



# L-1316

Mercedes-Benz  
Diesel Trucks



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**The L1316, Class VII muscle with optimum fuel economy**

Here you have a true Class VII workhorse powered by a 6-cylinder turbocharged Diesel engine. The heavy duty frame and reinforced rear axle make it ideal for such applications as beverage hauling, refrigeration units, heavy pick-up and delivery, refuse collection, moving vans (like those that haul computer and technical hardware) and fuel oil delivery. Yet for all its muscle, the L1316 remains one of the most economical Diesels in its class.

While the L1316 shares the same basic engine block and transmission and the same spacious cab as the L1118 and L1116, it is a different truck in every other respect. With a GVW of 30,000 lbs., the L1316 is designed for that truck buyer who wants a better return on his investment through increased payload and optimum fuel economy.

The long front and rear springs are designed to improve driver comfort. A stabilizer bar has been added to the front and telescopic shock absorbers mounted at the rear to provide vehicle stability.

As with all Mercedes-Benz trucks, the L1316 comes road ready. Standard equipment includes such things as power steering, a 5-speed synchromesh transmission, a cab suspension system to isolate the driver from road jolts, an electrically controlled starting aid, high temperature and low oil pressure alarm system, an engine exhaust brake and the list goes on.

Once you get to know this tough, dependable, economical L1316, we think you'll agree it's the "class" of the Class VII trucks.



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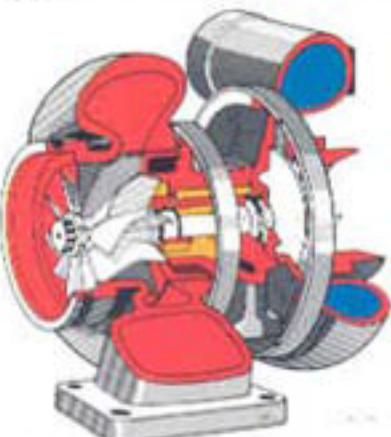
**Economy plus performance...the promise of Diesel**

This is the OM 352 A Turbocharged Diesel engine. It's a robust, economical, reliable and proven power plant with more horsepower and torque than the naturally aspirated OM 352.

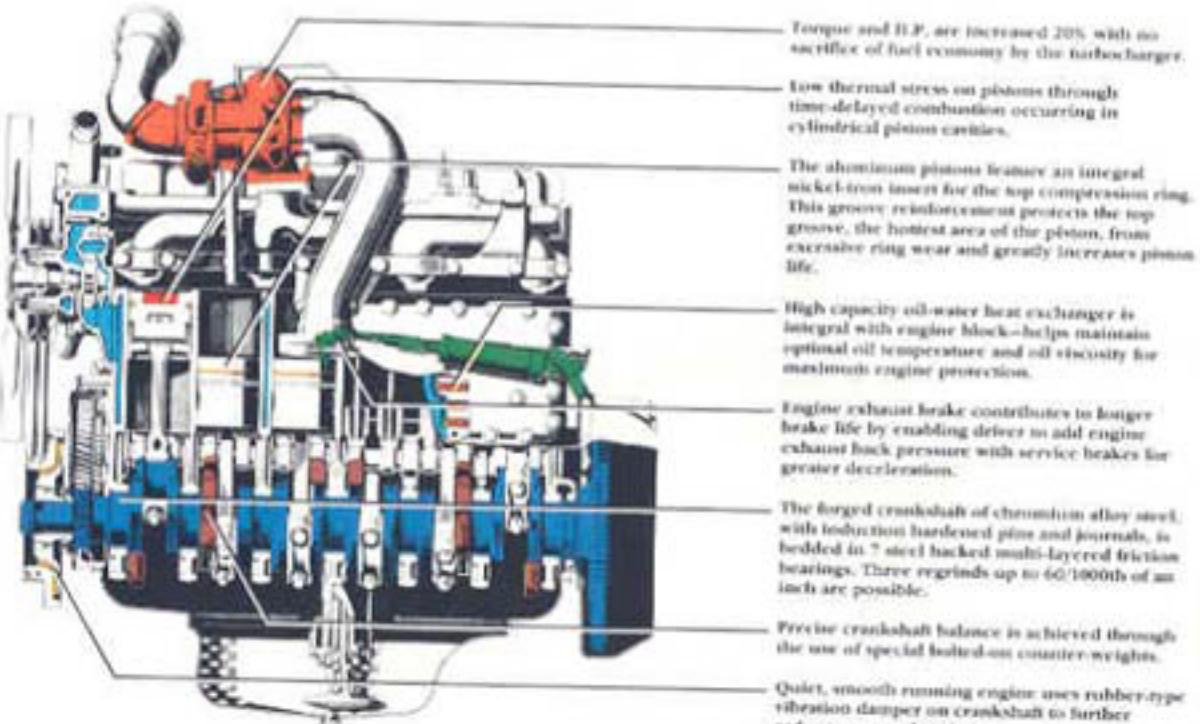
In many of the more typical L336 applications, the engine is asked to perform for long periods of time at low speeds and at idle. Where these situations destroy gasoline engine mpg ratings and often lead to frequent overheating...this Diesel thrives. In actual over-the-road tests conducted by an independent testing organization, fully loaded L336 Mercedes-Benz Diesel trucks got up to 9.6 mpg and averaged 9 mpg. These results were as much as 15% better than some comparable Diesels and almost twice the mileage of comparable gasoline engines.

And, because today's city Diesels don't just stay in the city, Mercedes-Benz builds engines that can handle sustained highway speeds. They can run flat out all day long under full loads.

When it comes to operational economy, it's the very nature of the Diesel engine that spells the difference. With no electrical ignition system, no carburetor, no spark plugs, points, coil or distributor, you never need to spend time on traditional tune-ups. In addition, you automatically eliminate a major cause of road failure...the ignition system.



Garrett turbocharger provides 20% more power.



Torque and H.P. are increased 20% with no sacrifice of fuel economy by the turbocharger.

Low thermal stress on pistons through time-delayed combustion occurring in cylindrical piston cavities.

The aluminum piston features an integrated nickel-iron insert for the top compression ring. This groove reinforcement protects the top groove, the hottest area of the piston, from excessive ring wear and greatly increases piston life.

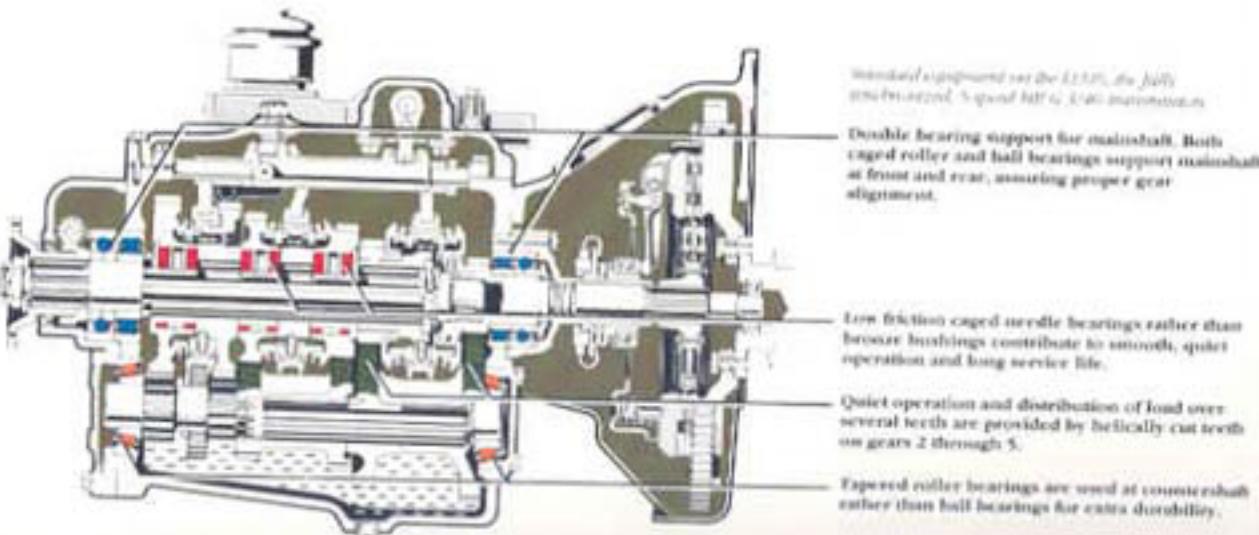
High capacity oil-water heat exchanger is integral with engine block—helps maintain optimal oil temperature and oil viscosity for maximum engine protection.

Engine exhaust brake contributes to longer brake life by enabling driver to add engine exhaust back pressure with service brakes for greater deceleration.

The forged crankshaft of chromium alloy steel, with induction hardened pins and journals, is bedded in 7 steel backed multi-layered friction bearings. Three regrinds up to 60/1000ths of an inch are possible.

Precise crankshaft balance is achieved through the use of special bolted-on counter-weights.

Quiet, smooth running engine uses rubber-type vibration damper on crankshaft to further reduce wear on bearings.



Integrated equipment on the L336, the fully synchronized, 5-speed HMT G 1/40 transmission.

Double bearing support for mainshaft. Both caged roller and ball bearings support mainshaft at front and rear, assuring proper gear alignment.

Low friction caged needle bearings rather than bronze bushings contribute to smooth, quiet operation and long service life.

Quiet operation and distribution of load over several teeth are provided by helically cut teeth on gears 2 through 5.

Tapered roller bearings are used at countershaft rather than ball bearings for extra durability.

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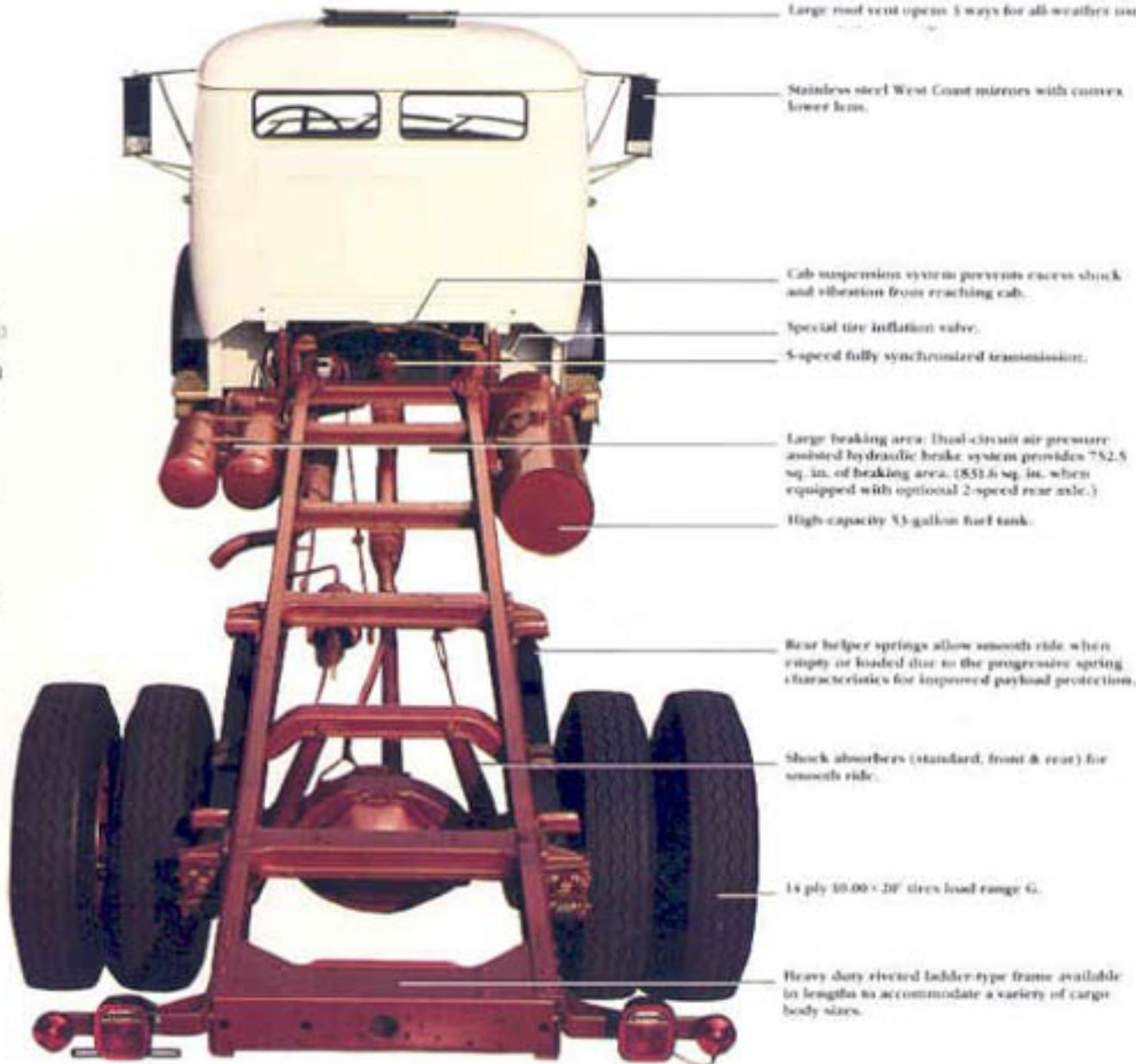
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### Chassis

One of the keys to durability and overall performance excellence of Mercedes-Benz Diesel trucks is the way we build them. In the simplest terms, we design, test and build all of our trucks from the ground up. Take the chassis for example. Because we control the manufacture of all the various parts, we can insure excellent component compatibility which gives you tighter, tougher performance.

Another key to dependability is design. The frame was engineered to be flexible so as to create less strain on the chassis and components. The riveted ladder type construction avoids the problems of loose bolts at cross-members. The wiring harness has been completely enclosed to minimize electrical problems.

In addition, and this may well be the biggest plus of all, we offer as standard equipment what other manufacturers offer as options or not at all.



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