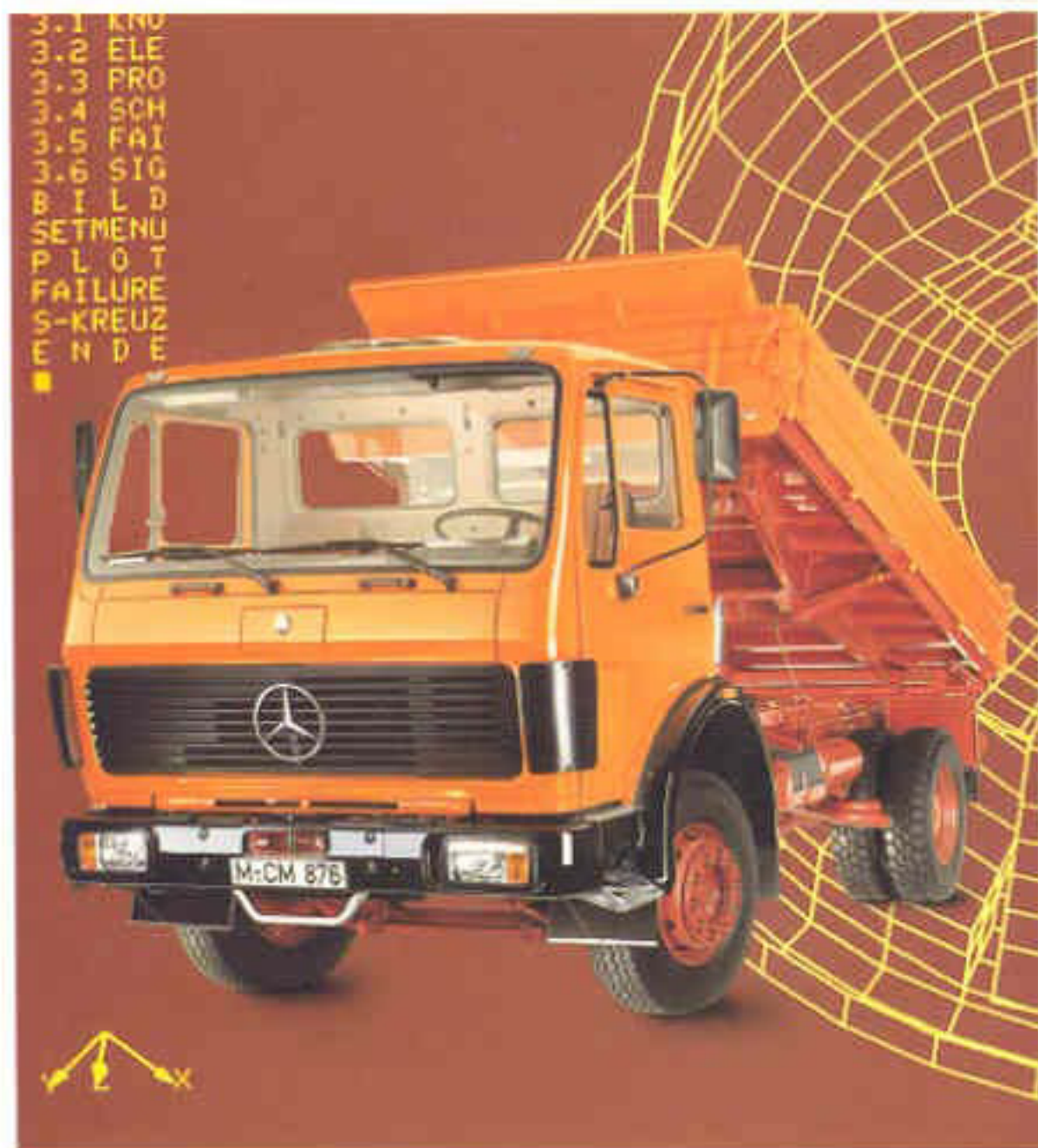


Technical design

Mercedes-Benz  
two-axle  
construction site  
vehicles

14–16 tonnes GVW  
100–159 kw  
(136–216 hp)



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Mercedes-Benz offer a wide variety of chassis, axles, gear-boxes and engines, so providing a large model range for the construction industry. The right vehicle can therefore always be found.

This is helped not only by the superb engineering which goes into the vehicles, but also by the support services which Mercedes-Benz provide. Because the advice and comprehensive service are also up to the same, high Mercedes-Benz standard. And this ensures that a Mercedes-Benz commercial vehicle can remain in economical operation in the construction trade for years.



Medium-heavy two-axle chassis can be fitted with all kinds of special bodies, such as here for the picking up and transport of dumper troughs.



Dumpers work reliably in bad terrain, too, if they have all-wheel drive. Maneuverability is maintained at all times due to the transmission of power to all four wheels, and the differential lock which can be engaged at will.



Special bodies adapt to all kinds of transport tasks, making operating a commercial vehicle more economical.



Transporting bulk goods is economical when Mercedes-Benz three-way dumpers are used.



## The axles – strength for extreme conditions.

With Mercedes-Benz construction site vehicles, the axles are of course also designed for very hard, long-term use. Designed for strength, toughness and long life, both the driven and the non-driven axles are low in weight. This means that higher payloads can be carried without dispensing with the great reserves of strength which these axles have.

2-axle construction site vehicles without all-wheel drive are fitted with knuckle yoke front axles of a size to match the conditions in which they will be operating. All-wheel-drive models have palloid-gear front axles, which naturally are also up to the above-average quality of Mercedes-Benz.

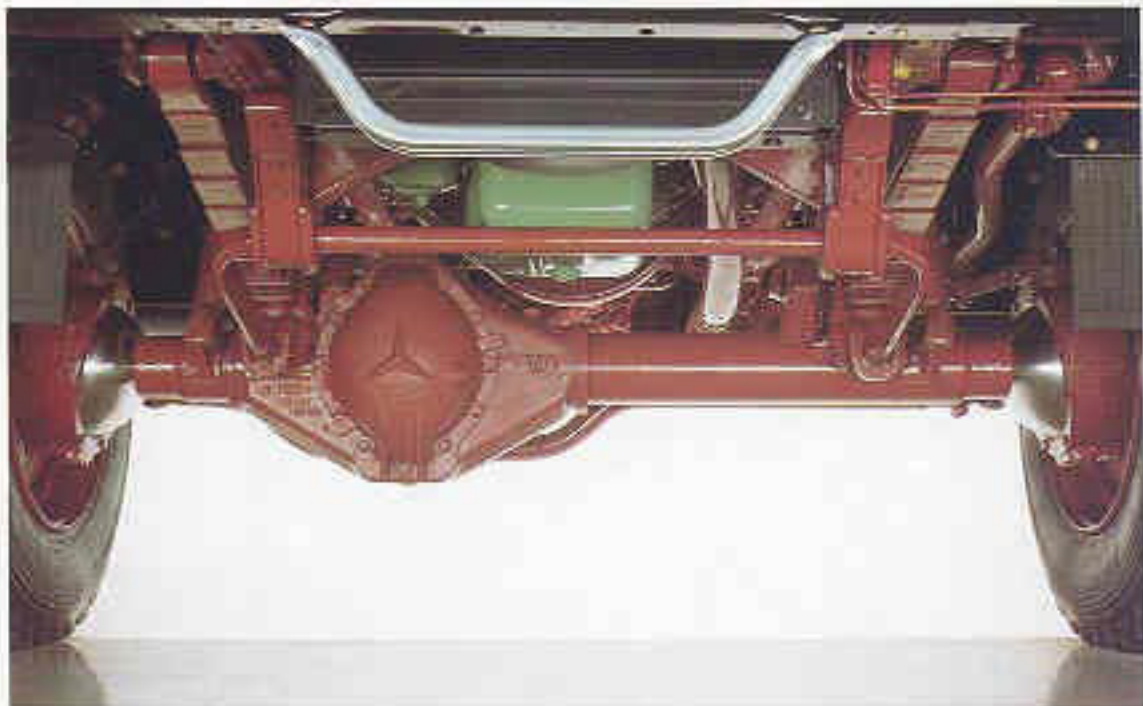
Depending on their GVW, the 2-axle construction site vehicles are fitted either with hypoid or with planetary gear hub reduction rear axles. Like the front axles, these, too, are designed to cope easily, and for many years, with the great stresses of construction site operation.

### □ Hypoid axles.

These are marked by their light weight, since the axle tubes, the axle shaft and the roller bearings are in each case matched to the vehicle's weight class. Smooth running is ensured by hypoid-type bevel gearing, and their durability by strong pinion bearings; Gleason gearing and torsion-resistant half-shafts.

### □ Planetary gear hub reduction axles.

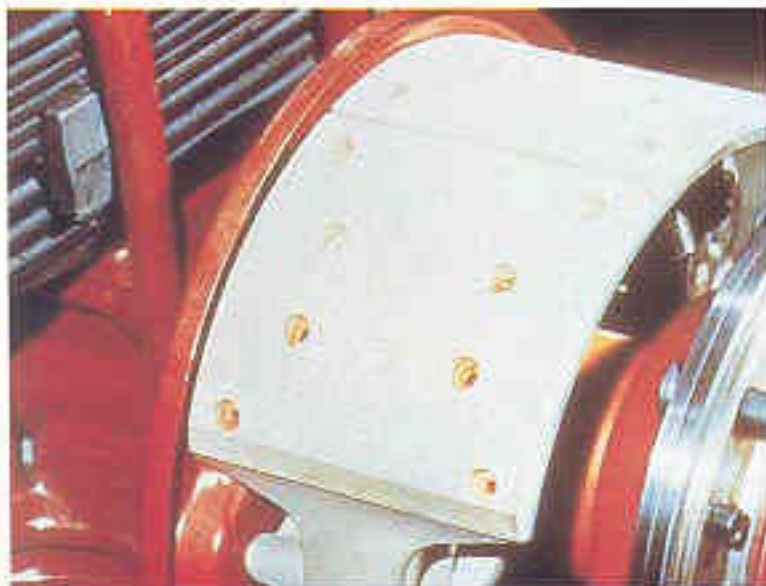
Particularly tough, for the hardest operating conditions. Planetary gear axles have the great advantage of being compact: the full torque is only developed where it is actually needed – at the wheel hub.



Top: All-wheel-drive front axle with palloid gearing. High load-bearing capacity, favourable dead weight.

Bottom: All-wheel-drive construction site vehicles are fitted with palloid-gear front axles.

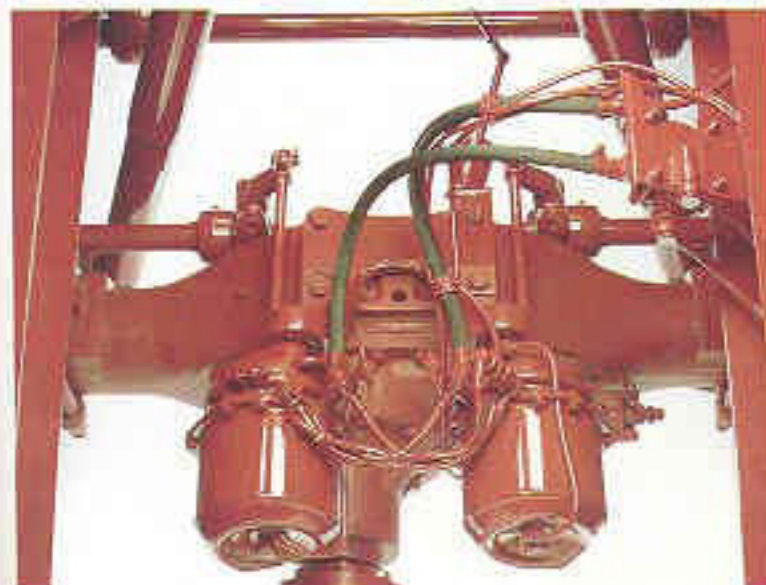
## Brakes and steering – safe in any situation.



The service brake, exhaust brake and parking brake provide Mercedes-Benz construction site vehicles with a high standard of safety.

The service brake is a dual-circuit, compressed-air-operated hydraulic system which guarantees efficient braking in any situation. Some models are fitted with a dual-circuit compressed-air braking system as standard. Also standard, for all models, is the automatic load-sensitive brake pressure control. This supplies brake pressure to the rear wheels in accordance with the load the vehicle is carrying. Automatic linkage adjusters make manual adjustment of the

wheel brakes unnecessary. The compressed-air-operated, spring-loaded parking brake acts on the rear wheels. It cannot be released if the brake system is not in working order, so the vehicle is always securely braked even if there is no supply of compressed air.



Vehicles from 12t GVW upwards are fitted with Mercedes-Benz power steering. Safe and accurate steering is guaranteed at all speeds since the driver can feel changes in the condition of the road surface and in tyre adhesion directly from the wheel. The power steering is particularly helpful for driving slowly or for manoeuvring, since even gentle turning pressure on the steering wheel causes the steering nut to activate the control valve.

Top: Safe, reliable braking due to large-area brake linings. The brake drum has a diameter of 410 mm.

Centre-left: The spring-loaded, compressed-air-operated parking brake cannot be released if the brake system is not in working order.

Centre-right: The automatic load-sensitive brake pressure control matches the brake pressure to the load the vehicle is carrying.

Bottom: The Mercedes-Benz power steering system makes handling considerably easier in any driving situation.

