

Mercedes-Benz

L/LS/LK/LA/LAK 1113 B Two-axle chassis

for a permissible gross vehicle weight of 11 tonnes
21.6 tonnes permissible gross combination weight
98 kw (130 hp) or 12.4 kw (168 hp)



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Quality on a sound basis – commercial vehicles from Mercedes-Benz.



To safeguard the high quality standard of Mercedes-Benz commercial vehicles, nothing is left to chance in vehicle development and manufacture. For months on end, new vehicles are subjected to comprehensive, arduous tests which very often far surpass the requirements in practical operation – on the road simulator, in cold and noise chambers, on rough tracks and torture tracks. The use of high-grade materials whose properties are investigated in the company's own test labs contributes to the high standard of quality as much as the strict checks during assembly and final quality control.

It is only by constantly and critically assessing the products, and by being determined to eliminate weak points as early as the development or test stage, that Mercedes-Benz is able to offer reliable and economical commercial vehicles. Because quality is the sound basis for the confidence customers all over the world place in Mercedes-Benz.

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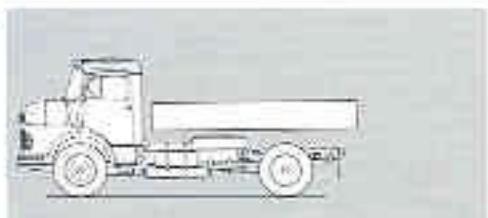


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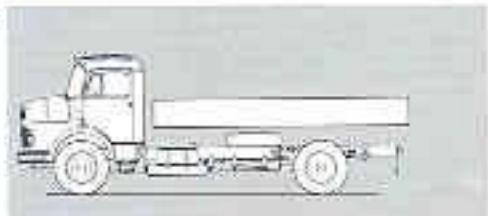
The 1113 B series.

For a wide range of different purposes.

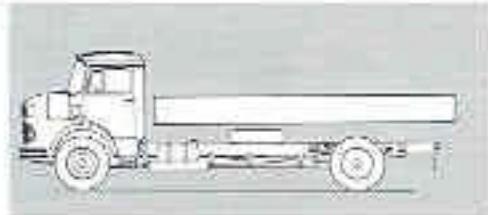
L 1113 B, dropside chassis, 3800 mm wheelbase. Recommended platform length: 3600 mm. Payload and body: 7315 kg.



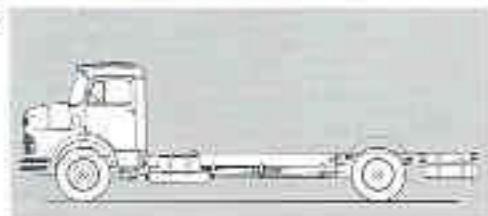
L 1113 B, dropside chassis, 4200 mm wheelbase. Recommended platform length: 4500 mm. Payload and body: 7775 kg.



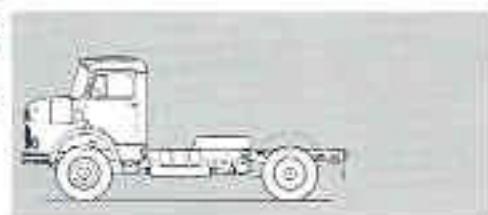
L 1113 B, dropside chassis, 4850 mm wheelbase. Recommended platform length: 5000 mm. Payload and body: 7255 kg.



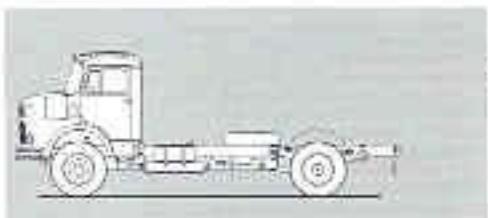
L 1113 B, dropside chassis, 5170 mm wheelbase. Payload and body: 7215 kg.



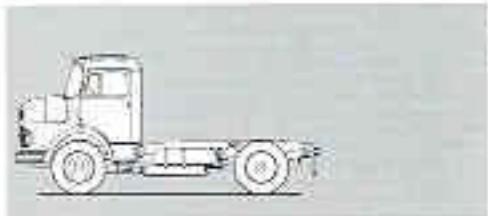
LA 1113 B, four-wheel drive dropside chassis, 3900 mm wheelbase. Recommended platform length: 3600 mm. Payload and body: 8880 kg.



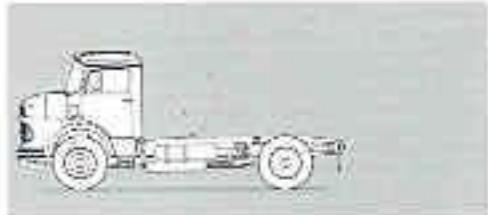
LA 1113 B, four-wheel drive dropside chassis, 4700 mm wheelbase. Recommended platform length: 4500 mm. Payload and body: 6945 kg.



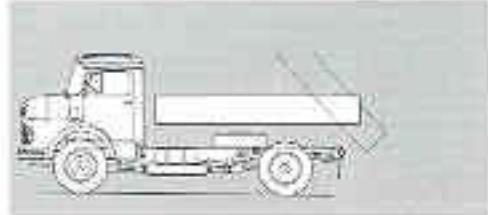
LB 1113 B, semitrailer tractor, 3200 mm wheelbase. Perm. fifth-wheel load: 7300 kg.



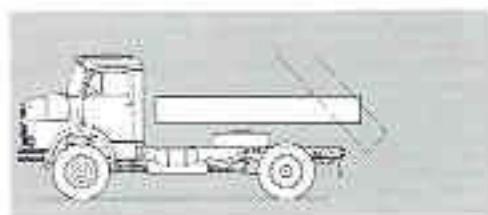
LS 1113 B, semitrailer tractor, 3600 mm wheelbase. Perm. fifth-wheel load: 7300 kg.



LU 1113 B, dump body chassis, 3600 mm wheelbase. Recommended body length: 3600 mm. Payload and body: 7265 kg.



LAK 1113 B, four-wheel drive dump body chassis, 3600 mm wheelbase. Recommended body length: 3600 mm. Payload and body: 6890 kg.

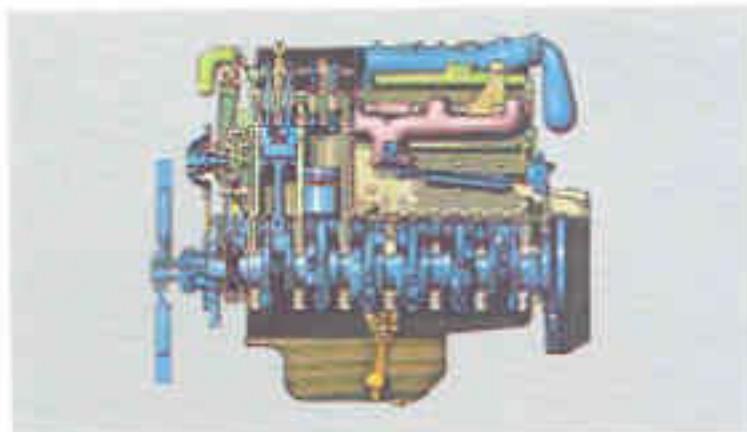


The 1113 B series comprises a wide range of different models which are ideally suited for the efficient transport of construction materials, long, undivided goods or general cargo weighing around 7 tonnes. Because each individual model has been designed to match requirements perfectly,

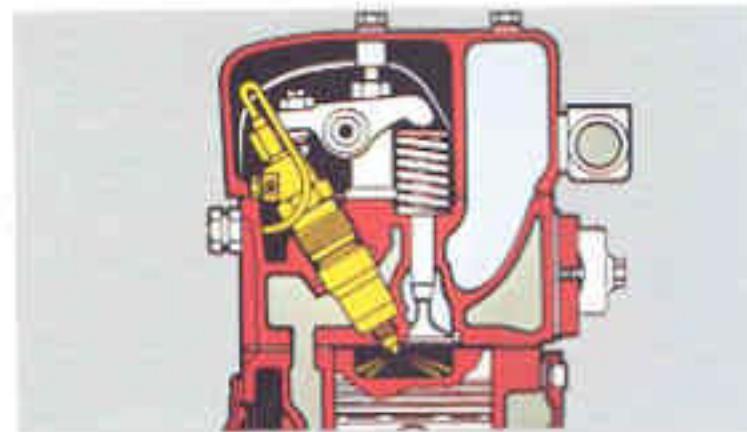
Proverbial sturdiness means that the vehicles are always ready for use, that down-time is minimal, and that maximum economy is achieved in operation. In addition to these advantages, the 1113 B model versions excel in their ease of maintenance, safety and spacious, well-equipped and comfortable driver's cabs. Whether it is the semitrailer tractor or chassis version for platforms, dump or special-purpose bodies, the 1113 B can be used for all transport jobs within the scope of its weight category.

Engine and gearbox – power where and when it is needed.

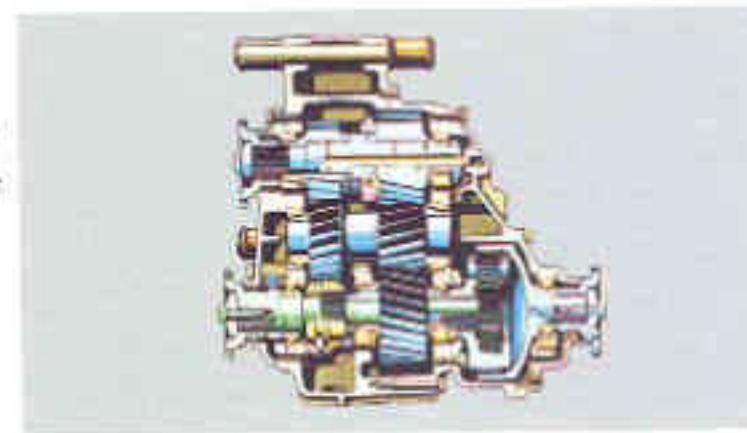
The 1113 B is fitted, as standard, with the watercooled Mercedes-Benz OM 362 diesel engine with an output of 96 kW (130 hp). The OM 362 A (129 kW, 168 hp) is optional. Both engines are extremely robust and reliable. Their advantages – low fuel consumption, soot and smoke-free combustion and good starting properties. They are proving their qualities day-in day-out in all parts of the world, under the most differing climatic conditions, without premature wear. Because every single detail of the engines has been designed to withstand the most arduous conditions.



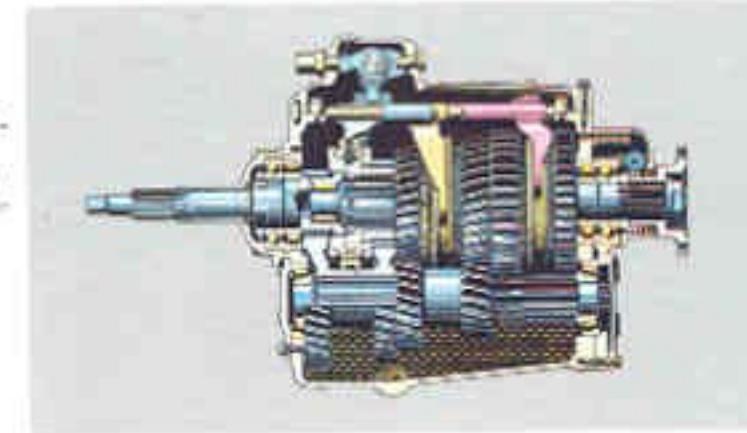
The Mercedes-Benz direct injection system helps to save fuel. During the piston's induction stroke, the combustion air is absorbed through a swirl down-draught port and set into strongly rotating movement. During the compression stroke, the air is pressed into the piston crown cavity, and swirl is further reinforced. It is into this swirling air that the injection nozzle sprays the fuel, resulting in intensive fuel/air mixing and even combustion.



The VG 500-3 W transfer case is fitted in all four-wheel drive versions of the 1113 B series. When front wheel drive is engaged, as frequently required on rough ground or on steep slopes, tractive power is increased by means of an additional reduction ratio ($i = 1.643$). With a gross combination weight of 11 000 kg, for instance, inclines up to 70% can be climbed.



Thanks to the Mercedes-Benz G 3/50 synchromesh gearbox with five forward gears and one reverse gear, engine speed and road speed are optimally matched to each other, while the engine's output capacity is fully utilised. The gears, with H-type gear-shift gate, can be engaged effortlessly and accurately, ensuring brisk and economical driving.



Value engineering in every detail, top quality in every respect.



The frames for dropside and dump trucks are made of sturdy U-section longitudinal members to which cross-members are riveted to give high torsional flexibility. The front cross-member takes the coupling jaw and pin. The rear cross-member can be fitted with a trailer coupling. Engine and gearbox are suspended on rubber vibration dampers. The special double frame of the semitrailer tractors is reinforced by L-shaped longitudinal members. This considerably improves torsional resistance.

The front axle, a forged knuckle-yoke axle, has been designed for maximum stability at a low dead weight, to give high payload capacity. The suspension comprises long leaf springs and telescopic shock absorbers fitted well to the outer sides. Stabiliser with maintenance-free articulated rod.

Rear axle with sturdily dimensioned box-profile housing. Suspension: large leaf springs with progressively acting helper springs, so that spring action adjusts to any given load. Telescopic shock absorbers and stabiliser are optional for the L and LA versions.

Three independent brake systems: service brake, parking brake and (optional) exhaust brake. Large total brake surface — 3204 cm²; 15 mm thick linings. This affords a high degree of safety, whatever the situation. Hydraulic service brake with compressed-air assistance, single-line trailer brake connection optional. LS version: load-dependent rear wheel brake power control.

Lever-type spring-loaded parking brake acting on the rear wheels.

Optional extra: exhaust brake, compressed-air operated by means of foot-controlled button; can also be combined with service brake.

The Mercedes-Benz recirculating-ball steering with automatic re-adjustment is effortless to control and affords safe track-holding. Optional extra: Mercedes-Benz LS 5 power steering.

Turning circle diameters, in metres:

	Wheelbase, mm	3200	3600	4200	4830	5170
LK	-	13.6	-	-	-	-
L	-	13.6	15.4	17.3	18.3	-
LS	12.4	13.6	-	-	-	-
LA	-	16.3	18.6	-	-	-
LAK	-	16.3	-	-	-	-

