

## Higher-capacity front axle

### Details & Technology

On all vehicles with 3.5 t perm. GVW weight rating, the load capacity of the front axle is increased from the standard 1650 kg to 1800 kg.

On all vehicles with 4.6 and 5 t perm. GVW weight rating, the load capacity of the front axle is increased from the standard 1850 kg to 2000 kg.

### Benefits & Arguments

- Allows heavier bodies and equipment to be fitted
- Axle has a higher load rating

The higher-capacity front axle caters for heavier cabs and heavy special equipment (e.g. for fire-fighting vehicles and ambulances).



## Final-drive ratio 3.923 : 1

### Details & Technology

Each vehicle is specified with an appropriate final-drive ratio, which varies according to model/engine version. The standard final-drive ratio is matched to the particular model version taking the factors of economy, exhaust emissions, torque and maximum speed into account. However, depending on the actual operating profile, another ratio may be more appropriate. With this code a final-drive ratio of 3.923 : 1 can be specified. The rigid rear axle is equipped with disc brakes and a separate duo servo drum parking brake.

### Benefits & Arguments

- Application-matched torque and maximum speed

A lower final-drive ratio provides more torque at the wheels and is recommended e.g. for frequent hill-climbing or if the vehicle will be regularly used with a trailer. Although a higher final-drive ratio provides less torque, it offers a higher top speed and can be recommended, for example, for constant-speed motorway driving in flat terrain.



## Final-drive ratio 4.182 : 1

### Details & Technology

Each vehicle is specified with an appropriate final-drive ratio, which varies according to model/engine version. The standard final-drive ratio is matched to the particular model version taking the factors of economy, exhaust emissions, torque and maximum speed into account. However, depending on the actual operating profile, another ratio may be more appropriate. With this code a final-drive ratio of 4.182 : 1 can be specified. The rigid rear axle is equipped with disc brakes and a separate duo servo drum parking brake.

### Benefits & Arguments

- Application-matched torque and maximum speed

A lower final-drive ratio provides more torque at the wheels and is recommended e.g. for frequent hill-climbing or if the vehicle will be regularly used with a trailer. Although a higher final-drive ratio provides less torque, it offers a higher top speed and can be recommended, for example, for constant-speed motorway driving in flat terrain.



## Final-drive ratio 5.100 : 1

### Details & Technology

Each vehicle is specified with an appropriate final-drive ratio, which varies according to model/engine version. The standard final-drive ratio is matched to the particular model version taking the factors of economy, exhaust emissions, torque and maximum speed into account. However, depending on the actual operating profile, another ratio may be more appropriate. With this code a final-drive ratio of 5.1 : 1 can be specified. The rigid rear axle is equipped with disc brakes and a separate duo servo drum parking brake.

### Benefits & Arguments

- Application-matched torque and maximum speed

A lower final-drive ratio provides more torque at the wheels and is recommended e.g. for frequent hill-climbing or if the vehicle will be regularly used with a trailer. Although a higher final-drive ratio provides less torque, it offers a higher top speed and can be recommended, for example, for constant-speed motorway driving in flat terrain.





## Electronic Stability Program (ESP®)



### Details & Technology

The adaptive Electronic Stability Program (ESP®) comprises the functions:

**EBD - electronic brake force distribution:**

This system helps to prevent the rear wheels from locking before the front wheels, when braking.

**ABS**

**ESP® trailer stabilisation (TSA - Trailer Stability Assist):**

The system counteracts sinusoidal oscillations of the trailer in two phases. Sensors monitor the amplitude of the swinging movements. As soon as they detect an unstable situation, a first stabilising phase is initiated, consisting in an asymmetrical braking intervention at the front axle, alternating on the left and on the right sides. If this asymmetrical braking action proves insufficient, the second phase is **added** to the first. In this second phase the vehicle is slowed down by braking interventions at all four wheels and by an engine torque reduction.

This system is active ex-factory if a trailer tow hitch is installed at the factory.

**ESP® - Electronic Stability Program:**

ESP® interfaces with both the brake system and the engine management. It continuously monitors the signals from the steering angle sensor, wheel speed sensors, lateral acceleration sensor and yaw sensor, allowing it to assist the driver if instability is detected. In critical situations, ESP® actively intervenes in the engine management and brake system and assists the driver by generating braking forces to restore directional stability. When ESP® and ASR interventions are taking place, the ESP® warning light comes on in the speedometer.

If acceleration skid control is deactivated by pressing the ASR-OFF switch, the ESP® warning light comes on continuously. If a driving situation occurs in which instability is detected, ESP® intervenes and ASR is switched back on again. At speeds over 60 km/h ASR is always active, i.e. if the system has been deactivated it is automatically reactivated when the vehicle accelerates to a speed above 60 km/h and cannot be deactivated. When the speed falls below 60 km/h, ASR is deactivated again and the warning light comes on. Even with ASR switched off, the ESP® warning light flashes when the tyres have reached their adhesion limit.br&gt;

## Benefits & Arguments

- Increases stability in certain critical situations
- Enhances active safety in certain critical situations
- Improves track-holding and directional stability in certain critical situations

ESP® enhances safety and ride comfort in certain critical situations and coordinates and enhances the operation of ABS and ASR. Augmented by the new functions ROM, RMI, LAC and EUC, ESP® provides a high level of driver assistance and increases stability in critical dynamic situations.

## Remarks

The Trailer Stability Assist system is only activated if a trailer tow hitch is installed at the factory. If a trailer tow hitch is retrofitted the TSA system can be activated by a Mercedes-Benz workshop after the installation.



## Handbrake lever, folding



### Details & Technology

Installation of a lowerable handbrake lever. This handbrake lever can be lowered even when the handbrake is on.

### Benefits & Arguments

- Allows a swivelling driver's seat to be swivelled even when the handbrake is on

The lowerable handbrake lever allows the swivelling driver's seat to be swivelled even when the handbrake is on.

### Remarks

If required the **low seat base for driver** and **co-driver must be ordered** separately using Code S87/S88!

## Deletion of Electronic Stability Program

### Details & Technology

This code deletes the Electronic Stability Program (ESP<sup>®</sup>, Code BB3) by omitting various sensors and some brake control software. ABS, ASR and EBD are retained.

### Benefits & Arguments

- Recommended when fitting special bodies

Recommended if special bodies are to be fitted, e.g. by a body manufacturer, which are not adapted to ESP<sup>®</sup> (e.g. with high centre of gravity, extended wheelbase etc.)



## Firmer rear springs

### Details & Technology

Two-leaf springs with a steeper spring rate curve than the standard springs.

### Benefits & Arguments

- Greater roll resistance

In conjunction with the stabilising package, the firmer rear springs provide greater roll resistance but without compromising ride comfort. With a load of 2250 kg on the rear axle, spring travel is reduced by approx. 21 mm. There is no change in the unladen height of the vehicle.

### Remarks

Recommended particularly for vehicles with a high centre of gravity.



## Rear springs for 3.88 t weight version

### Details & Technology

Single-leaf rear springs specially designed for all vehicles with 3.88 t perm. GVW (XL8).

### Benefits & Arguments

- Adapted suspension characteristics

Adapts the rear suspension to the higher rear axle load rating, thereby maintaining a high standard of ride comfort.



## Deluxe rear springs for 3.88 t weight version

### Details & Technology

Dual-rate two-leaf rear springs provide different spring rates depending on vehicle payload. When the vehicle is empty or only lightly laden, only the main spring leaf is operational. If the vehicle is more heavily laden, the second spring leaf also comes into play.

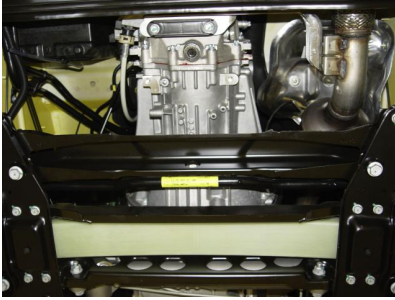
### Benefits & Arguments

- High suspension comfort

Greater ride comfort when vehicle is unladen, and appropriate firmness when carrying a heavier payload.



## Front stabiliser



## Details & Technology

A stabiliser is mounted to the control arms and axle housing. The stabiliser is a torsion bar made of spring steel and is fitted transversely to the direction of travel. The stabilising effect is exerted only under unilateral compression. If there is equal compression on both sides, the stabiliser has no effect.

## Benefits & Arguments

- Reduces roll
- Improved roadholding even with an unequally distributed load

The stabiliser reduces roll which occurs for example when cornering with a load which has a high centre of gravity or when the front axle load is unequally distributed.

## Remarks

Recommended for vehicles with tall bodies. For further information, please see the chassis brochure.



## Rear axle stabiliser under frame

### Details & Technology

The stabiliser is made of spring steel and is fitted behind and parallel to the axle and transversely to the direction of travel. It is attached at two points to the axle tube and at two points to the frame. The stabilising effect is exerted only under unilateral compression. If there is equal compression on both sides, the stabiliser has no effect.

### Benefits & Arguments

- Improved roadholding even with an unequally distributed load
- Reduced roll

The stabiliser reduces roll which occurs for example when cornering with a load which has a high centre of gravity or when the front axle load is unequally distributed.

### Remarks

Recommended for vehicles with tall bodies. For further information, please see the chassis brochure.



## Higher-capacity rear axle stabiliser under frame

### Details & Technology

This stabiliser, which has a larger diameter than the standard version, is made of spring steel and is fitted behind and parallel to the axle and transversely to the direction of travel. It is attached at two points to the axle tube and at two points to the frame. The stabilising effect is exerted only under unilateral compression. If there is equal compression on both sides, the stabiliser has no effect.

### Benefits & Arguments

- Improved roadholding even with an unequally distributed load
- Reduced roll

The higher-capacity stabiliser has a more powerful stabilising effect than the standard version. It reduces roll which occurs for example when cornering with a load which has a high centre of gravity or when the front axle load is unequally distributed.

### Remarks

Recommended for vehicles with tall bodies. For further information, please see the chassis brochure.



## Higher-capacity front stabiliser

### Details & Technology

A higher-capacity (larger-diameter) stabiliser is mounted to the control arms and axle housing. The stabiliser is a torsion bar made of spring steel and is fitted transversely to the direction of travel. The stabilising effect is exerted only under unilateral compression. If there is equal compression on both sides, the stabiliser has no effect.

### Benefits & Arguments

- Improved roadholding even with an unequally distributed load
- Reduced roll

The higher-capacity stabiliser has a more powerful stabilising effect than the standard version. It reduces roll which occurs for example when cornering with a load which has a high centre of gravity or when the front axle load is unequally distributed.

### Remarks

This stabiliser is recommended for camper vans and vehicles with a similarly high centre of gravity, for example box-body vehicles with taillift, vehicles with aerial platform or vehicles with refrigerated box body. For further information, please see the chassis brochure.



## Higher-capacity shock absorbers

### Details & Technology

The two rear shock absorbers provide firmer damping than the standard shock absorbers. They also have more heat-resistant seals, for a longer service life.

### Benefits & Arguments

- Longer service life for vehicles which are regularly used under punishing conditions

Recommended for vehicles which are regularly used under punishing conditions. Improved handling on rough roads.

### Remarks

For further information, please see the chassis brochure.



## Paintable bumpers and corner sections

### Details & Technology

The bumpers and corner sections are not pre-coated in the standard colour but are painted pure white (MB 9678). This coating makes it possible to apply a topcoat in any desired colour.

### Benefits & Arguments

- Allows subsequent painting

The bumpers and corner sections are paintable in a different shade or shades, for example by a body manufacturer. Allows vehicles to be repainted e.g. in fleet livery.



## Deletion of front bumper



### Details & Technology

Front bumper deleted for chassis with cab-base version (F50).

### Benefits & Arguments

- Easier fitting of special bodies and equipment

Deletion of the front bumper makes it easier for body firms to fit special bodies and equipment.



## Deletion of underride protection

### Details & Technology

The mandatory underride protection for vehicles over 3.5 t perm. GVW is not fitted.

### Benefits & Arguments

- Allows special bodies or attachments (e.g. taillift) to be fitted
- Allows a modified underride guard to be fitted

Omitting the underride protection makes it easier for body manufacturers to fit special bodies or attachments or a modified underride guard.



## Higher body mounting position for Euro-Sprinter (camper van)

### Details & Technology

35-mm-tall spacers are fitted on the left and right between the rear springs and the axle spring saddle.

### Benefits & Arguments

- More space between frame and road

Provides more space under the frame of the camper van for fitting special attachments.





## Chassis for application A

### Details & Technology

With this package code, depending on model variant higher-capacity front axles, stabilisers, shock absorbers and springs are fitted.

### Benefits & Arguments

- Improved handling
- Reduction of roll angle

The higher-capacity stabiliser has a more powerful stabilising effect than the standard version. It reduces roll which occurs for example when cornering with a load which has a high centre of gravity or when the front axle load is unequally distributed. The higher-capacity shock absorbers and springs provide more leeway for weight distribution, but the maximum front axle load must not be exceeded.

### Remarks

This package is recommended for semitrailer tractors, for example.



## Chassis for application B

### Details & Technology

With this package code, higher-capacity stabilisers, shock absorbers and springs, and depending on permissible GVW also a higher-capacity front axle, are fitted.

### Benefits & Arguments

- Improved handling
- Reduction of roll angle

The higher-capacity stabiliser has a more powerful stabilising effect than the standard version. It reduces roll which occurs for example when cornering with a load which has a high centre of gravity.

### Remarks

This stabiliser is used, for example, for refrigerator vehicles with built-in shelving.



## Chassis for application C

### Details & Technology

With this package code, higher-capacity stabilisers, shock absorbers and springs, and depending on permissible GVW also a higher-capacity front axle, are fitted. In addition, even better tuned shock absorbers are installed depending on model variant. Detailed information can be found under the suspension design tab.

### Benefits & Arguments

- Improved handling
- Reduction of roll angle

The higher-capacity stabiliser has a more powerful stabilising effect than the standard version. It reduces roll which occurs for example when cornering with a load which has a high centre of gravity or when the front axle load is unequally distributed.

### Remarks

This package code is recommended, for example, for refrigerator vehicles with suspended storage, and for money transports.



## Chassis for application D

### Details & Technology

With this package code, harder rear springs, a higher-capacity front axle and higher-capacity stabilisers are fitted. In addition, even better tuned shock absorbers are installed depending on model variant. Detailed information can be found under the suspension design tab.

### Benefits & Arguments

- Improved handling
- Reduction of roll angle

The higher-capacity stabiliser has a more powerful stabilising effect than the standard version. It reduces roll which occurs for example when cornering with a load which has a high centre of gravity or when the front axle load is unequally distributed.

### Remarks

This package code is recommended exclusively for the open model variants and, for example, for beverage transports.



## Reinforced front springs and shock absorbers

### Details & Technology

In all vehicles with a GVW of 3.88 t (3550 lbs), 4.53 t (9990 lbs) and 5 t (11000 lbs), a reinforced front axle is installed in place of the standard front axle. The front springs and shock absorbers of this axle are reinforced.

### Benefits & Arguments

- Stabilising effect when the vehicle is on the move

The reinforced springs and shock absorbers have a stabilising effect on the handling of the vehicle, and reduce the risk of excessive body roll.



## Steering wheel adjustable for tilt and height



### Details & Technology

The steering wheel is manually adjustable for height and reach. To provide a large adjustment range, the wheel can be tilted in a range between 28° and 32° from the vertical and can be adjusted axially by 40 mm. The adjustment is performed by means of a lever on the steering column.

### Benefits & Arguments

- An ergonomic seating posture can be adopted
- More comfortable seating posture and enhanced driver fitness

The adjustable steering wheel provides better adaptation to individual requirements and to the size of the driver. The ergonomic seating posture helps to maintain driver fitness on longer journeys. Allows quick and easy steering wheel adjustment following a change of driver.

## Multifunction steering wheel with trip computer



### Details & Technology

Multifunction steering wheel with four steering-wheel buttons. In addition to the horn, it is also possible to operate the onboard computer, the radio and the telephone (if hands-free system EH4 is fitted) from the steering wheel.

Steering-wheel buttons (left): select onboard computer menu, scroll up/down onboard computer menu.

Steering-wheel buttons (right): volume +/- and place/answer or end a telephone call.

### Benefits & Arguments

- Enhanced comfort

The multifunction steering wheel can be used to access and adjust a wide range of functions such as the trip computer, the radio volume, the telephone (on vehicles with integrated hands-free system), ASSYST etc. This allows the driver to keep both hands on the steering wheel.



## **Attachments primed in clear white, DB 9678**

### **Details & Technology**

The side rub panels are prepared ready for application of any shade of topcoat.

### **Benefits & Arguments**

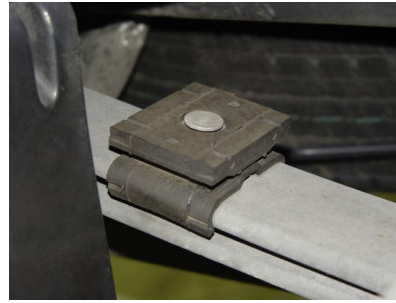
- Allows subsequent painting

The rub panels are paintable in a different shade or shades, for example by a body firm. Allows vehicles to be repainted e.g. in fleet livery.





## Vibration absorbers



## Details & Technology

Attachment of two vibration absorbers, respectively, on the left and right rear spring.

## Benefits & Arguments

- Lowers resonant vibrations

The vibration absorber lowers the resonant vibrations of the rear springs, thus hindering noise development.

## High roof

### Details & Technology

Includes high sidewalls and higher rear doors, giving an interior height in the load compartment/ passenger compartment of approximately 1940 mm. The rear doors are 1840 mm high. The maximum load capacity (evenly distributed over the whole area of the roof) is 150 kg.

On vehicles with sliding load-compartment doors, the height of these doors is 1820 mm.

### Benefits & Arguments

- Increased load space
- Taller door apertures
- Stand-up room in load compartment

The high sidewalls provide increased load space in the panel van and offer room to stand up. Tall, bulky objects can be loaded and unloaded more easily due to the taller door apertures.



## Mounting rails for roof racks



### Details & Technology

Two recessed longitudinal stainless-steel C-rails are bolted to the roof. Maximum roof load (including basic carrier bars) is 50 kg per cross-bar. Maximum roof load for the standard roof is 300 kg (6 cross-bars) and 150 kg for the high roof (Code D03) (3 cross-bars).

### Benefits & Arguments

- Allows roof carriers to be fitted

The roof rails allow roof racks, roof boxes and other accessories to be fitted.

### Remarks

The roof rails can be retrofitted. Retrofittable roof rails are available for crewcab versions **only** as part of the MB accessories range.



## Fixed sunroof/sunroofs (rear roof section)



## Details & Technology

Short-wheelbase vehicles are fitted with a fixed sunroof in the front part of the load compartment/passenger compartment. Dimensions: approx. 830x400 mm.

Medium-wheelbase vehicles are fitted with a further fixed sunroof, of the same dimensions, in the rear part of the roof.

Long-wheelbase vehicles and long-wheelbase vehicles with long overhang are fitted, in addition to the two above-mentioned sunroofs, with two further fixed sunroofs in the rear part of the roof. The dimensions are approx. 170x520 mm.

On vehicles with super-high roof (D05 and D06), the fibreglass-reinforced plastic roof is fitted with translucent skylights instead of sunroofs. Depending on wheelbase and body length, three, four or five skylights may be fitted:

3250-mm wheelbase = 3 skylights

3665-mm wheelbase = 4 skylights

4325-mm wheelbase = 5 skylights

## Benefits & Arguments

- Load compartment admits more light, for easier working etc.

The greater amount of daylight entering the load compartment provides better working conditions, e.g. in workshop vehicles and parcel delivery vehicles.



### Electric tilting/sliding glass sunroof in passenger compartment



#### Details & Technology

The tilting/sliding glass sunroof consists of tinted single-layer safety glass (approx. 90% tinted) and an integrated, continuously adjustable sunblind. The dimensions of the tilting/sliding glass sunroof are approx. 380x800 mm.

The sunroof is operated by a switch in the overhead control panel at the front of the vehicle.

Integrated in the radio remote control locking system (Code FZ8) are **convenience opening** and **convenience closing** functions. If Code ZF8 is specified, pressing and holding the relevant transmitter button also **opens** or **closes** the sunroof.

#### Benefits & Arguments

- Fast adjustment of interior climate to suit individual requirements
- Makes the interior appear larger
- Greater operating convenience due to integration in extended central locking system

The tilting/sliding sunroof can be opened or closed conveniently while the vehicle is on the move. This allows hot or stale air to be removed from the vehicle quickly and speeds air circulation inside the vehicle. In adverse weather conditions, the roof can be tilted up so as to provide ventilation while en route without impairing comfort. The sunblind can be used to provide protection against direct sunlight. Additional operating ease and convenience is provided by the **convenience opening/closing** functions. The tilting/sliding sunroof makes the interior appear even larger and even more light and airy. The high thermal insulation factor reduces the amount of solar radiation entering the vehicle and is very effective in reducing **heat build-up**.

#### Remarks

When opening, it should be checked that there is adequate clearance (approx. 60 mm) between the sunroof and any roof carriers!  
The sunroof can also be operated manually, using the Z-shaped hexagon key.



## Electric tilting/sliding glass sunroof



### Details & Technology

The tilting/sliding glass sunroof consists of single-layer safety glass (approx. 90% tinted) and an integrated, continuously adjustable sunblind. The dimensions of the tilting/sliding glass sunroof are approx. 380x800 mm. The sunroof is operated by a switch in the overhead control panel.

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### Remarks

When opening, it should be checked that there is adequate clearance (approx. 60 mm) between the sunroof and any roof racks!  
The sunroof can also be operated manually, using the Z-shaped hexagon key

## Full bulkhead



## Details & Technology

The grey, sheet-metal full bulkhead complies with DIN 75410-3:2004-10.

## Benefits & Arguments

- Serves to secure load, in conjunction with lashing eyelets
- Cab can be heated up more quickly
- Keeps dirt, dust and odours produced by the load out of the driver's compartment

Fitting the bulkhead makes it possible to secure the load in accordance with regulations. It meets the requirements of the Accident Prevention and Insurance Association (in Germany) for the simultaneous transport of commercial goods and passengers. It also makes it possible to stack the load in such a way that it can be restrained by direct means. In cold temperatures the driver's section can be heated more quickly.

## Full bulkhead with 1 window



## Details & Technology

The panel van is fitted with a grey, sheet-metal full bulkhead with central fixed window, size 1300 x 340 mm.

## Benefits & Arguments

- Serves to secure load, in conjunction with lashing eyelets
- Cab can be heated up more quickly
- Allows visual checking of load compartment
- Keeps dirt, dust and odours produced by the load out of the driver's compartment

Fitting the bulkhead - in conjunction with the lashing eyelets - makes it possible to secure the load in accordance with regulations. It also makes it possible to stack the load in such a way that it can be restrained by direct means. In cold temperatures the driver's section can be heated more quickly.

The window allows the driver to keep an eye on the cargo and, if windows are fitted in the rear doors (W61, W78), also provides a view to the rear.



## Full bulkhead with 1 sliding window



### Details & Technology

The panel van is fitted with a grey sheet-metal bulkhead with central sliding window, size 1300 x 340 mm.

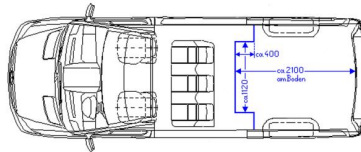
### Benefits & Arguments

- Serves to secure load, in conjunction with lashing eyelets
- Cab can be heated up more quickly
- Allows visual checking of load compartment
- Makes it possible to communicate verbally between the cab and the load compartment
- Keeps dirt, dust and odours produced by the load out of the driver's compartment

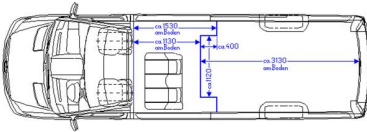
Fitting the bulkhead makes it possible - in conjunction with the tie-down points - to secure the load in accordance with regulations. It also makes it possible to stack the load in such a way that it can be restrained by direct means. In cold temperatures the driver's section can be heated more quickly.

The sliding window makes it possible to communicate verbally between the cab and the load compartment and allows the driver to keep an eye on the cargo. If windows are fitted in the rear doors (W61, W78), they also provide a view to the rear.

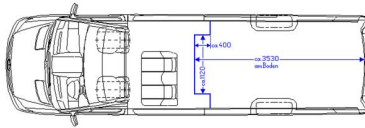
## Full bulkhead at C-pillar



Standard



Long



Extra-long

## Details & Technology

A grey, full bulkhead made of aluminium struts with wooden panels (18 mm) is fitted at the C-pillars. The bulkhead meets the requirements of DIN 75410-3:2004-10.

In the first rear-seat row there are seat anchorages. The passenger compartment features the standard floor covering and roof liner.

## Benefits & Arguments

- Serves to secure load, in conjunction with lashing eyelets
- The interior can be heated up more quickly
- Keeps dirt, dust and odours produced by the load out of the driver's compartment

Fitting the bulkhead makes it possible to secure the load in a manner which is safe both inside the vehicle and with respect to other traffic. It meets the requirements of the Accident Prevention and Insurance Association (in Germany) for the simultaneous transport of commercial goods and passengers.

The bulkhead also makes it possible to stack the load in such a way that it can be restrained by direct means.

At low ambient temperatures, the interior can be heated faster.

## Pre-installation for retrofitting of a bulkhead

### Details & Technology

The design allows the provision of mounting holes in the B-pillar roof bows for the retrofitting of a bulkhead. There are also apertures for the bulkhead in the B-pillar and B-pillar trim. If no bulkhead is fitted, there is a gap between the trim and the bodyshell.

### Benefits & Arguments

- Allows retrofitting of a bulkhead

The pre-installation allows body manufacturers to retrofit either a Mercedes-Benz bulkhead or their own customised solution, in compliance with DIN 75410 Part 3 or local national legislation, as applicable.

### Remarks

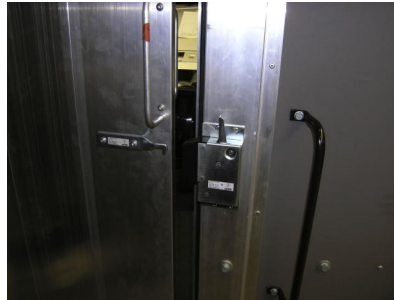
A retrofitted bulkhead can at best - depending on the design - only constitute part of a load-restraint system tailored to the goods to be transported, and can only provide limited protection from the load. The degree of protection can only be improved by the use of further load-restraining elements (lashing points, lashing rails, tensioning straps, non-slip matting etc.). The design of the retrofitted bulkhead must be comply with DIN 75410 - Part 3 or applicable national legislation.



## Bulkhead with sliding door



Picture shows pre-production model



Picture shows pre-production model



## Details & Technology

The bulkhead with sliding door is situated in the B-pillar area. The sliding door is fitted with a door lock and locking cylinder. From the driver's side, the sliding door is opened by means of the vehicle key, and from the load compartment side by means of a lever on the door lock. The aluminium sliding door is 577 mm wide, 1775 mm high and 17 mm thick. The open sliding door is held in place at the end of its travel by a retainer. On the right-hand side, in the entrance area of the sliding load-compartment door, the bulkhead can be fitted with a grab handle (Code T77).

## Benefits & Arguments

- Serves to secure load, in conjunction with lashing eyelets
- Provides direct access to the load compartment
- Makes it possible to communicate verbally between the cab and the load compartment
- Keeps dirt, dust and odours produced by the load out of the driver's compartment
- Cab can be heated up quickly

Fitting the bulkhead - in conjunction with the tie-down points - makes it possible to secure the load in accordance with regulations. It also makes it possible to stack the load in such a way that it can be restrained by direct means.

The sliding door provides direct access to the load compartment and makes it possible to communicate verbally between the cab and the load compartment. When the sliding door is closed, it is not possible to see the cargo.

## Deletion of roof



## Details & Technology

The panel vans and crewbuses are supplied without roof bows and roof skin. For transport purposes, temporary roof bows provide strength and stability.

If specified in conjunction with Code D03 (high roof and rear doors), only the high rear doors are fitted, together with the roof frame and edge seal.

## Benefits & Arguments

- Easier fitting of special bodies and equipment.

Body manufacturers can fit roofs of their own design, e.g. a camper van roof or mobile shop roof.



## Deletion of bulkhead

### Details & Technology

This code deletes the bulkhead on panel vans. The bulkhead is replaced by the wood floor (V43).

### Benefits & Arguments

- Unimpeded access to load compartment
- Allows special bodies and attachments to be fitted

Provides unimpeded access to the load compartment, and allows extra-long objects such as carpet rolls to be pushed right through to the co-driver's seat base. Also makes it easier for body manufacturers to fit special bodies and attachments.



## Start-off Assist

### Details & Technology

After the service brake has been released, the applied braking pressure continues to be provided by Start-off Assist (AAS) for approximately two seconds. AAS activates on gradients of approx. 4% or more, whether starting in forward or reverse gear. If the moving off direction is downhill, AAS is **not** activated. AAS is also **not** activated if the handbrake is on.

### Benefits & Arguments

- Easier hill starts
- Temporarily prevents the vehicle from rolling away

Maintenance of the braking pressure facilitates hill starting since the driver can find the biting point without having to use the handbrake.



## Extra battery (only) for retrofit power consuming device(s)



### Details & Technology

In addition to the standard battery, a 12 V/100 Ah auxiliary battery with long cycle life is mounted in the engine compartment. The supply voltage remains 12 V. A cutout relay is also included, under Code E36.

### Benefits & Arguments

- Allows operation of additional electrical consumers

Only for operation of auxiliary units such as an electrohydraulic tipper, loading crane, taillift or camper van equipment.

### Remarks

No electrical consumers are connected ex works to the additional battery.



## Single-pole battery mastery switch



### Details & Technology

The battery master switch breaks the ground connection between the the battery and the body and switches off all electrical consumers. It is situated in the driver's footwell, to the right of the accelerator pedal. The battery master switch is activated by disconnecting the earth bolt connector.

It must be **ensured** that the battery master switch is only disconnected when the **vehicle key** in the ignition lock is **in position 0**, **otherwise** there is a **risk of damaging other components** in the electrical system.

### Benefits & Arguments

- Prevents uncontrolled discharging of the battery
- Work on the electrical system can be carried out more quickly

The battery master switch prevents uncontrolled discharging of the battery due to quiescent current consumption. It is recommended for vehicles which are likely to be immobile for extended periods. The battery master switch also allows work on the electrical system to be carried out more quickly, since it is not necessary to disconnect the battery pole.



## Cutout relay for additional battery

### Details & Technology

The relay is installed on the charge line to the auxiliary battery. It separates the starter battery consumers from the auxiliary battery consumers. When the engine is running, the relay allows both batteries to be charged or discharged simultaneously.

### Benefits & Arguments

- Starter battery cannot be discharged by auxiliary consumers

The cutout relay prevents the starter battery being drained by consumers connected to the auxiliary battery. It also prevents the auxiliary battery being drained by the standard consumers such as the starter or fan.



## 7-pin trailer socket

### Details & Technology

Two 7-pin sockets are fitted to the end crossmember. The operating voltage is 24 V. The trailer's tail lights, brake lights and indicators are operated via the first socket, whilst the reversing light and rear fog lamp are operated via the second.

### Benefits & Arguments

- Supplies power for trailers with 24 V on-board voltage

The two 7-pin sockets supply power to trailers with an on-board voltage of 24 V.

### Remarks

Also includes a permanently positive connection.



## Socket in cab



## Details & Technology

12 V/15 A socket on driver's seat base, right-hand side (180 watt maximum). Power can be drawn regardless of ignition key position.

The power is supplied by the starter battery, except if Code E28 is specified, in which case it is supplied by the auxiliary battery. The compressor which forms part of the standard-fitted PREMIUM SEAL kit (Code RR7) must be powered from the socket in the instrument panel.

## Benefits & Arguments

- Can be used to power additional electrical consumers

The socket can be used to power electrical consumers such as a fan, TV, fax machine or coolbox.

## Electrical components for trailer socket

### Details & Technology

The electrical wiring for a trailer allows power to be supplied to the usual lighting functions such as tail lights, brake lights, fog lights and reversing lights, as well as to trailer consumers. A trailer coupling control unit is **not** fitted.

### Benefits & Arguments

- Allows a trailer coupling to be retrofitted

Pre-installation for a trailer coupling.



## Aerial for GSM, GPS and UMTS network



### Details & Technology

Roof aerial for radio (FM and AM via integrated aerial amplifier), telephone (GSM - 900/1800 MHz network, AMPS and UMTS) and navigation (GPS). Aerial can be unscrewed

### Benefits & Arguments

- Allows radio, telephone and navigation signals to be received
- Carwash-proof
- Suitable for use with a plastic roof

The aerial receives radio, telephone and navigation signals and also allows navigation and telematics systems to be fitted. The vehicle remains carwash-proof, since the aerial is unscrewable. The aerial has an earth lug, which means that it is also suitable for use on converted vehicles with plastic roof.



## AGM battery 12 V/95 Ah

### Details & Technology

A more powerful 12 V/95 Ah AGM battery is fitted instead of the the standard 12 V/74 Ah battery.

The AGM battery is provided with absorbing glass fleece which contains and ligates the acid. Therefore in case of box damage the fluid cannot leak.

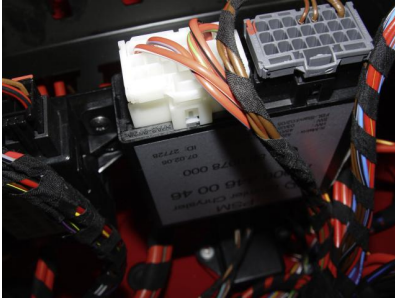
### Benefits & Arguments

- Resistant against total discharge
- Cycle resistant
- Maintenance free
- Electrical system designed for more demanding requirements through the increased power
- More reliable starting in winter

The AGM battery is designed for heavier-duty requirements, e.g. for frequent starting in short-distance operation (cycle resistant) or for supplying a large number of electrical special equipment items. It is also recommended for operation in extreme climates, e.g. when the high-performance air conditioning in the passenger compartment is used.



## Parameterisable special module



### Details & Technology

The parameterisable special module (PSM) provides an interface for accessing the vehicle electronic system. Vehicle information - for example about rotary light switch positions, direction indicators, open doors, wiper switch positions, etc - can be accessed and vehicle functions can be modified via 10 inputs and 20 outputs.

Body manufacturers can integrate special functions such as rpm governors, engine remote start/stop controls etc. via the PSM.

As soon as the relevant information is defined, these functions can be parameterised using the Star Diagnosis system.

Body manufacturers can find detailed information about the PSM in the Body/Equipment Mounting Directives.

### Benefits & Arguments

- Caters for electrical modifications and retrofitting

Access to the vehicle electronic system is now only possible/permissible via one defined interface. This improves protection of the vehicle's basic functional integrity.

### Remarks

Responsibility for parameterising the PSM lies with the relevant body manufacturer. Mercedes-Benz only parameterises ex-works special equipment features (MT4, M53, BR9).





## Electrical pre-installation, parameterisable special module

### Details & Technology

The pre-installation includes the electric wiring up to the driver's seat frame.

### Benefits & Arguments

- Allows easy retrofitting of the parameterisable special module

Access to the vehicle electronic system is now only possible/permissible via one defined interface. This improves protection of the vehicle's basic functional integrity.

### Remarks

Responsibility for parameterising the PSM lies with the relevant body manufacturer. Mercedes-Benz only parameterises ex-works special equipment features (MT4, M53, BR9).



## 12 V/100 Ah battery

### Details & Technology

The standard 12 V/74 Ah battery is replaced by a higher-capacity 12 V/100 Ah battery.

### Benefits & Arguments

- Electrical system designed for more demanding requirements
- More reliable starting in winter

The higher-capacity battery is designed for heavier-duty requirements, e.g. for frequent starting in short-distance operation or for supplying a large number of electrical special equipment items. It is also recommended for operation in cold climates.



## Audio 20 with CD-changer



### Details & Technology

#### Basic functions:

- 5-inch TFT colour display
- CD-player
- Telephone keypad
- AUX-IN connection on the rear of the unit
- Bluetooth hands-free system
- Integrated 6-disc CD-changer
- Comfort telephony optionally available (Code EH4)

#### Output and sound:

- Sound adjustments (bass, treble, fader, balance)
- Separate volume adjustments for radio, telephone and traffic reports
- Speed-sensitive volume control, gradual increase in volume from 20 km/h
- 4 x 25 Watts output
- 2 broadband loudspeakers in the front included

#### Radio:

- Wavebands FM, MW, LW, AM
- Twin tuner and traffic information decoder (TP/TA)
- 10 station memory positions per waveband
- Automatic station search
- Automatic storage of currently receivable stations
- Full-text station display (RDS - Radio Data System)
- SCAN function (each station is tuned in for approx. 8 seconds)
- Manual station selection

#### CD-changer:

- Integrated into the unit
- 6-disc CD changer
- Single CD-player with Soft Eject
- Automatic CD reload
- Supports MP3 and WMA audio files
- Forward/reverse skip function
- SCAN function (all tracks are played for approx. 8 seconds)
- Random function
- Display of current track playing time

#### Telephony support

- Bluetooth hands-free system as standard (compatible with many Bluetooth mobile phones)
- Importation of mobile phone directory entries via Bluetooth



## Benefits & Arguments

- MP3 and WMA-capable CD-player
- Integrated 6-disc CD-changer
- Additional MP3 information shown in the display
- AUX-IN connector on the rear of the unit (extension for 3,5 connector available as an accessory) for connection of a separate audio device
- Twin tuner and precise, vehicle-matched aerial tuning
- Can be operated from the multifunction steering wheel
- 4 x 25 Watts output
- Bluetooth hands-free system

Radio Audio 20 is equipped with an MP3 and WMA-capable CD-player, as well as an integrated 6-disc CD-changer. Additional MP3 file information, e.g. album title and tracks, are shown in the display if recorded in the MP3 music file. The unit can be operated via the multifunction steering wheel (Code CL4). It provides individual selection options with station memories, while the twin tuner and precise, vehicle-matched aerial tuning ensures the highest possible quality of reception even under unfavourable conditions. The standard Bluetooth function allows hands-free use of a mobile phone.

## Remarks

\*Introduction planned from autumn 2009



## Terminal strip with electrical connections on driver's seat base



### Details & Technology

The terminal strip is mounted on the inner side of the driver's seat base. It comprises three connections:

Terminal 1: D 12 V/10 A (120 W)

Terminal 2: 30 12 V/25 A (300 W)

Terminal 3: 15 12 V/15 A (180 W)

A blank switch panel is also installed in the instrument panel to the right of the steering wheel (LHD).

### Benefits & Arguments

- Easy connection of additional consumers
- Particularly recommended for body manufacturers and those who fit out their vans themselves

The terminal strip allows easy integration of additional electrical consumers into the existing power network. The blank switch panel allows the integration of additional switches for the operation of body/conversion systems installed by body manufacturers or vehicle operators.

## Two-way front loudspeakers



### Details & Technology

Two-way loudspeaker system plus one centre speaker. One mid-range woofer is fitted in the driver's door and one in the co-driver's door. The centre speaker and the tweeters are integrated in the instrument panel.

### Benefits & Arguments

- Excellent sound quality due to five speakers

Excellent sound quality due to separate tweeters and mid-range woofers and separate centre speaker. This combination produces a richer sound.

## Two-way loudspeakers front and rear



### Details & Technology

Two-way loudspeaker system: the specification of Code EL8 is extended with a further four tweeters and four mid-range woofers fitted in the sidewall/sliding door and in the left and right-hand rear side panelling in the passenger compartment.

### Benefits & Arguments

- Excellent sound quality due to 13 speakers
- Improved listening pleasure in passenger compartment

Offers excellent sound quality, due to separate tweeters and mid-range woofers, and improved listening pleasure for passengers, wherever they happen to be sitting.

## Sound 5



### Details & Technology

#### Basic functions:

- Monochrome LC display
- CD-player
- AUX-IN connection on the rear of the unit

#### Output and sound:

- Sound adjustments (bass, treble, fader, balance)
- Separate volume adjustments for radio, telephone and traffic reports
- Speed-sensitive volume control, gradual increase in volume from 20 km/h
- 4 x 25 Watts output
- 2 broadband loudspeakers in the front included

#### Radio:

- Wavebands FM, MW, LW, AM
- Twin tuner and traffic information decoder (TP/TA)
- 10 station memory positions per waveband
- 5 station memory positions per AM waveband
- Automatic station search
- Automatic storage of currently receivable stations
- Full-text station display (RDS - Radio Data System)
- SCAN function (each station is tuned in for approx. 8 seconds)
- Manual station selection

#### CD-player

- Single CD-player with Soft Eject
- Automatic CD reload
- Supports MP3 and WMA audio files
- Forward/reverse skip function
- SCAN function (all tracks are played for approx. 8 seconds)
- Random function
- Display of current track playing time
- Lights (LEDs) on the side edges of the CD aperture

### Benefits & Arguments

- MP3-capable CD-player
- Additional MP3 information shown in the display
- AUX-IN interface for 3.5 mm connector (available as an accessory) in the glove compartment for connecting a separate MP3 device
- CD aperture with marker lights
- Precise vehicle-matched aerial tuning
- Can be operated from the multifunction steering wheel
- 4 x 25 Watts output
- Connection for universal hands-free system

Radio Sound 5 is the entry-level unit for Mercedes-Benz vans. It is equipped with an MP3 and WMA-capable CD-player. Additional MP3 file information, e.g. album title and tracks, are shown in the display if recorded in the MP3 music file. The unit can be operated via the multifunction steering wheel (Code CL4), and includes loudspeakers configured for the vehicle interior. It provides individual selection options with station memories, while the twin tuner and precise, vehicle-matched aerial tuning ensures the highest possible quality of reception even under unfavourable conditions. The CD aperture is illuminated by LEDs for easier operation in the dark.





## Pre-installation for radio

### Details & Technology

Prewiring (12 V) for retrofitting a (commercially available) radio, plus short-range interference suppression and a flexible stub aerial on roof.

Note:

The pre-installation for radio does not support CAN/MOST technology. Additional wiring must be retrofitted in order to retrofit a factory-supplied radio. Without this wiring, functions such as recognition of the key position (radio continues to operate after the ignition key has been removed etc.) as well as control of the radio via the multifunction steering wheel and display of radio information in the instrument cluster are not supported.

As the factory-supplied radios are larger than the DIN slot, the radio opening must also be replaced when retrofitting a factory-supplied radio. The relevant documentation can be accessed through the Workshop Information System (WIS).

### Benefits & Arguments

- Preparation for retrofitting a radio

Pre-installation allows retrofitting of any commercially available 12 V radio to suit customer requirements.

### Remarks

**Note:**

For chassis with cab-base versions (F28/F50) or versions with deleted roof (D91), a roof aerial is **not** included.



## Jump start terminal



## Details & Technology

A jump start terminal (positive pole) is fitted in the engine compartment, to the air filter. The jump start terminal can be accessed by pushing back the red protective cap.

## Benefits & Arguments

- Easier jump starting/charging of the starter battery

Given the limited accessibility of the starter battery (situated in the driver's footwell for improved crashworthiness), this terminal allows easier jump starting and can also be used for charging the starter battery.

## 12 V socket in luggage compartment/load compartment



### Details & Technology

12-volt socket in left-hand D-pillar trim of the crewbus/panel van. The crewbus also has a 12-volt socket in the right-hand D-pillar trim. Both sockets have a maximum power rating of 180 watts. Power can be drawn regardless of ignition key position.

The power is supplied by the starter battery, except if Code E28 is specified, in which case it is supplied by the auxiliary battery. The compressor which forms part of the standard-fitted PREMIUM SEAL kit (Code RR7) must be powered from the socket in the instrument panel.

### Benefits & Arguments

- Connection point for electrical accessories

The socket can be used to power accessories such as a coolbox, vacuum cleaner, electric air pump or other electrical equipment, without the need for long cables.

## Electrical pre-installation for taillift

### Details & Technology

A power cable (25 mm<sup>2</sup> diameter) and seven-strand control line run from the auxiliary battery to the rear of the frame. The specification also includes a switch with indicator light in the cab, and an earth connection from the rear of the frame to the frame cross-member in front of the rear axle.

### Benefits & Arguments

- Simplified retrofitting of a taillift

The electrical pre-installation can be used by body manufacturers for retrofitting a Mercedes-Benz taillift or the body manufacturer's own taillift system.



## PARKTRONIC system (PTS)



### Details & Technology

PARKTRONIC operates on the echo sounder principle. The electronic control unit uses ultrasonic signals emitted and detected by sensors in the front and rear bumpers to measure the distance between the vehicle and an obstacle. When reversing, the system monitors the area to the rear and front of the vehicle. When moving forwards, only the area to the front of the vehicle is monitored.

The system is activated automatically when the ignition is switched on and the handbrake lever is released. It switches off when the speed of the vehicle exceeds approx. 18 km/h and back on when the speed falls below 16 km/h again. The system monitors the area:

- Front centre up to a distance of between 30 and 100 cm
- Front corners up to a distance of between 25 and 65 cm
- Rear centre up to a distance of between 30 and 180 cm
- Rear corners up to a distance of between 30 and 100 cm

As soon as an obstacle is detected within these areas, the visual (yellow and red LEDs) and audible warnings are activated. As the vehicle approaches an obstacle in its path, the visual signals are the first to be activated. As soon as the first red segment lights up, the audible warning is activated too. This sounds intermittently to begin with, then becomes continuous when the minimum distance is reached (second red LED).

The double warning display for the front area is located in the centre of the instrument panel, with two separate displays for the rear area integrated in the exterior mirrors. Two different tones enable the driver to detect whether the audible warning refers to the area in front of or behind the vehicle.

In the event of the vehicle rolling backwards inadvertently (for example, on uphill slopes) PARKTRONIC is activated automatically for the area to the rear of the vehicle if an obstacle is detected within 80 cm of the vehicle. The driver is made aware of this via activation of all the segments in the display for the rear as well as a continuous tone.

PTS can be activated/deactivated manually using a switch in the upper control panel. The indicator light in the switch is lit when PTS is off.

### Benefits & Arguments

- Facilitates precise parking, with the help of visual and audible warnings
- Makes parking easier in tight situations

The parking aid facilitates precise parking and helps the driver to judge distances from obstacles in front of and behind the vehicle - particularly when visibility is limited.

### Remarks

The sensors must be free from dirt, ice and snow in order to function correctly!

## Chassis with cab base and doors



## Details & Technology

Chassis without cab rear wall and roof but with seat bases. The two cab doors can be omitted, if not required, by specifying Code FW8 (deletion of right-side cab door) or FW9 (deletion of left-side cab door).  
A tarpaulin (Code P08) is supplied for transport purposes.

## Benefits & Arguments

- Caters for special body designs

Allows body manufacturers to produce special body designs, e.g. camper bodies, which also include the roof over the cab.



## Window in cab rear wall

### Details & Technology

On chassis versions with cab or crewcab, a window of single-layer safety glass, size 1330 x 360 mm, is fitted in the cab rear wall.

### Benefits & Arguments

- Improved rearward visibility
- Allows visual checking of cargo

The window allows more light into the cab. It provides rearward visibility, for easier reversing. In the case of vehicles with pickup body, it also allows the driver to keep an eye on the cargo.



## Headlamp cleaning system



### Details & Technology

Two high-pressure water jet nozzles are situated under each light unit. If the windscreen washer is operated when the headlamps are switched on, the nozzles are automatically extended and the headlamps are sprayed with a high-pressure jet. The fluid is supplied from the central windscreen washer reservoir in the engine compartment.

### Benefits & Arguments

- Optimal light output in all weather conditions
- Active safety benefits

Cleans the headlamp lenses. Since dirty headlamps significantly affect road illumination, the headlamp cleaning system has active safety benefits.





## Heated windscreen



### Details & Technology

Laminated windscreen with thin, wavy, vertically aligned heating filaments. The windscreen heating is controlled by a switch with indicator light. It can only be operated when the engine is switched on.

The heating function is activated by pressing a rocker switch. It automatically switches itself off after approx. 5 minutes - or can be switched off manually by pressing the rocker switch again.

### Benefits & Arguments

- Prevents fogging

The windscreen heater helps to prevent fogging of the windscreen and to keep it clear of snow and ice in winter, for example.

## Chassis with cab base



## Details & Technology

Chassis with cab base. Amongst other features the windscreen, roof frame, rear wall and doors are omitted, but the seat bases, with seats, are included.

A cover (Code P08) is supplied for transport purposes.

## Benefits & Arguments

- A wide range of special-purpose bodies can be mounted

The chassis with cab base provides body manufacturers with a basis for fitting fully integrated bodies (e.g. camper bodies) or special-purpose solutions.

## Interior mirror



### Details & Technology

An automatically dimming interior mirror is bonded onto the front windscreen.

### Benefits & Arguments

- Easier manoeuvring
- Enhanced safety

The interior mirror improves rearward visibility, and is thus particularly useful when reversing and when manoeuvring at loading ramps. Also allows the driver to keep an eye on the load compartment/passenger compartment.

## Lockable glove compartment



### Details & Technology

The glove compartment lid is fitted with a locking cylinder and a light. The key is the same mechanical key which is also used for the doors and the steering wheel lock.

### Benefits & Arguments

- Convenient operation due to single-key system
- Secure stowage of personal items or freight documents

Anti-theft stowage space for personal items and freight documents.

## Heated and electrically adjustable exterior mirrors



### Details & Technology

The exterior rear-view mirrors and the wide-angle mirrors are heated. In addition, the exterior rear-view mirrors can be adjusted electrically by means of a switch. Another switch selects right-hand or left-hand exterior mirror, the controls are located in the driver's door. The mirror heating is regulated in response to exterior temperature. At temperatures below 15°C the heating is activated, and at 19°C it is deactivated again.

### Benefits & Arguments

- Rapid mirror adjustment following a change of driver
- Helps to prevent mirrors misting up or frosting over

Allows quick and easy adjustment of the exterior mirrors following a change of driver. Also reduces misting or frosting over of the rear-view mirror, and wide-angle mirror in cold or damp weather.



## Deletion of windscreen

### Details & Technology

The vehicle is supplied without a windscreen.

### Benefits & Arguments

- A different windscreen can be fitted

Allows a different windscreen to be fitted by the body manufacturer.



## Coat hooks in passenger compartment

### Details & Technology

Installation of a coat hook on the B-pillar, at the height of the head restraint. A coat hook is installed on both the driver's and co-driver's side.

### Benefits & Arguments

- Safe stowage of clothing items

The coat hooks enable clothing to be hung up safely during a journey. They provide the necessary retention to prevent clothing items from flying around the interior, and the clothing is not creased.



## Over-cab stowage compartment



## Details & Technology

In the space between the roof shell and the cab roof lining, panel vans with high roof (Code C03) or super-high roof (Code D05, D06) have an over-cab stowage compartment which is accessible from the load compartment.

## Benefits & Arguments

- Additional stowage facility

The stowage compartment provides additional space for tidy atowageof papers, documents or objects.



## 1 DIN slot at front under roof liner



### Details & Technology

A 1 DIN slot is fitted centrally under the roof liner.

### Benefits & Arguments

- Can accommodate 1-DIN-sized equipment

The slot can be used for installing 1-DIN-sized equipment (e.g. toll equipment).

## Hinged lid for stowage compartment

### Details & Technology

The stowage compartment in the centre of the cockpit has a hinged lid. The compartment can be opened by means of the handle on the lid. The lid is held open on reaching the end-of-travel position. The compartment can be closed by pressing the lid down until it engages.

### Benefits & Arguments

- Concealed stowage space

The stowage compartment with hinged lid allows items such as a laptop or clipboard, personal items, documents (e.g. freight papers), maps etc. to be stowed out of sight and within easy reach.



## Chrome-trimmed radiator grille



### Details & Technology

Four chrome trim strips are applied to the radiator grille

### Benefits & Arguments

- Enhances the look of the vehicle

The chromed radiator grille enhances the appearance of the vehicle.

## Electrical pre-installation for reversing aid



Camera available from the MB accessories range



Monitor available from the MB accessories range

### Details & Technology

Wiring and electronic control unit for retrofitting a reversing camera.

The electronic control unit controls the camera module and monitor. It must be positioned close to the camera (at rear of roof). The video image can be shown on the COMAND display (Code EN4) or on a separate TFT monitor (available as part of the MB accessories range).

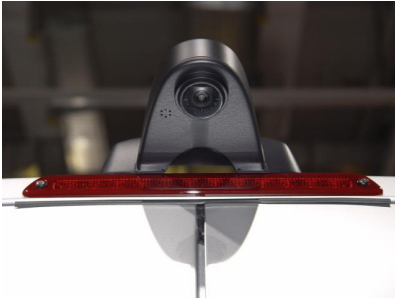
### Benefits & Arguments

- Improves rearward visibility and gives a better view of the rear of the vehicle
- Greater safety when reversing/reverse manoeuvring

The pre-installation kit allows easy retrofitting of a reversing camera. The reversing camera improves rearward visibility during reversing/reverse manoeuvring.



## Reversing aid (rearview camera)



## Details & Technology

Installation of a complete reversing-aid system, consisting of a camera with microphone and a separate monitor. The rearview camera image and sound are output via the monitor. If Code EN4 (COMAND) is specified, no separate monitor is installed. In this case, the image is output via COMAND whilst the sound is output through the vehicle loudspeakers (EL8 or EL9).

The rearview camera sound and image are output via the monitor or COMAND when reverse gear is engaged. If COMAND is specified, the radio is muted automatically.

Once reverse gear has been disengaged, the image and sound are disabled after a delay of 15 seconds.

The monitor also has an AUX interface (chinch input) for connection of an external audio/video source (e.g. DVD player, MP3 player) and an infrared interface which can be combined with the cordless infrared headphones (B6 656 0127) from the Mercedes-Benz accessories range.

For safety reasons, image output via the AUX interface is disabled at speeds in excess of 10 km/h.

## Benefits & Arguments

- Ensures rearward visibility and gives a view of the rear of the vehicle
- Greater safety when reversing and when manoeuvring
- Microphone and loudspeaker system ensures better communication between the driver and the person guiding them

The rearview camera improves rearwards visibility when manoeuvring in reverse. There is therefore less risk of a collision with people or objects.

## Pre-installation for reversing aid (rearview camera) with monitor



### Details & Technology

Installation of a wiring harness and a monitor for retrofitting a rearview camera on the open model variants (chassis) in combination with a box body. The wiring harness ends in the driver's seat frame. When supplemented with the camera with microphone, an adapter for the box body and an extension cable (all available as MB accessories), the image and sound are output via the monitor.

The rearview camera sound and image are output via the monitor when reverse gear is engaged.

Once reverse gear has been disengaged, the image and sound are disabled after a delay of 15 seconds.

The monitor also has an AUX interface (chinch input) for connection of an external audio/video source (e.g. DVD player, MP3 player) and an infrared interface which can be combined with the cordless infrared headphones (B6 656 0127) from the Mercedes-Benz accessories range.

For safety reasons, image output via the AUX interface is disabled at speeds in excess of 10 km/h.

#### **MB accessories part numbers:**

B6 656 08 43 Camera adapter for box body

B6 656 08 45 Extension cable, approx. 11 m

### Benefits & Arguments

- Easy retrofitting of a rearview camera
- Optimised with respect to the vehicle electrics/electronics

If the pre-installation is specified, it is easy to retrofit a rearview camera as the pre-installation is optimised with respect to the vehicle electrics/electronics.



## Extra-long mirror bracket

### Details & Technology

The standard mirror is mounted on a longer mirror arm. Available ex works only for chassis versions with cab or crewcab which will be retrofitted by a body manufacturer with a box body or a pickup body wider than the cab itself (but not exceeding a width of 2360 mm). Due to licensing requirements, the extended mirror brackets can only be supplied in conjunction with clearance lights (L07) and deleted parking lights (L94).

### Benefits & Arguments

- Improves rearward visibility with extra-wide bodies

Improves rearward visibility if an extra-wide body is fitted.

### Remarks

Mirror bracket for a vehicle width of 2300 mm to 2360 mm.



## Exterior mirror without indicator



Left exterior mirror from the front



Left exterior mirror from the rear

## Details & Technology

Fitting of exterior mirror without direction indicator. Due to the omission of the indicator the mirror housing is smaller, thereby reducing the overall width of the vehicle by approx. 20 mm each side.

## Benefits & Arguments

- Identical mirror area despite smaller vehicle width
- Makes it easier to negotiate narrow entrances etc.

The reduced vehicle width makes it easier to negotiate narrow entrances etc.



## Deletion of cab rear wall

### Details & Technology

Deletion of cab rear wall for chassis versions. A cover (P08) is supplied for transport purposes.

### Benefits & Arguments

- Special bodies can be fitted which are directly accessible from the cab

Deletion of the cab rear wall allows body manufacturers to fit special bodies which are accessible from the cab.



## Deletion of right-side cab door

### Details & Technology

The vehicle is supplied without the right-side cab door. For transport purposes, the aperture is closed by means of CON PEARL plastic panels (Code P08).

### Benefits & Arguments

- Easy fitting of a special door

Deletion of the cab door allows body manufacturers to quickly install a special-purpose door.



## Deletion of left-side cab door

### Details & Technology

The vehicle is supplied without the left-side cab door. For transport purposes, the aperture is closed by means of CON PEARL plastic panels (Code P08).

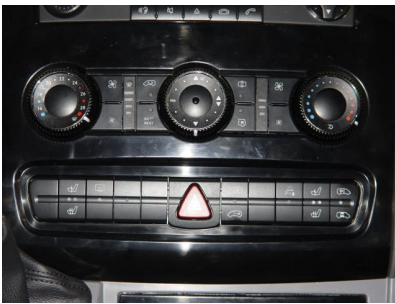
### Benefits & Arguments

- Easy fitting of a special door

Deletion of the cab door allows body manufacturers to quickly install a special-purpose door.



## ATA II with interior monitoring, tow-away protection and battery-operated horn



### Details & Technology

Automatically activated/deactivated via the radio remote control. The alarm is triggered if

- A door is opened,
- A door is opened from the inside,
- The bonnet is opened,
- The vehicle is raised at the front or rear,
- If movement is detected inside the vehicle
- Or if the central locking system is unlocked using the key at a door other than the driver's door.

The ATA is armed approx. 30 seconds and the interior monitoring system approx. 40 seconds after the vehicle has been locked using the radio remote control. To confirm arming, the turn signal indicators flash three times, and the indicator lamp in the switch also flashes. To prevent false alarms, the interior monitoring system should be deactivated if people or animals are to be left inside the locked vehicle. Tow-away protection is provided by an inclination sensor integrated in the ATA control unit. The self-powered siren is not accessible from outside the vehicle and is independent of the vehicle electrical system. Therefore it also sounds if the battery power is interrupted. The ATA is disarmed when the central locking system is unlocked using the remote control.

### Benefits & Arguments

- Additional anti-theft protection
- Meets insurance requirements

Comprehensive anti-theft protection for vehicle and cargo.

Audible alarm: repeated sounding of the self-powered horn for approx. 25 seconds.

Visual alarm: the turn signal indicators flash for approx. 4 minutes at twice the normal rate.

### Remarks

Required by insurance companies if the vehicle or cargo has a high insured value.

## Two additional master keys

### Details & Technology

A further two master keys are provided in addition to the two keys supplied as standard.

### Benefits & Arguments

- Customer is provided with four keys

There is no need to submit another order for two additional keys (e.g. for taxi companies or fleets).



## Automatic transmission



## Details & Technology

The fully automated electrohydraulic 5-speed transmission transfers power to the wheels via a torque converter with integrated lockup clutch. The lockup clutch minimises power loss or slip across the torque converter and can engage in all gears, depending on engine speed and load. This system allows upshifts to be performed smoothly and almost instantaneously.

Selector position **P** activates a parking lock. This selector position is the only position in which the ignition key can be released. The selector lever can only be moved out of position **P** when the brake pedal is depressed and the ignition switched on.

In selector position **D**, the transmission always starts in first gear. The transmission control unit subsequently selects the most appropriate gears automatically, with reference to engine speed and road speed. Upwards of approx. 6 km/h, it is not possible to change from **D** into **R**.

When the transmission is in automatic mode (**D**), it is possible to limit the shift range by nudging the selector lever towards - or +. Each time the selector lever is nudged from position **D** towards -, the shift range is reduced by one gear, conditions permitting. To prevent excessive engine speeds and maintain the power flow, downshift requests which would cause the engine to overrev are not carried out. If the selector lever is pressed towards - and held, the transmission changes down by several gears, conditions permitting.

Each time the selector lever is pressed towards + the shift range moves up a gear, before finally the transmission changes to automatic mode (**D**). If the selector lever is pressed towards + and held, the transmission changes to automatic mode and shifts accordingly.

### Ratios:

1st gear 3.595  
2nd gear 2.186  
3rd gear 1.405  
4th gear 1.000  
5th gear 0.831  
Overall ratio 4.326  
Reverse gear 3.167

## Benefits & Arguments

- Smooth shifting
- Long service life and high reliability
- Low maintenance costs
- Low fuel consumption
- Makes the driver's job easier

Features of the W5A380 include smooth shifting, well-spaced ratios, long life, high reliability, low maintenance costs and low fuel consumption.

Dispensing with manual shift and clutch operations makes things easier for the driver, particularly in stop-go conditions, and allows the driver to concentrate fully on the road and traffic. This transmission offers easier starting from rest, manoeuvring and parking, particularly on gradients.

Manual downshifting allows the full engine braking effect to be utilised.

## Remarks

### CAUTION:

The parking lock is not an alternative to the parking brake!

Therefore, the parking brake should **always** be applied when parking.



## Warm/cool air duct to passenger compartment



### Details & Technology

An additional air supply duct is fitted, with an air outlet in the rear part of the area between the driver's and co-driver's seat bases. The sturdy outlet is integrated between the floor panel and floor covering in front of the first row of seats.

The air duct is connected to the heating/climate control system, whose controls are used to adjust the air supply.

### Benefits & Arguments

- Optimised air supply to passenger compartment/load compartment
- Enhanced comfort for passengers in the rear compartment

Improves the warm/cool air supply to the passenger compartment/load compartment. Improves passenger comfort and wellbeing by providing enhanced heating/cooling.

## Heat insulation for load compartment/passenger compartment



### Details & Technology

Additional insulation material is fitted up to waistline level in the sidewalls of the load compartment/passenger compartment and in the rear doors.

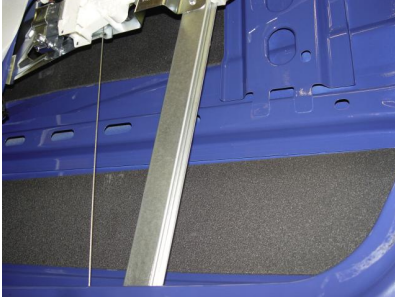
### Benefits & Arguments

- Reduced heat loss at low ambient temperatures

The insulation reduces heat losses at low outside temperatures.



## Heat insulation for cab



### Details & Technology

Additional insulation material is fitted in the doors and, on chassis versions with cab, also in the cab rear wall. In the case of chassis versions with crewcab, the entire cab is insulated.

### Benefits & Arguments

- Reduced heat loss at low ambient temperatures

The insulation reduces heat losses at low outside temperatures.

## High-performance passenger compartment air conditioning



### Details & Technology

The high-performance air conditioning system is fitted in the front sunroof aperture over the rear compartment. It is driven by its own compressor and has a maximum cooling performance of approx. 7 kW (in addition to HH9). The roof-mounted unit also extends some way into the interior of the vehicle.

The H08 air conditioning system supplements the cooling provided by HH9 (TEMPMATIC automatically controlled air conditioning system), though it is also possible to activate and adjust it independently. The system operates only in recirculation mode. It is controlled by a separate switch, which allows three fan speeds to be selected, and by a continuously variable temperature selector. The cooled air is supplied via adjustable outlets on the underside of the roof duct. The airflow direction can be individually adjusted and if desired the air supply can be shut off completely. The roof duct reduces the interior height of the vehicle.

Two or three interior lights, depending on wheelbase, are integrated in the roof duct. They are switched on and off by the door contact switch or individually at each light.

### Benefits & Arguments

- Optimised interior climate in rear section
- Enhanced comfort and wellbeing for passengers in the rear
- Improved interior air quality

Optimised interior climate due to additional cooling of the air supply to the rear compartment. This system is particularly recommended for vehicles used in very hot climates. Rear passengers can individually adjust the air outlets for improved comfort and wellbeing. A pollen and particulate filter improves the interior air quality.

### Remarks

#### Caution:

Increases the overall height of the vehicle by approx. 220 mm.

## Water auxiliary heater



## Details & Technology

A fuel-powered 5-kW auxiliary heater is mounted under the floor in the area of the left-hand B-pillar. The auxiliary heater warms the coolant, which then heats the driver's section via the water circuit of the front-end heater. The air is supplied to the interior via the air outlets in the instrument panel. The auxiliary heater is programmed via the instrument cluster using the adjusting knobs - on vehicles with standard instrument cluster - or the steering-wheel buttons - on vehicles with multifunction steering wheel (Code CL4) and pixel matrix instrument cluster (Code JK3). Maximum operating time is 60 minutes, at which point the heater switches off automatically. When the engine is running, the auxiliary heater can be turned on as a booster, using the switch, to supplement the front-end heater. When stationary heating mode terminates, the heater automatically switches to booster mode.

## Benefits & Arguments

- Comfortably warm interior
- Aids defrosting of the windows
- Pre-heated coolant is kinder on the engine when starting

This system is particularly recommended for CDI-engined vehicles which will be used in very cold climate regions. Since these engines have a very high efficiency, their thermal energy may not always be sufficient, at extremely low ambient temperatures, to guarantee a comfortable level of warmth in the cab. The stationary heating function allows the interior to be warmed even before the engine is started, so the driver can step into a pleasantly warm vehicle right from the word go.

## Additional heat exchanger



## Details & Technology

An auxiliary heat exchanger is connected to the water circuit in parallel with the front-end heat exchanger. The heat exchanger is installed under the floor behind the B-pillar, on the left-hand side of the vehicle. The control panel, with controls for temperature and air volume, is situated in the instrument panel. The warm air is routed upwards through the floor panel and enters the load compartment/passenger compartment via a duct bolted to the wood floor. The auxiliary heat exchanger can only be switched on when the engine is running.

## Benefits & Arguments

- Improved comfort in cold weather

Better heating of the load compartment/passenger compartment when the engine is switched on.

## Heated co-driver seat



### Details & Technology

The heated co-driver seat, with filaments in the seat cushion and backrest, is controlled by a switch on the instrument panel. On vehicles with twin co-driver seat (Code S23), both seat cushions and the backrest of the outer seat are heated. There is a choice of two settings: fast warm-up (high power consumption) or continuous mode (moderate power consumption).

### Benefits & Arguments

- Improved comfort in cold weather

Cold seats can be warmed up immediately, even before the vehicle heating system has had a chance to warm the interior. In cold weather, comfort is ensured right from the start of the journey.



## Heated driver's seat



### Details & Technology

The heated driver's seat, with filaments in the seat cushion and backrest, is controlled by a switch on the instrument panel. There is a choice of two settings: fast warm-up (high power consumption) and continuous mode (moderate power consumption).

### Benefits & Arguments

- Improved comfort in cold weather

Cold seats can be warmed up immediately, even before the vehicle heating system has had a chance to warm the interior. In cold weather, comfort is ensured right from the start of the journey.

## Tinted glass all around

### Details & Technology

Green-tinted glass. The front windscreen is of laminated glass, while the other windows are of single-layer safety glass.

### Benefits & Arguments

- Significantly reduces heating of the interior

Due to the tinting, heating of the interior when the vehicle is exposed to direct sunlight is reduced by around one third. This also reduces heating of the steering wheel and instrument panel.



## Tinted glass with filter band for windscreen



### Details & Technology

Green-tinted glazing, with darker tinting along the upper edge of the windscreen. The windscreen is of laminated glass, while the other windows are of single-layer safety glass.

### Benefits & Arguments

- Significantly reduces heating of the interior
- Prevents dazzle when the sun is low
- Enhances the look of the vehicle

The tinting reduces heating of the interior when the vehicle is exposed to direct sunlight by around a third, and thus also reduces heating of the steering wheel and instrument panel. The filter band reduces dazzle when the sun is low in the sky, but without impairing the driver's view of traffic lights.





## Heated rear windscreen



### Details & Technology

Windows with heating filaments are fitted in the rear doors. The rear window heating function is switched on and off by means of a switch with an indicator light.

The rear window heating function can only be switched on when the engine is running. It switches off automatically after approx. 5 minutes, or can also be switched off manually using the switch.

### Benefits & Arguments

- Ice on the rear windows is quickly thawed
- No fogging of rear windows
- Unimpeded rearward visibility

Prevents fogging of the rear windows in damp weather and at low outside temperatures. Ice on the rear windows is quickly thawed. Unimpeded rearward visibility ensures safe driving and manoeuvring.

## Roof fan III



### Details & Technology

The mechanical roof fan is an intake and extractor fan. The roof fan increases the overall height of the vehicle by approx. 125 mm.

### Benefits & Arguments

- Improved air intake and venting in the load compartment

The roof fan increases the rate of air intake in the load compartment and also provides venting.

## Electric roof fan II



### Details & Technology

The electric roof fan is an intake and extractor fan with a capacity of 350 m<sup>3</sup>/h. Maximum power input is 32 W. The fan is situated centrally on the roof, towards the rear of the sliding load-compartment door. It is operated by means of a switch on the centre console. The roof fan increases the overall height of the vehicle by 125 mm.

### Benefits & Arguments

- Improved air intake and venting in the load compartment

The electric roof fan increases the rate of air intake in the load compartment and also provides venting.



## Pre-installation for auxiliary heat exchanger

### Details & Technology

Two water lines (supply line/return line) are routed under the floor panel on the left-hand side of the vehicle, extending aft of the B-pillar. The ends of the two lines are connected by a hose. Bodywork modifications for installation of a heat exchanger, the aperture in the wood floor for the warm air ducting and electrical parts are not included.

### Benefits & Arguments

- Simplified fitting of auxiliary heat exchangers from the accessories range

The pre-installation package is recommended for body manufacturers who offer their own - not ex works - hot-water heating systems.



## Omission of air conditioning

### Details & Technology

This code specifies omission of the air conditioning installed as standard in certain model variants.

### Benefits & Arguments

- Recommended for vehicles used in regions where air conditioning is unnecessary
- Can lead to reduced fuel consumption

Recommended for vehicles not requiring the use of air conditioning, e.g. parcel delivery services. Omission of air conditioning can lead to fuel savings, as no refrigerant compressor needs to be driven.



## Air auxiliary heater, electric

### Details & Technology

The heater booster consists of radiator elements (fins) which are fitted with PTC (positive temperature coefficient) resistors and are held together in a mounting frame by spring clips. When an electric voltage is applied to the heater elements, an electric current flows through the PTC resistors, which heat up. The fins absorb the heat and radiate it to the passing air.

As soon as the engine is running, the electric heater booster steadily increases its power from 0 to 100% in the space of 28 seconds. The heater booster is situated in close proximity to the air outlets, to keep heat losses to a minimum. The warmed air is circulated into the interior via the vehicle heater/blower system.

#### Switch-on conditions:

Coolant temp. < 80°C and ambient temp. < 10°C (with air conditioning and Tempmatic).

Coolant temp. < 80°C and ambient temp. < 13°C (with manually controlled heater).

#### Switch-off conditions:

Coolant temp. > 80°C and ambient temp. > 13°C.

### Benefits & Arguments

- Aids quick defrosting of the windows
- Quick defogging
- Quicker warming of the interior
- Environmentally friendly, robust, long service life

The electric PTC heater booster is environmentally friendly, since no emissions are generated. Despite its lightweight, compact design it is robust, has a long service life and is highly efficient. The PTC resistors are self-regulating, to prevent overheating. The heater booster assists with quick defrosting of the windows and helps to prevent fogging. Allows the interior to be heated more quickly, for greater comfort on cold days.



## TEMPMATIC automatically controlled air conditioning system



### Details & Technology

This system consists of the standard heating and ventilation system plus integrated air conditioning (maximum cooling output approx. 7 kW). The automatic temperature control maintains the temperature selected via the rotary temperature control. A sensor regulates the intensity of the cooling. When the air conditioning is switched on, the fan automatically comes on at speed 1. Speeds 2, 3 and 4 can be selected manually. In high ambient temperatures and high humidity, the interior can be cooled quickly by selecting fan speed 4 and air recirculation. The air conditioning can be switched on and off by means of a switch on the instrument panel. System specification includes a combination filter. The combination filter removes particulate matter and fine particles from the incoming air. The filter has a service life of approximately 30,000 km or one year under normal conditions.

### Benefits & Arguments

- An agreeable interior temperature is maintained even in hot weather
- Automatic temperature control
- Integrated filter protects against dust and pollen

TEMPMATIC improves the comfort and wellbeing of both driver and passengers. Dehumidification prevents fogging in cold, damp weather. The desired interior temperature is maintained at a constant level regardless of ambient temperature and solar radiation. The filter protects against allergic reactions by preventing pollen, dust and odours from entering the vehicle.

## Radio remote control for auxiliary heater



### Details & Technology

The radio remote control can be used to switch the auxiliary heaters (H12 or HZ5) on and off. It has a maximum range of approx. 600 metres.

This range can be reduced by proximity to interference sources, by any large obstruction between the remote control and the vehicle, by unfavourable positioning of the remote control or if the latter is used from inside a closed space. Maximum heater operating time is 60 minutes. When the auxiliary heater is switched off using the remote control, the burner blower (H12 + HZ5) and the coolant pump (H12 only) continue running for approx. 3 minutes.

### Benefits & Arguments

- Remote control offers even greater comfort and convenience

The auxiliary heater can be switched on and off over long distances by means of two buttons on the radio remote control. By the time the driver enters the vehicle, the windows will be clear and the interior (with H12 + HZ5) and engine (H12 only) preheated.



## Heater booster



### Details & Technology

5-kW heater booster can be switched on whenever the engine is running. The on/off switch is situated to the right of the light switch. When the heater booster is switched on, a red indicator light comes on in the switch and a symbol lights up in the instrument cluster. After the heater booster has been switched off, the coolant pump and the burner blower continue running for approximately 3 minutes, then switch off automatically.

### Benefits & Arguments

- Engine reaches operating temperature as quickly as possible
- Faster heater response

Since the thermal energy given off by a CDI engine may not always provide adequate heating in extremely cold conditions, the heater booster helps the engine to reach its operating temperature more quickly, and to maintain it. This also means quicker heater response.



## Metallic paint finish



brilliant silver MB 9744



carbon black MB 9154



amber red MB 3548



jasper blue MB 5345

## Details & Technology

The vehicle interior and exterior have a metallic paint finish. Water-based paints are used for the base coat.

## Benefits & Arguments

- Enhances the exclusiveness of the vehicle

The metallic paint finish enhances the look of the vehicle.



## Speedometer in km/h



## Details & Technology

The speedometer dial is calibrated in km. The digital display likewise shows kilometres.

## Benefits & Arguments

- Tachograph too displays km/h

If this code is specified, the tachograph too displays speed in km/h.

## Speedometer in mph and km/h



### Details & Technology

The speedometer dial is calibrated in miles. The digital display shows kilometres.

### Benefits & Arguments

- The tachograph speed indication is given in km/h and mph

Provides speed information in miles per hour (mph), the customary measurement unit in English-speaking countries. Saves the trouble of converting from one system to the other.



## Fuel level display adjusted for additional fuel requirements

### Details & Technology

In the standard specification, the fuel level display in the instrument cluster is controlled solely by the fuel consumption as calculated by the onboard computer. The level is only reconciled with the fuel level sensor in the tank and corrected when a refuelling operation is detected. With this code, the fuel level display in the instrument cluster is reprogrammed so that it is solely controlled by the fuel level sensor in the tank, and shows the approximate amount of fuel remaining in the tank.

### Benefits & Arguments

- The approximate amount of fuel remaining in the tank is shown in the instrument cluster
- Protection against unexpected breakdowns due to an incorrect fuel level shown in the instrument cluster

This code is recommended for vehicles that operate e.g. additional electric/air conditioning generators using the vehicle fuel, and which therefore take a large quantity of fuel from the tank. The approximate amount of fuel remaining in the tank is shown by the fuel level display, which protects the driver from unexpected breakdowns due to an incorrect fuel level shown in the instrument cluster.



## Seat belt reminder for driver



### Details & Technology

A warning light and buzzer are triggered if the driver's seat belt is not fastened at the start of the journey.

### Benefits & Arguments

- (Indirectly) enhanced passive safety

Reminds driver to fasten seat belts, thereby indirectly increasing passive safety.



## Outside temperature display



## Details & Technology

Temperature sensor in front bumper with digital display in instrument cluster.

## Benefits & Arguments

- Displays the current outside temperature

The temperature display gives the driver advance warning of icy conditions.



## Light and rain sensor



### Details & Technology

Combined rain/light sensor fitted in the base of the interior mirror. Depending on the light switch position, the low-beam headlamps are switched on when it gets dark, when the vehicle enters a tunnel, or when rain or snow are falling. The light sensor continuously compares the ambient light level outside the vehicle with a set value and, when appropriate, switches the headlamps on and off.

Depending on the position of the windscreen wiper combination stalk, the windscreen wipers too are automatically activated when conditions require.

The sensor aims an infrared light beam at the windscreen at a defined angle. The intensity with which the light is reflected back depends on how wet the windscreen is. Based on the amount of reflected light, the system adjusts the wiper interval to anything from a single wipe to continuous wiping. The sensing zone is heated to prevent ice and condensation forming.

### Benefits & Arguments

- Automatically controlled optimal wiping interval
- Low-beam headlamps switched on and off automatically

Stress-free driving is ensured at all times, even in poor weather, since the driver does not have to adjust the wiping interval manually. If only isolated drops are falling, wiping is not triggered too soon. The ideal wiping interval is ensured under all weather conditions. The headlamps are switched on and off automatically in response to changes in the ambient light level outside the vehicle.



## Instrument cluster with pixel matrix display



## Details &amp; Technology

The instrument cluster with pixel matrix display comprises an analogue speedometer (left), a rev counter with fuel gauge in the lower part of the dial (right) and a two-part pixel matrix display (centre). The white dials, along with their needles and scales, are backlit by yellow LEDs. The pixel matrix display is illuminated by yellow LEDs (red LEDs for warning messages in the upper status field). The pixel matrix display shows a range of information, including display settings, time of day, auxiliary heater status, lighting and tyre pressure information, speed limiter setting, warning messages and audio, navigation, telephone and trip computer functions. Most operations can be performed from the multifunction steering wheel (Code CL4).

## Benefits &amp; Arguments

- More information can be displayed

The pixel matrix display offers enhanced display and information capabilities. Part of the indicator light strip has been replaced by symbols and messages in the display, for a tidier look and greater clarity.

## Reversing warning system

### Details & Technology

When reverse gear is selected with the ignition switched on, an audible signal is activated. If reverse gear is engaged twice within 4 to 5 seconds, the volume of the reversing warning signal switches to the quieter setting. This procedure must be repeated every time a reversing operation is to be performed with reduced signal volume. The reversing warning system cannot be switched off. Switching off the ignition reactivates the default setting. The horn for the reversing warning system is normally fitted on the inner side of the end cross-member.

A sticker stating that reverse gear should be engaged twice in quick succession to set the reversing beeper to the nighttime (quieter) setting is enclosed with the vehicle document wallet.

### Benefits & Arguments

- Warns passers-by that a vehicle is reversing

An audible warning signal alerts passers-by that a vehicle is reversing.

### Remarks

Choice of 2 signal volumes, as required by Austrian regulations: a) standard volume 90 decibels b) nighttime volume max. 78 decibels and 68 decibels at a distance of 7.5 m.



## Deactivation of bulb failure indicator

### Details & Technology

This code deactivates the monitoring of the vehicle's exterior lighting system for cable breakage and short-circuits via the signal acquisition and actuation module (SAM).

### Benefits & Arguments

- Makes it possible for further lamps to be fitted to the vehicle

Provided that the maximum lamp load is not exceeded, it is possible to connect up further lamps to the vehicle's electrical system without the indicator lamp in the instrument cluster lighting up and an error being incorrectly recorded in the SAM control unit memory. This means that, for instance, body builders can fit lamps which are needed for the specific body involved.



## Straight rear-exiting exhaust



### Details & Technology

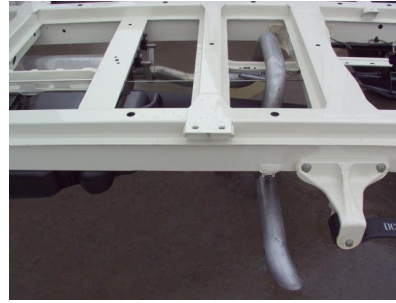
The exhaust pipe runs in a straight line to the rear on the right side, ending at the rear of the vehicle under the frame side member.

### Benefits & Arguments

- Rear-exiting exhaust
- Recommended for e.g. passenger transport and distribution operations

All vehicles are fitted with a downturned exhaust pipe which ends on the right side at the rear of the vehicle, under the frame side member, as standard. This is recommended for vehicles used in passenger transport or the distribution sector (e.g. crewbuses, parcel delivery vehicles etc.), to prevent unpleasant odours in areas where passengers or personnel will be boarding and exiting.

## Side-exiting exhaust in front of rear axle, left



### Details & Technology

The exhaust exits the vehicle on the left-hand side, in front of the rear axle.

### Benefits & Arguments

- Exhaust gases are not emitted directly in the vicinity of the right-hand side entrance

Recommended for vehicles such as ambulances or fire-fighting vehicles where passengers or personnel are frequently standing or waiting in the rear or side entrance areas.



## Main fuel tank capacity 100 litres



## Details & Technology

A 100-litre fuel tank is fitted underneath the vehicle.

## Benefits & Arguments

- Extended operating range
- Time savings

The larger fuel tank gives the Sprinter a substantially greater operating range. Time can be saved as fewer refuelling stops are necessary.

## Fuel gauge sensor with connection for auxiliary heater

### Details & Technology

The fuel gauge sensor is fitted with an additional fuel connection to facilitate retrofitting of a fuel-powered auxiliary heater.

### Benefits & Arguments

- Simplified retrofitting of an auxiliary heater

Facilitates retrofitting of an auxiliary heater.



## Fuel filter with water separator



### Details & Technology

Fuel filter with water separator and sensor, for diesel engines. The water separator absorbs the water in diesel fuel with a high water content. An indicator light informs the driver when the water separator is full. For servicing and cleaning, see the Operating/Service Instructions.

### Benefits & Arguments

- Enhanced reliability when using poor-quality fuel

Enhanced engine reliability when using diesel fuel with a high water content.



## Automatic daytime driving lights

### Details & Technology

Low beam switches on automatically as soon as the engine is running if the light switch is in the **off** position. Subject to any legal provisions to the contrary, the headlamp flasher is the only other function which can be operated in this position. To switch to main beam, the switch must first be moved to the **low beam** position.

### Benefits & Arguments

- Meets the legal requirements of certain countries
- Vehicle is seen sooner by other road users

Daytime lighting enhances safety. A vehicle with its lights on is more easily noticed by other road users.

### Remarks

Required by law in some countries, including Sweden, Denmark and Norway.



## Halogen fog lamps



### Details & Technology

An additional halogen bulb is fitted in the unoccupied chamber in the light unit under the low beam. The reflector behind this bulb directs the light a short way in front of the vehicle, and also to the left and right-hand sides, thus producing a wide beam which illuminates the side of the road. The fog lamp is activated by means of the rotary light switch. Like the low beam and main beam, the fog lamp too is corrected by means of the headlamp range adjustment.

In conjunction with bi-xenon headlamps (LG1), the fog lamps are integrated into the bumper.

### Benefits & Arguments

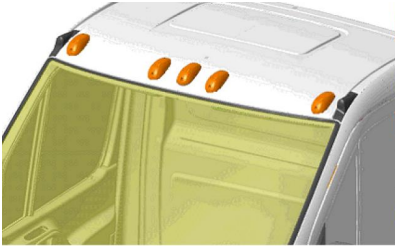
- Better visibility in adverse weather conditions

The H7 fog lamp improves road illumination in fog, heavy rain or snow without dazzling oncoming traffic, and thus provides enhanced safety.

### Remarks



## Marker lights



### Details & Technology

Five external marker lights are mounted on the roof above the windscreen. Three lights are positioned centrally, with one each on the left and right sides of the roof.

### Benefits & Arguments

- Enhances passive safety

Improves passive safety, as the vehicle is more easily visible to other road users in the dark, and above all it is identifiable as a large vehicle.

## Ceiling lighting in load compartment



### Details & Technology

A ceiling light is fitted in the centre of roof, on the rearmost roof bow. A second ceiling light is fitted centrally on the C-pillar bow. The manual on/off switch is located on the rear portal light (standard equipment). The light is also switched on and off automatically, when the sliding load-compartment door/doors and the rear doors are opened and closed.

### Benefits & Arguments

- Better lighting in the load compartment
- Easier working in the load compartment

The lighting provides additional illumination in the load compartment, for a better view when loading and unloading.

## Ceiling lights in load compartment/passenger compartment with door contact switch



### Details & Technology

Two additional ceiling lights are fitted at the roof frame on the side of the load compartment/passenger compartment. A door contact switch turns the lights on and off when the load compartment doors are opened and closed. The lights can also be switched on and off by means of the switch for the standard light at the rear of the roof frame.

### Benefits & Arguments

- Allows more light into load compartment/ passenger compartment

The ceiling lights allow the vehicle to be loaded and unloaded in the hours of darkness.



## Motion-sensor-controlled load compartment lighting

### Details & Technology

A motion sensor automatically activates the load compartment lighting if motion is detected in the load compartment when the vehicle is stationary.

### Benefits & Arguments

- Automatic load compartment illumination

As soon as the driver/co-driver moves from the cab into the rear section, the lighting is automatically activated to provide improved illumination.



## Electrical pre-installation for load compartment lighting



### Details & Technology

Technical description (up to approx. 03/2007).

Instrument panel switch and wiring to an electrical interface in left seat base (as viewed in direction of travel).

Technical description (approx. 03/2007 onwards).

Instrument panel switch and wiring to an electrical interface on rearmost cross-member. The interface supports bulb loads up to a maximum of 4 amps and ohmic loads up to a maximum of 10 amps.

### Benefits & Arguments

- Simplifies retrofitting of load compartment lighting

Allows body manufacturers to fit load compartment lighting quickly and easily.



## Longer tail-light electrical line

### Details & Technology

The electrical lines leading to both tail lights are approx. 2 metres longer than the standard-fit lines. They are rolled up and provisionally fastened to the frame.

### Benefits & Arguments

- Makes it easy to fit the tail lights in a different position

The extended tail-light line serves as a pre-installation, e.g. for body manufacturers who wish to fit the tail lights in a different position.





## Electrical pre-installation for additional direction indicators

### Details & Technology

Additional electric wiring is routed through to the rear of the vehicle.

### Benefits & Arguments

- Easy fitting of additional direction indicators

The additional electric wiring facilitates mounting of additional direction indicators on the body.



## Deletion of rear lights

### Details & Technology

The vehicle is supplied without lights or direction indicators at the rear of the vehicle but with the relevant connections and wiring.

### Benefits & Arguments

- Pre-installation for alternative rear lights

Allows body manufacturers to fit alternative lights and direction indicators at the rear of the vehicle.



## Deletion of front lights

### Details & Technology

The vehicle is supplied without the standard lights and direction indicators at the front of the vehicle but with the relevant connections and wiring.

### Benefits & Arguments

- Pre-installation for alternative front lights

Allows body manufacturers to fit alternative lights and direction indicators at the front of the vehicle



## Deletion of parking lights

### Details & Technology

Deletion of the parking lights complies with the legal requirements for vehicles over six metres long and over two metres wide. These vehicles must be parked with the **side lights** on instead.

To comply with legal requirements, vehicles with long wheelbase (4325 mm) or with a permissible gross vehicle weight over 3.5 t may not be equipped with parking lights. Instead, these vehicles are equipped with side marker lights (LB1 - vehicles longer than 6 m).

### Benefits & Arguments

- Meets legal requirements

Meets various legal requirements.

### Remarks

#### Vehicle lengths:

1. In the case of vehicles registered as passenger cars (M1, Code Z42), all detachable body parts are taken into account when calculating overall vehicle length, irrespective of perm. GVW.
2. If the vehicle is registered as a commercial vehicle (N1/N2, Code Z41), detachable parts such as trailer couplings, steps etc. are not taken into account when calculating overall vehicle length.



## 3rd brake light



## Details & Technology

An additional LED brake light is fitted at the rear edge of the panel van or crewbus roof. The third brake light does not affect the height of the vehicle at the rear.

## Benefits & Arguments

- Enhanced active safety

The LED-based brake light responds more quickly and is visible from afar. Particularly in bad weather, the better visibility provides enhanced safety without affecting vehicle functionality.

## Illuminated exits



## Details & Technology

The exit lights are integrated in the driver's and co-driver's doors. They direct their light down onto the ground when the doors are opened. If a rubber mat is ordered for the load compartment/passenger compartment of the panel van/crewbus, a further exit light is fitted in the step trim of the sliding load-compartment door. The rear side doors of the crewcab have **no** exit lights.

## Benefits & Arguments

- Improves safety when getting in and out of the vehicle

As the doors swing open, the exit lights illuminate the ground for safe boarding and alighting.

## Overhead control panel with 2 reading lights



### Details & Technology

The standard ceiling light in the cab roof is replaced by an overhead control panel with two reading lights which can be switched on and off separately. The switches are situated in the overhead control panel.

The overhead control panel also incorporates a spectacles compartment, unless the vehicle is fitted with an interior monitoring system (Code FY1, FZ4).

### Benefits & Arguments

- Optimal reading lights for the driver and co-driver
- Prevents the driver being dazzled

The reading lights provide targeted lighting for the driver and co-driver. Allows the co-driver to read maps and other documents etc. without dazzling the driver.

### Remarks

If the light is switched on **manually** by means of the switch in the overhead control panel, it is **automatically** switched off again after approx. 20 minutes.



## Roof light with bulb in the load compartment

### Details & Technology

Two roof lights are fitted in the load compartment in addition to the standard rear portal light on the rearmost roof bow. One is fitted in the centre of the roof on the rearmost roof bow, the other is fitted in the centre of the C-pillar roof bow. The manual on/off switch is located on the rear portal light (as standard). The lights are also switched on and off automatically when the sliding load compartment door(s) and the rear doors are opened and closed.

### Benefits & Arguments

- Improved light in the load compartment
- Easier working in the load compartment

The lighting provides additional illumination in the load compartment, for better visibility when loading and unloading.





## Convenience lighting in load compartment/passenger compartment



### Details & Technology

The standard-fit interior lights have an additional switch on the dashboard a switch on the light in each seat row. The switch on the light in each seat row only operates the designated light and has three settings: Off, On and Door contact. If the switch is in the Door contact position, the light comes on when the door is opened and goes off when the door is closed. The switch on the dashboard allows the driver to activate or deactivate the switch settings for the lights in the rear. All doors are fitted with door contact switches and the battery is discharge-protected.

### Benefits & Arguments

- The lighting in the rear compartment can be switched on and off separately at each seat row

The load compartment/passenger compartment lighting can be switched on and off from any seat in the vehicle.

## Bi-xenon headlamps

### Details & Technology

The bi-xenon headlamps use xenon lighting technology to produce both the low and main-beam lights.

The light source is a gas discharge lamp which produces a luminous arc in a quartz bulb filled with a gas mixture. The same gas discharge bulb is used for both the low and the main-beam lighting.

The main beam is produced using the full light beam, while the low beam is produced by moving a shutter between the bulb and the lens, so that the long-range portion of the light is blocked off, thus preventing dazzle.

Sensor-controlled dynamic range adjustment automatically counteracts changes in the angle of the headlamps caused by changes in the attitude of the vehicle when braking or accelerating, or due to changes in payload, and prevents dazzle for oncoming drivers. If the windscreen washer is operated when the headlamps are switched on, water jet nozzles are automatically extended and the headlamps are sprayed with a high-pressure jet. This combination is prescribed by European Community legislation.

### Benefits & Arguments

- Significantly increased range in main-beam mode
- Wider illumination of the road margins in low-beam mode
- Long service life
- Automatic headlamp range adjustment prevents oncoming traffic from being dazzled

The bi-xenon headlamps, headlamp range adjustment and the headlamp cleaning system considerably improve the illumination of the road. The integrated second light source in the headlamp avoids inconveniencing other drivers thanks to a pleasant light change over (the integrated foglamps are not switched on additionally).

### Remarks

It is a statutory requirement for vehicles with bi-xenon headlamps to be fitted with automatic headlamp range adjustment and a headlamp cleaning system.



## Prewiring for fog lamps

### Details & Technology

Comprises wiring and interfaces for retrofitting bumper-mounted fog lamps. The fog lamps can be connected to and operated from the standard-fitted rotary light switch.  
The wiring for headlamp-integrated fog lamps is deleted.

### Benefits & Arguments

- Allows quick retrofitting

Allows quick and easy fitting of fog lamps by e.g. a body manufacturer.



## Pre-installation of electrics for 3rd brake light

### Details & Technology

A wiring loom incl. connector is routed inside the vehicle's B-pillar. This wiring enables the bodybuilder to connect the third brake light at the rear of the vehicle.

### Benefits & Arguments

- Easy connection of the third brake light by a bodybuilder

This pre-installation enables the bodybuilder to connect the third brake light easily.



## 14 V/220 A alternator

### Details & Technology

The standard alternator is replaced by a higher-capacity 14 V/220 A alternator.

This alternator is automatically specified in conjunction with H08 (high-performance passenger compartment air conditioning).

### Benefits & Arguments

- Improved battery charging in short-distance operation
- Enhanced electrical system performance

The higher-capacity alternator enhances the performance of the electrical system in vehicles such as ambulances or fire-fighting vehicles. It meets the power requirements of high-consumption electrical auxiliaries such as taillifts or electrohydraulic tippers. It also ensures rapid battery charging in the case of frequent short-distance operation and operation in cold ambient temperatures.

### Remarks

Recommended for frozen-food vehicles or vehicles with Code BR9 (pre-installation for a retarder) or HH7 (additional [rear] air conditioning system).



## Rpm governor



### Details & Technology

This electronic rpm governor for diesel and petrol engines maintains a constant rpm, e.g. for PTO operation. Under load change, rpm may fluctuate by approx. +/- 50 rpm (depending on engine, load and rpm). The rpm setting can be programmed using the Star diagnosis system.

### Benefits & Arguments

- Constant rpm

Necessary if a virtually constant rpm must be maintained in order to operate an auxiliary unit such as a pump.

### Remarks

Not suitable for operating 220V generators!

## Road speed limited to 120 km/h

### Details & Technology

The top speed is limited to 120 km/h via the engine management.

### Benefits & Arguments

- For vehicles for which speed limitation is desired or is necessary for technical reasons

For vehicles (e.g. haulage vehicles, special-purpose vehicles) for which speed limitation is desired or is mandatory for technical reasons.



## OM 642 DE 30 LA engine 140 kW 3800 rpm

### Details & Technology

OM 642 six-cylinder diesel engine with common-rail direct injection (CDI) and fuel preheating. An inlet-metered high-pressure pump sends fuel to the high-pressure accumulator (fuel rail), where pressures of up to 1600 bar are developed. The electrically controlled injectors inject the fuel directly into the combustion chamber. Thanks to the very high injection pressures, this system ensures excellent mixture formation, while the electronic management allows good adaptation of injection timing and quantity to current operating and driving conditions. If controlled air conditioning (HH9) is specified, an electronically controlled viscous fan is also installed.

### TECHNICAL DATA

No. of cylinders/arrangement:	V6 72°
Valves:	4 (2 1/2 E)
Bore/stroke:	83.0 mm/ 92.0 mm
Cubic capacity:	2987 cc
Output:	140 kW at 3800 rpm
Max. torque:	440 Nm at 1600-2600 rpm
Compression ratio	18.0:1
Injection system:	Common-rail direct injection (CDI)

### Benefits & Arguments

Noise, exhaust emissions and fuel consumption are optimised by multi-stage injection and a turbocharger. A high degree of flexibility is already achieved in the engine speed range from 1600 to 2600 rpm. If the controlled air conditioning system (HH9) is specified, an electronically controlled viscous fan is installed, which reduces noise and fuel consumption even further. With its smooth running characteristics and enormous pulling power, this engine particularly impresses customers who enjoy driving briskly.





## Low-emission engine EPA 10/CARB

### Details & Technology

Exhaust system with diesel particulate filter for compliance with emission standard EPA 10.

### Benefits & Arguments

- Compliance with emission standard EPA 10

Low-emission engine acc. to EPA 10 to meet the legal requirements.



## Cruise control



## Details & Technology

Subject to engine performance, any speed upwards of 30 km/h can be stored using the cruise control stalk on the steering column. **Cruise control** then maintains a constant speed, as far as this is physically possible.

### Operating the cruise control stalk:

**Up:** the current or a higher speed is stored

**Down:** the current or a lower speed is stored

**Pull back:** resumes the last stored speed

**Push forwards:** cruise control function is switched off

Cruise control can also be switched off by depressing the clutch pedal for longer than 4 seconds or by operating the brake pedal.

Cruise control also includes the **SPEEDTRONIC** speed limiter, which is activated by **pressing** the cruise control stalk (a yellow LED on the stalk comes on). The maximum-speed setting can be adjusted to any speed over 30 km/h. This speed is then shown in the instrument cluster and cannot (except under kickdown) be inadvertently exceeded.

If the maximum speed setting is exceeded (e.g. on downhill gradients), a visual warning - and in some circumstances an audible warning - is given and a downshift is performed by the automatic transmission in order to increase engine braking.

## Benefits & Arguments

- Constant speeds result in fuel-efficient driving
- Easier compliance with speed limits

Maintaining a constant speed enhances ride comfort and ensures relaxed driving, particularly when towing a trailer, since the vehicle automatically adheres to a specified maximum speed (as far as is physically possible). Maintenance of a constant speed also helps to save fuel, as well as reducing driver stress since there is no need to operate the accelerator pedal as long as the system is activated.

SPEEDTRONIC allows drivers to adhere to a specified maximum speed without constantly monitoring the speedometer. Up to the specified speed, drivers are free to choose their speed. If the specified speed is exceeded, visual and audible warnings are given to indicate that the service brake must be operated.

## Variable electronic rpm governor



### Details & Technology

This electronic rpm governor maintains a constant rpm, e.g. for PTO operation. Under load change, rpm may fluctuate by approx. +/- 50 rpm (depending on engine, load and rpm). The rpm setting can be adjusted in programmable increments (default: 50 rpm) by pressing a rocker switch.

### Benefits & Arguments

- Constant engine speed, variable settings

Necessary if a virtually constant rpm must be maintained in order to operate an auxiliary unit such as a loading crane.

### Remarks

Not suitable for operating 220V generators! If necessary, can also be parameterised to allow the cruise control stalk to be used for changing the rpm setting.



## Front engine PTO with bracket for additional alternator

### Details & Technology

An additional belt pulley (narrow V-belt 12.5 mm) is fitted at the front of the crankshaft. Maximum capacity 7 kW.

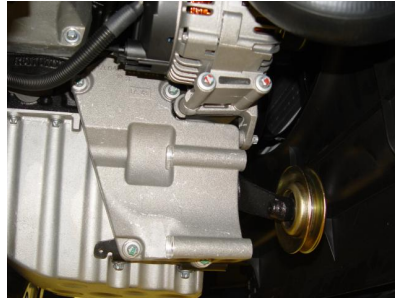
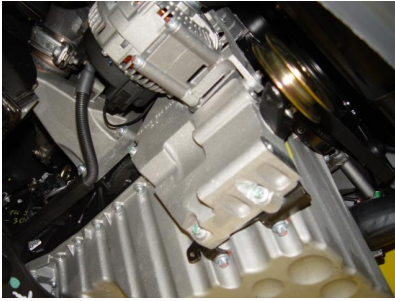
### Benefits & Arguments

- For driving an additional alternator

Allows a separate alternator to be fitted.



## Front engine PTO with bracket for additional refrigerant compressor



### Details & Technology

An additional belt pulley (narrow V-belt 12.5 mm) is fitted at the front of the crankshaft. Maximum capacity 7 kW.

### Benefits & Arguments

- For driving an additional refrigerant compressor

Allows a separate refrigerant compressor to be fitted.

## Covering for delivery to customer/distributor

### Details & Technology

Chassis with cab base versions (F28, F50) and panel vans/crewbuses with deleted roof (D91) are supplied with a cover for transport.

In the case of vehicles specified with deletion of cab doors (Codes FW8, FW9), or deletion of windows for bus version (Code W94), Code P08 includes polypropylene (PP) CON PEARL plastic panels to close the resulting apertures.

### Benefits & Arguments

- Weatherproof transport protection

The covers provide weatherproof transport protection.

### Remarks

Undamaged transport covers and cover frames can be returned carriage paid in exchange for a partial refund.

**No** refund is provided on the plastic panels.



## Front mudflaps



### Details & Technology

Plastic mudflaps are fitted behind the front wheels.

### Benefits & Arguments

- Reduced dirt accumulation on the vehicle

The mudflaps reduce spray in the wet and help to keep the body and sides clean.

## Rear mudflaps



## Details & Technology

Plastic mudflaps are fitted behind the rear wheels. In the case of chassis versions, this code is only available in conjunction with a platform (P02).

## Benefits & Arguments

- Reduced dirt accumulation on the vehicle
- Better rearward visibility
- Improved visibility for traffic behind

The mudflaps reduce spray in the wet, thereby reducing dirt accumulation on the body and improving visibility for traffic behind. Recommended for vehicles which are also used on unmade roads or tracks (e.g. construction sites, forest and farm tracks etc.). Particularly for chassis versions and pickups so as to protect bodies and attachments from stone chipping damage and similar.



## Deletion of load-securing rings

### Details & Technology

No load-securing rings are fitted in the floor. Since the rings are also used for mounting the wood floor (V43), deletion of the rings means that a wood floor cannot be fitted. The threaded holes are filled with screws or plastic plugs. The load-securing rings in the B-pillar are retained.

### Benefits & Arguments

- Easier installation of special fittings by body manufacturers

Facilitates installation of special fittings or floor coverings by body manufacturers.



## End cross-member, bolted on

### Details & Technology

The end cross-member is bolted to the side members.

### Benefits & Arguments

- Allows easy retrofitting of bodies and attachments

Allows the end cross-member to be easily removed if necessary to make room for fitting box bodies, aerial platforms etc.



## NAFTA end cross-member, female square drive

### Details & Technology

Installation of an end cross-member with female square drive. Two 7-pin sockets are also fitted to the end crossmember. The operating voltage is 24 V.

The first socket supplies the tail lights, brake lights and indicators, while the second supplies the trailer's reversing light and foglight. The trailer load is 2268 kg (5000 lbs), the drawbar load 227kg (500 lbs).

### Benefits & Arguments

- Allows a trailer coupling to be fitted
- Connection of a power supply for the trailer

This pre-installation enables a conventional trailer coupling to be fitted, and also allows the connection of a power supply for the trailer.



## Deletion of end cross-member

### Details & Technology

The end cross-member, which normally provides underride protection, is not fitted.

### Benefits & Arguments

- Easier mounting of special bodies and attachments

Allows body manufacturers to fit special bodies and attachments.



## **Provisional spare wheel bracket, frame-mounted**

### **Details & Technology**

On chassis versions with cab or crewcab, the spare wheel is provisionally mounted on the frame.

### **Benefits & Arguments**

- For transport purposes

This provisional arrangement is used exclusively for transporting vehicles to MB-owned sales outlets, dealers or body manufacturers. The spare wheel must subsequently be relocated to another position in or on the vehicle.

## Spare wheel bracket under end of frame



### Details & Technology

The spare wheel bracket is mounted under the end of the frame behind the rear axle.

### Benefits & Arguments

- Allows a spare wheel to be carried

Allows the vehicle to carry a full-sized spare wheel. In conjunction with a spare wheel (Code R87) and a jack (Code Y43), allows drivers to change a badly damaged tyre themselves so that the journey can be continued with minimum loss of time, or so that the vehicle can be driven to the nearest workshop.

## Spare wheel

### Details & Technology

The vehicle is supplied with an appropriately sized spare wheel.

### Benefits & Arguments

- Allows drivers to change a tyre themselves in the event of a puncture
- Body manufacturers can choose an appropriate mounting point

In conjunction with a jack (Code Y43), allows drivers to change a damaged tyre themselves so that the journey can be continued with minimum loss of time.

When a special body, e.g. camper body, is to be fitted, body manufacturers can be supplied with the appropriate spare wheel and can then select a suitable mounting point.



## Omission of spare wheel carrier

### Details & Technology

The spare wheel bracket under the end of the frame is not installed ex factory.

### Benefits & Arguments

If a spare wheel carrier is not required its omission can be specified when configuring the vehicle, with a resulting weight saving.

- Weight saving





## Specially painted wheels

### Details & Technology

Wheels are painted **jet black** (MB 9040).

### Benefits & Arguments

- May be a legal requirement for fire-fighting vehicles etc.

In some parts of Germany, black wheels are a legal requirement for fire-fighting vehicles etc.



## Tyres of unspecified make

### Details & Technology

Tyres of unspecified make are fitted



## **CONTINENTAL tyres**

### **Details & Technology**

Tyre manufacturer code.

### **Benefits & Arguments**

- Meets customer requirements

Only Continental tyres are fitted.



## KUMHO tyres

### Details & Technology

Tyre manufacturer code

### Benefits & Arguments

- Meets customer requirements

Only Continental tyres are fitted.



## 245/75 R 16 tyres

### Details & Technology

245/75 R 16 tyres are fitted.

### Benefits & Arguments

- Improves handling on dry roads

Improved traction on dry roads



## 245/75 R 16 tyres

### Details & Technology

245/75 R 16 tyres are fitted.

### Benefits & Arguments

- Improves handling on dry roads
- Higher load rating

Better traction on dry roads. Higher tyre load rating



## 6.5 J x 16 light-alloy wheels



### Details & Technology

Four 6.5 J x 16 light-alloy wheels with longer wheel bolts (73 mm).

### Benefits & Arguments

- Enhances the look of the vehicle

The light-alloy wheels enhance the look of the vehicle.

### Remarks

The spare wheel, if specified, is a steel wheel (five wheel bolts are included).



## All-season tyres

### Details & Technology

The compound used in the all-season tyres ensures that they do not harden in low temperatures, unlike summer tyres. At the same time they also retain their stiffness in summer temperatures.

### Benefits & Arguments

- No need to change over from summer to winter tyres

All-season tyres eliminate the need to change over from summer to winter tyres.





## M+S winter tyres

### Details & Technology

The compound and tread pattern of the M+S traction tyres ensure good traction and lateral stability on loose snow or slush, in the cold or in similar adverse road conditions. The rubber compound is designed to give the tyre good grip on packed snow and ice too.

### Benefits & Arguments

- Safer driving and better traction on winter roads

Better traction and lateral stability in winter conditions, which also results in improved climbing ability. Reduced braking distance on slush, snow and ice. Improved safety in winter, even on snow-free roads, since summer tyres offer less grip for braking when temperatures are low.

### Remarks

N.B.: if Code R87 (spare wheel) is ordered as well, the spare tyre is **also** a winter tyre!



## **Wheels: arctic white**

### **Details & Technology**

Wheels are painted arctic white (MB 9147).

### **Benefits & Arguments**

- Requirement from diverse large-scale customers

It is possible to fulfil the wish of diverse customers to have white-painted wheels.

### **Remarks**

When a spare wheel is ordered, Code R87, this rim is also painted in arctic white (MB 9147).



## Specially requested tyres

### Details & Technology

A specific tyre manufacturer can be selected by specifying Code RM9 and one of the following manufacturer codes when ordering. The vehicle will then be supplied with ex-works-approved tyres from the selected manufacturer.

It is currently possible to choose ex-works tyres from the following manufacturers:

- Continental (RM9 + manufacturer code 10)
- Pirelli (RM9 + manufacturer code 50)
- Bridgestone (RM9 + manufacturer code 75)
- Michelin (RM9 + manufacturer code 80)
- Goodyear (RM9 + manufacturer code 90)

### Benefits & Arguments

- Allows customers to select their preferred tyre manufacturer

Especially suitable for large organisations, e.g. who have contracts with certain tyre manufacturers. Alternatively, if no tyre manufacturer is selected, the vehicle will be assigned tyres from one of the listed manufacturers.

### Remarks

Selection of a tyre manufacturer does not guarantee delivery of a specific tyre model.



## Tyre sealant with electric compressor



### Details & Technology

The PREMIUM SEAL tyre repair kit consists of an electric compressor and a latex tyre sealant. In the event of a puncture, the sealant can be injected into the tyre via the valve. The tyre can then be inflated using the electric compressor. The sealed tyre can be driven at a maximum speed of 80 km/h.

### Benefits & Arguments

- Enables minor punctures to be repaired without the need for additional tools or a wheel change

Allows quick repair of minor punctures, so that the vehicle can be driven to a tyre service centre or a workshop.

### Remarks

In the event of major tyre damage, such as blow-outs or long cracks and slits, a repair with PREMIUM SEAL will not be possible.

## 6.5 J x 16 steel wheels



### Details & Technology

The standard 5.5 F 16 steel wheels for the 3-tonne Sprinter are replaced by 6.5 J x 16 steel wheels.

### Benefits & Arguments

- Permits the use of tyres with a higher load-bearing capacity
- Enhances the look of the vehicle

Makes it possible to fit wider tyres with a higher load-bearing capacity. Additionally, the larger wheels enhance the vehicle's appearance.



## Front and rear tyre pressure monitoring, wireless



### Details & Technology

Pressure-monitoring sensors on each wheel transmit radio signals to a central control unit. On vehicles with pixel matrix instrument cluster (Code JK3) an automatic warning is displayed if the pressure in any tyre falls below a set minimum value. The critical tyre is indicated in the display. On vehicles with standard instrument cluster, a warning light comes on in the event of a pressure loss of approx. 25% at one or more tyres.

Sensing is not carried out for the spare wheel.

### Benefits & Arguments

- Enhanced safety
- Reduced fuel consumption
- Reduced tyre wear

Underinflation results in increased tyre wear and higher fuel consumption. Early detection of pressure losses therefore extends tyre life and reduces running costs. Correct inflation pressures also optimise steering and braking performance.

## Adjustable co-driver seat



### Details & Technology

This co-driver's seat offers the following extended adjustment possibilities: fore-aft adjustment 260 mm (200 mm for chassis versions with cab or panel vans with bulkhead), 45° backrest adjustment and approx. 60 mm cushion height adjustment.

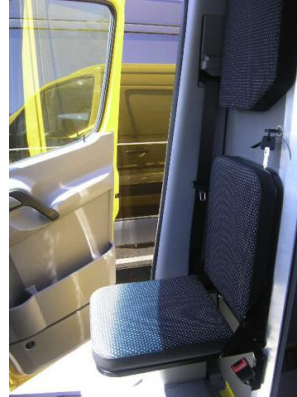
### Benefits & Arguments

- Extended adjustment possibilities allow seat position to be adapted to suit individual requirements

Permits individual adjustment of the co-driver's seat position.



## Folding co-driver seat



### Details & Technology

The folding co-driver seat is mounted to the bulkhead (version with sliding door, Code D64). The squab part of the seat automatically flips up when the seat is not occupied. The folding seat is fitted as standard with a 3-point seatbelt and a head restraint (rigidly mounted to the bulkhead).

The folding co-driver seat is always brasao black (VG2).

### Benefits & Arguments

- Easy entry and exit on the co-driver's side

This seat makes it easier for the driver to enter and exit the vehicle on the co-driver's side and provides easier access from the co-driver's door into the load compartment. It therefore eases the driver's workload, particularly in the distribution sector. This seat offers advantages when the driver is only occasionally accompanied, for example in the distribution sector (e.g. when training a new driver).



## Armrest for driver's seat



### Details & Technology

A tilt-adjustable armrest is fitted to the inboard side of the driver's backrest. Retrofitting this armrest entails swapping the entire backrest.

### Benefits & Arguments

- More relaxed driving, particularly on long journeys

Allows the arm to be supported in a relaxed position.



## Twin co-driver seat



### Details & Technology

Two-seater co-driver bench with three-point seat belts for both occupants. The seat cushion can be folded forwards into an upright position and the backrest of the centre seat can be folded forwards into a horizontal position and used as a table. The table also comprises two cup holders and a penholder.

### Benefits & Arguments

- A third person can be seated in the driver's section
- Seat base can be used as a stowage compartment
- Table function provides an additional storage surface
- Three-point seat belts for both co-driver seats

Allows a third person to be seated in the front section. The seat base can be used as a stowage compartment and the folded down centre backrest can be used as a storage surface.



## Armrest for co-driver seat



### Details & Technology

A tilt-adjustable armrest is fitted to the inboard side of the co-driver's backrest. Retrofitting this armrest entails swapping the entire backrest.

### Benefits & Arguments

- More relaxed travelling, particularly on long journeys

Allows the arm to be supported in a relaxed position.

## Orange seat belts

### Details & Technology

The standard black seat belts for the driver and co-driver (not with S23, twin co-driver seat) are replaced by orange seat belts.

### Benefits & Arguments

- Makes it easier to see whether occupants are wearing their seat belts

The orange seat belts usually contrast better with the occupants' clothing than the standard black seat belts, making it easier to see from the outside of the vehicle whether persons inside the vehicle have fastened their seatbelts (e.g. during a police check).



## Grab handle for inner seat in the case of two-seater



### Details & Technology

A rigid grab handle is fitted on the inboard side of the twin co-driver seat (Code S23).

### Benefits & Arguments

- Conveniently placed grab handle for the centre seat

The grab handle enables the centre-seat co-driver to hold on conveniently.

## Driver's seat base, low

### Details & Technology

The standard driver's seat base (height approx. 305 mm) is replaced by a version 85 mm lower (height approx. 220 mm).

### Benefits & Arguments

- Allows a special driver's seat to be fitted

Basis for installation of a suspension seat or a swivelling seat ex works (e.g. SR8 + SB1) or by a body manufacturer (with or without SR8).

### Remarks

If the seat is fitted by a body manufacturer, the Body/Equipment Mounting Directives must be adhered to (e.g. H-point / seat height).



## Co-driver's seat base, low

### Details & Technology

The standard co-driver's seat base (height approx. 305 mm) is replaced by a version 85 mm lower (height approx. 220 mm).

### Benefits & Arguments

- Allows a special co-driver's seat to be fitted

Basis for installation of a suspension seat or a swivelling seat ex works (e.g. SR9 + SB2) or by a body manufacturer (with or without SR9).

### Remarks

If the seat is fitted by a body manufacturer, the Body/Equipment Mounting Directives must be adhered to (e.g. H-point / seat height).



## Deletion of driver's seat

### Details & Technology

The entire driver's seat is deleted, although the seat base remains since it houses electrical components.

### Benefits & Arguments

- A special driver's seat can be fitted

Allows an alternative seat to be fitted instead of the ex-works driver's seat.





## Deletion of co-driver's seat

### Details & Technology

All parts of the co-driver seat are deleted, apart from the seat base.

### Benefits & Arguments

- Allows a special seat to be retrofitted

Preparation for retrofitting an alternative co-driver's seat. It is also possible to specify deletion of the seat base (S99) and deletion of the seat belts (SW1).



## Deletion of co-driver's seat base

### Details & Technology

The vehicle is supplied without a co-driver's seat base.

### Benefits & Arguments

- Provides unimpeded access from the co-driver's door to the load compartment

For special-purpose vehicles such as buses or parcel delivery vehicles, where unimpeded access through the co-driver's door to the passenger compartment/load compartment is required.

### Remarks

The continuous floor mat pictured is only available for panel vans or crewbuses.



## Driver airbag

### Details & Technology

The driver airbag is integrated into the steering wheel. In an accident it is inflated within milliseconds by a gas generator, reducing the risk of the driver's head or chest impacting the steering wheel during a frontal collision. The airbag acts in concert with the belt tensioner, which minimises the slack in the seat belt. To ensure that the restraining force of the seat belt does not cause injury to the driver during a collision, a belt force limiter is integrated into the restraint system.

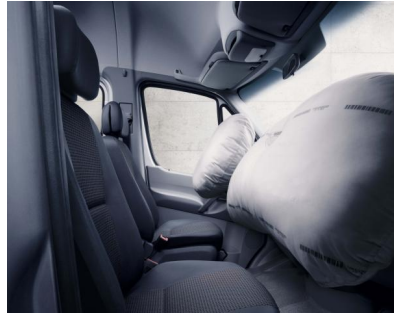
### Benefits & Arguments

- Reduces the risk and severity of head/chest injuries in a frontal collision

The risk and severity of a head and chest impact on the steering wheel are reduced in conjunction with a seat belt.



## Co-driver airbag



## Details & Technology

A front airbag is mounted in the instrument panel on the co-driver side of the vehicle. The front airbag can be supplied for the single co-driver seat or for the twin co-driver seat (S23). It is available only in double-sized version.

## Benefits & Arguments

- Reduces the risk and severity of head injuries in severe frontal collisions

In a serious frontal collision, the co-driver's front airbag is triggered in fractions of a second. At the same time the belt tensioner counteracts slack in the webbing. This prevents the head of the belted occupant from striking interior surfaces in front of him/her, or reduces the severity of such contact.



## Comfort driver's seat



### Details & Technology

Comfort driver's seat with fore-and-aft adjustment (260 mm), 45° backrest adjustment, height adjustment (approx. 60 mm), cushion angle adjustment (+/- 2.5°) and a manual lumbar support. The upholstery is the same as for the standard driver's seat.

### Benefits & Arguments

- More precise adjustment of the seat to suit individual requirements
- Relaxed driving, particularly on long journeys

Allows the seat to be more closely adapted to individual requirements. Improved seating posture relieves strain on the back muscles and makes for relaxed driving, particularly on long journeys.

## Comfort co-driver's seat



### Details & Technology

Comfort co-driver's seat with fore-and-aft adjustment (260 mm), 45° backrest adjustment, height adjustment (approx. 60 mm), cushion angle adjustment (+/- 2.5°) and a manual lumbar support. The upholstery is the same as for the standard driver's seat.

### Benefits & Arguments

- More precise adjustment of the seat to suit individual requirements
- Relaxed driving, particularly on long journeys

Allows the seat to be more closely adapted to individual requirements. Improved seating posture relieves strain on the back muscles and makes for relaxed driving, particularly on long journeys.



## Driver's suspension seat



### Details & Technology

The vehicle is equipped with a comfort driver's seat (see SB1) and a mechanically/hydraulically suspended seat frame. By means of an adjustment wheel, the mechanical suspension (a spring assembly) can be adapted to the weight of the individual driver. The upholstery is the same as for the standard seats.

### Benefits & Arguments

- Enhanced seat comfort, particularly on poor roads

Road shocks are absorbed by a combination of mechanical and hydraulic suspension, thereby reducing strain on the driver's back. This seat is recommended particularly for vehicles which are regularly used in countries with poor roads.

## Co-driver's suspension seat



### Details & Technology

The vehicle is equipped with a comfort co-driver's seat (cf. SB2) and a mechanically/hydraulically suspended seat frame. By means of an adjustment wheel, the mechanical suspension (a spring assembly) can be adapted to the weight of the individual co-driver. The upholstery is the same as for the standard seats.

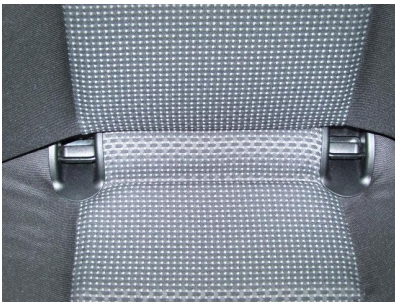
### Benefits & Arguments

- Enhanced seat comfort, particularly on poor roads

Road shocks are absorbed by a combination of mechanical and hydraulic suspension, thereby reducing strain on the driver's back. This seat is recommended particularly for vehicles which are regularly used in countries with poor roads.



## ISOFIX child seat attachment system



### Details & Technology

The two-seater bench (U60/U61/U69) is fitted with 2 ISOFIX bars and 1 top tether. The narrow three-seater bench (U62/UC3) is fitted with 4 ISOFIX bars and 3 top tethers.

The special child seat snaps into place using the ISOFIX bars (2 ISOFIX bars are required), thereby establishing a firm connection between the seat and the vehicle. The top part of the child seat backrest is attached by means of a belt-like tether to the top tether anchor on the seat bench.

### Benefits & Arguments

- Allows fast and easy child seat mounting

Allows quick and easy child seat attachment. The top tether limits rotation of the child seat and thus reduces load forces on the cervical vertebrae during a frontal impact. The rotation effect is caused by the child seat pivoting about its lower attachment points. The extent of this forward rotation will vary depending on the firmness of the seat cushion. Forward rotation imposes greater loads on the cervical vertebrae.

### Remarks

#### NOTE:

Should only be used for attaching DaimlerChrysler-approved child seats!

## Seat belt mounting point for vehicles with deleted driver/co-driver seat

### Details & Technology

If the driver's/co-driver's seat/seat base are deleted, the corresponding seat-mounted belt attachment points are also deleted. If this code is specified, holes are provided in the B-pillar trim giving access to the welded nuts on the left/right B-pillar.

### Benefits & Arguments

- Allows quick and easy fitting of a driver's/co-driver's seat belt if the driver's/co-driver's seat/seat base are deleted

If a special seat (e.g. swivel seat) is retrofitted, the seat belt can be mounted to the B-pillar.



## Seatback-mounted thorax bag for driver



### Details & Technology

The seatback-mounted thorax bag for the driver is activated in the event of an accident with severe lateral acceleration/deceleration (e.g. a side impact). Within fractions of a second the thorax bag fills with gas and deploys between the door and the driver's torso.

### Benefits & Arguments

- Enhanced torso (thorax) protection in the event of a serious side impact

In conjunction with a fastened seat belt, the thorax bag reduces the risk of torso (thorax) injuries to the driver in the event of a serious side impact.

## Seatback-mounted thorax bags for driver and co-driver



### Details & Technology

The seatback-mounted thorax bags for the driver and co-driver are activated in the event of an accident with severe lateral acceleration/deceleration (e.g. a side impact). Within fractions of a second the thorax bag fills with gas and deploys between the door and the driver's/co-driver's torso.

### Benefits & Arguments

- Enhanced torso (thorax) protection in the event of a serious side impact

In conjunction with a fastened seat belt, the thorax bag reduces the risk of torso (thorax) injuries to the driver and co-driver in the event of a serious side impact.

### Remarks

Not in conjunction with the twin co-driver seat (Code S23).



## Windowbags for driver and co-driver



### Details & Technology

The windowbags, fitted in the roof trim over the driver's and co-driver's doors, deploy in an accident with severe lateral acceleration/deceleration (e.g. a side impact). Within fractions of a second the windowbag fills with gas and positions itself like a curtain between the side window and the driver's/co-driver's head.

### Benefits & Arguments

- Reduces the risk and severity of head and facial injuries in the event of a severe side impact

Windowbags reduce the risk of the driver/co-driver on the collision side sustaining head and facial injuries in the event of a severe side impact. In conjunction with correctly fastened seat belts, they provide increased protection in the event of a severe side impact.

## Swivelling element for driver's seat

### Details & Technology

A swivelling element is fitted on the driver's seat base.

### Benefits & Arguments

- Allows a special driver's seat to be fitted

Allows the driver's seat to be turned round through 180° to face the rear. Basis for installation of a swivelling seat ex works (e.g. SB1) or installation of a special seat by a body manufacturer. Recommended for vehicles which are to be equipped as a camper van by a body manufacturer or by the owner.



## Swivelling element for co-driver's seat

### Details & Technology

A swivelling element is fitted on the co-driver's seat base.

### Benefits & Arguments

- Allows a special co-driver's seat to be fitted

Allows the co-driver's seat to be turned round through 180° to face the rear. Basis for installation of a swivelling seat ex works (e.g. SB2) or installation of a special seat by a body manufacturer. Recommended for vehicles which are to be equipped as a camper van by a body manufacturer or by the owner.



## No front pass.height-adj.belt & buckle

### Details & Technology

No height-adjustable three-point seat belt is fitted on the co-driver's side.

### Benefits & Arguments

- For special-purpose vehicles without co-driver's seat

For special-purpose vehicles (e.g. buses) which are not fitted with a co-driver's seat and seat base since the co-driver's door is used as a passenger entrance.

### Remarks

Due to laws stipulating mandatory seat belt use, the co-driver's seat may not be used in some countries without a seat belt. This code is therefore only available in conjunction with Code S91 (deletion of the co-driver's seat).





## Deletion of driver's airbag

### Details & Technology

The special-purpose vehicle (e.g. snow plough) is supplied without a driver's airbag.

### Benefits & Arguments

- For chassis with cab base
- For special-purpose vehicles

Deletion of the driver's airbag for vehicles built on a chassis with cab base (Code F50).

See Body/Equipment Mounting Directives in the case of special-purpose vehicles with modified front section.



## Deletion of co-driver airbag

### Details & Technology

The co-driver airbag (SA6), standard in e.g. Germany on crewbuses, is deleted.

### Benefits & Arguments

- Allows co-driver airbag to be deleted for special-purpose vehicles

For special-purpose vehicles, e.g. bus-bodied vehicles where the co-driver's door is used as a passenger entrance and the co-driver's seat and co-driver's seat base are deleted, this code deletes the co-driver airbag (in countries where it would normally be standard specification).



## Net on driver's seat backrest



### Details & Technology

Luggage net installation on the back of the driver's seat backrest.

### Benefits & Arguments

- Expansion of previous stowage possibilities, e.g. for newspapers

The installation of this equipment provides a further stowage possibility, for instance, for newspapers.

## Net on co-driver's seat backrest



### Details & Technology

Luggage net installation on the back of the co-driver's seat backrest.

### Benefits & Arguments

- Expansion of previous stowage possibilities, e.g. for newspapers

The installation of this equipment provides a further stowage possibility, for instance, for newspapers.

## Sliding load-compartment door, special version

### Details & Technology

The sliding load-compartment door runs on three travellers (upper, centre, lower). The special-version sliding load-compartment door is equipped with longer travellers. This increases the outward travel of the sliding load-compartment door by approx. 25 mm.

### Benefits & Arguments

- More clearance between open sliding load-compartment door and the outside of the vehicle

The greater outward travel of the sliding load-compartment door results in greater clearance between the open door and the outside of the vehicle. This space can be used for special sidewall attachments, e.g. on camper vans or refrigerated vehicles.



## Intermediate stop for sliding load-compartment door/doors

### Details & Technology

An intermediate stop that also allows the sliding load-compartment door to be opened by approx. 780 mm.

### Benefits & Arguments

- Additional stop point for sliding load-compartment door/doors

Allows rear passengers to board and alight quickly, since the sliding load-compartment door does not need to be opened as far as the end-of-travel position.

## Sliding door at right



## Details & Technology

Sliding load-compartment door on the right-hand side of the vehicle. The size of the door depends on wheelbase and roof height.

### Width and height of door aperture (WxH):

1040x1520 mm with wheelbase 3250 mm and standard roof

1040x1820 mm with wheelbase 3250 mm and high roof (D03)

1300x1520 mm with wheelbase 3665 mm and standard roof

1300x1820 mm with wheelbase 3665 or 4325 mm and high roof (D03) or super-high roof (D05, D06)

## Benefits & Arguments

- Access to passenger compartment/load compartment

Provides side access to the passenger compartment/load compartment. Particularly suitable for vehicles used in dense city traffic.



## Sliding door at left



## Details & Technology

Sliding load-compartment door on the left-hand side of the vehicle. The size of the door depends on the wheelbase and roof height.

### Width and height of door aperture (WxH):

1040x1520 mm with wheelbase 3250 mm and standard roof

1040x1820 mm with wheelbase 3250 mm and high roof (D03)

1300x1520 mm with wheelbase 3665 mm and standard roof

1300x1820 mm with wheelbase 3665 or 4325 mm and high roof (D03) or super-high roof (D05, D06)

## Benefits & Arguments

- Access to passenger compartment/load compartment

Provides side access to the passenger compartment/load compartment. Particularly suitable for vehicles used in dense city traffic.





## Entrance grab handle for load compartment sliding door on B-pillar



### Details & Technology

Installation of a vertical grab handle on the vehicle's B-pillar.

### Benefits & Arguments

- Makes it easy to enter the passenger compartment

Makes getting on board easier for the passengers.

## Entrance grab handle for load compartment sliding door on bulkhead



### Details & Technology

Installation of a vertical grab handle on the vehicle's bulkhead.

### Benefits & Arguments

- Makes it easy to enter the load compartment

Makes it easier to enter the load compartment.

## Entrance grab handle on corner pillar, rear left



### Details & Technology

A vertical grab handle is fitted on the rear left-hand corner pillar.

### Benefits & Arguments

- Easy entry to load compartment/passenger compartment

Easier entry to the load compartment/passenger compartment through the rear door.

## Entrance grab handle on corner pillar, rear right



### Details & Technology

A vertical grab handle is fitted on the rear right-hand corner pillar.  
Standard specification in Germany.

### Benefits & Arguments

- Easy entry to load compartment/passenger compartment
- Meets German Trade Association requirements

Easier entry to the load compartment/passenger compartment through the rear door. Meets Trade Association requirements in Germany.



## No sliding load-compartment door

### Details & Technology

The standard-specification sliding load-compartment door and its entrance step are deleted. The sidewall is fully panelled.

### Benefits & Arguments

- Special interior fittings can be installed

Allows interior fittings to be mounted on both sidewalls



## Three-seater bench in passenger compartment, first row, narrow



### Details & Technology

Three-seater bench in passenger compartment, first row, on left-hand side (looking in the direction of travel). All three seats are fitted with three-point inertia-reel seat belts.

### Benefits & Arguments

- Three more passenger seats
- Ample load space

Allows three more passengers to be seated in the first row in the passenger compartment. Also leaves room for cargo or luggage. The loading length behind the bench seat is:

3250-mm wheelbase:	1658 mm
3665-mm wheelbase:	2323 mm
4325-mm wheelbase:	3358 mm
4325-mm wheelbase with long overhang:	3758 mm

### Remarks

Optionally, wall-side/aisle-side armrests (U74/U75) can be ordered.



## Three-seater bench in passenger compartment, second row

### Details & Technology

Three-seater bench in passenger compartment, second row. All three seats are fitted with three-point inertia-reel seat belts.

### Benefits & Arguments

- Three more passenger seats
- Ample load space

Allows three more passengers to be seated in the second row in the passenger compartment. Also leaves room for cargo or luggage.

The loading length behind the bench seat is:

3250-mm wheelbase:	800 mm
3665-mm wheelbase:	1465 mm
4325-mm wheelbase:	2500 mm
4325-mm wheelbase with long overhang:	2900 mm

### Remarks

Only available for vehicles with passenger car registration (Z42).  
Optionally, wall-side/aisle-side armrests (U74/U75) can be ordered.



## Wall-side armrests



## Details & Technology

An angle-adjustable armrest is fitted to the outboard side (wall side) of the backrest of the passenger compartment bench seat.

## Benefits & Arguments

- Enhanced seating comfort

Armrest allows a more relaxed seating posture to be adopted.



## Aisle-side armrests



### Details & Technology

An angle-adjustable armrest is fitted to the aisle side of the backrest of the passenger compartment bench seat.

### Benefits & Arguments

- Enhanced seating comfort

Enhanced seating comfort, since one arm can be supported.

## Three-seater bench in passenger compartment, second row, narrow

### Details & Technology

Three-seater bench in passenger compartment, second row. All three seats are fitted with three-point inertia-reel seat belts.

### Benefits & Arguments

- Three more passenger seats
- Ample load space

Allows three more passengers to be seated in the second row in the passenger compartment. Also leaves room for cargo or luggage.

The loading length behind the seat bench is:

3250-mm wheelbase:	800 mm
3665-mm wheelbase:	1465 mm
4325-mm wheelbase:	2500 mm
4325-mm wheelbase with long overhang:	2900 mm

### Remarks

Only available for vehicles with passenger car registration (Z42).  
Optionally, wall-side/aisle-side armrests (U74/U75) can be ordered.



## Four-seater bench in passenger compartment, third row

### Details & Technology

A four-seater bench is installed in the passenger compartment, third row. All four seats are fitted with three-point inertia-reel seat belts.

### Benefits & Arguments

- Four further seats for passengers

Allows four more passengers to be seated in the third row in the passenger compartment. Also leaves room for cargo or luggage. The loading length behind the bench seat is:

Wheelbase 3665 mm:	607 mm
Wheelbase 4325 mm:	1642 mm:
Wheelbase 4325 mm with long overhang:	2042 mm



## Cab rear wall lining

### Details & Technology

The front (cab) side of the cab rear wall on chassis versions with cab or crewcab, and the front (cab) side of the bulkhead (D50, D51, D53) on panel van versions, is lined with non-woven fabric.

### Benefits & Arguments

- Enhanced appearance
- Reduced interior noise

The lining enhances the interior appearance and has a sound-deadening effect.



## Luxury interior trim



### Details & Technology

The sidewalls, rear doors and sliding load-compartment doors on the crewbuses are lined with 3-mm-thick wood hardboard panels up to the lower window edge. This lining is surfaced with large fabric panels or thin, grain-effect PVC sheeting. The wood and the surface trim are separated by an intermediate 3-mm insulating layer of polyurethane foam.

### Benefits & Arguments

- Luxurious interior appearance
- Good sound and heat insulation

The luxury trim protects the metal surfaces of the load compartment against damage from the inside and, above all, creates a high-class appearance. It also provides heat insulation (but is not a substitute for Code H01) and sound insulation.

## Half-height load compartment trim (hardboard)



### Details & Technology

Half-height all-round interior trim for the load compartment of the panel van, consisting of 3-mm-thick wood hardboard panels.

### Benefits & Arguments

- Protects metal surfaces from damage

The trim provides enhanced protection for the metal surfaces of the load compartment against damage from the inside.

## Window pillar trim



### Details & Technology

Between the roof trim and the side trim, the painted window pillars are lined with plastic in the same colour as the interior.

### Benefits & Arguments

- Enhances the look of the interior

Enhances the interior appearance.

## Roof trim



### Details & Technology

The roof is panelled with non-woven fabric mouldings lined with knitted fabric.

### Benefits & Arguments

- Enhances the look of the interior
- Good sound and heat insulation

The roof trim enhances the interior appearance and also provides heat and sound insulation.





## Crewbus floor assembly

### Details & Technology

In the panel van, the bodyshell floor assembly has pre fittings for bench seats.

### Benefits & Arguments

- Bench seats can be retrofitted

Bodyshell prepared for retrofitting of bench seats.



## Sidewall waistline lashing rails



### Details & Technology

Bonded lashing rails are fitted along the sidewall at waistline level, though not on the sliding load-compartment door, if specified. The holes in the lashing rails are spaced at 25 mm intervals. Straps are not included in the specification, but are available as part of the MB accessories range.

### Benefits & Arguments

- Provides load restraint for medium-tall bulky objects

The lashing rails are used in conjunction with load-securing straps to prevent medium-tall bulky objects such as windows from sliding around or falling over.

## Wood floor



## Details & Technology

The passenger compartment/load compartment has an 8-mm-thick plywood floor with textured surface.

## Benefits & Arguments

- Easier loading and unloading and easier cleaning of the load compartment
- Additional heat and noise insulation

Protects the underlying floor of the load compartment from damage. Facilitates cleaning and loading - particularly of heavy objects such as pallets - since the wood floor is level-surfaced. Provides additional heat and noise insulation.

## Remarks

In the case of crewbuses with seating, the wood floor comes with apertures for all three rows of seats (3250-mm wheelbase version just rows 1 + 2). In rows where no seats are fitted, the apertures are sealed by plastic covers. In the case of the floor without seating, no apertures are provided in the wood floor.

In the case of panel vans with commercial vehicle registration (Z41) and wood floor, the wood floor comes with 3-mm pre-drilled holes marking the corners of the mounting recesses for the first-row seats.

In the case of panel vans with commercial vehicle registration (Z41), crewbus floor assembly (V40) and wood floor (V43) but without bulkhead and without seating, the wood floor comes with apertures for seat rows 1 to 3, as in the case of the crewbus (3250-mm wheelbase version just rows 1 + 2). The apertures are sealed by plastic covers.

In the case of panel vans (Z41/Z42) with crewbus floor assembly (V40), first-row seating (U60/U62) and wood floor (V43), the only additional apertures in the wood floor are for the second seat row. The apertures in the second seat row are sealed by plastic covers.

In the case of panel vans with passenger car registration (Z42) and no first-row bench seat, no apertures are provided in the wood floor. 3-mm pre-drilled holes in the wood floor mark the corners of the mounting recesses for the first and second-row seats.

## Floor mat/mats in passenger compartment

### Details & Technology

A rubber mat is on the wood floor (V43). The rubber mat (or mats, depending on wheelbase) covers the entire passenger compartment/load compartment including the wheel arches.

### Benefits & Arguments

- Easier cleaning of the load compartment
- Additional noise insulation
- Enhances the look of the vehicle

Facilitates cleaning of the passenger compartment/load compartment floor. Also provides sound insulation and enhances the appearance of the interior.



## Ashtrays in passenger compartment



### Details & Technology

Ashtrays are fitted in the sidewall panelling of the panel van/crewbus passenger compartment (one ashtray per seat row).

In vehicles with two sliding load-compartment doors, the first row of seats has **no** ashtray.

Crewcab versions have ashtrays in the rear side door panels.

### Benefits & Arguments

- Helps keep the vehicle clean and tidy

Also serves as a small waste receptacle.



## Smoker package



## Details & Technology

An ashtray and cigarette lighter (180 watts maximum) are fitted in the standard stowage compartment at the front of the centre console. Power can be drawn only when the key is in position 1 or 2. The socket is always powered from the starter battery (even if an auxiliary battery, Code E28, is fitted).

The compressor which forms part of the standard-fitted PREMIUM SEAL kit (Code RR7) must be powered from the socket in the instrument panel.

## Benefits & Arguments

- Helps keep the driver's section clean and tidy

Also serves as a small waste receptacle.



## Deletion of wood floor

### Details & Technology

The vehicle is supplied without the wood floor in the load compartment.

### Benefits & Arguments

- Allows customisation of the load compartment

The deletion of the wood floor allows customisation of the load compartment. However, the absence of the wood floor leads to an increase in interior noise as the floor provides sound insulation.



## Deletion of front floor mat

### Details & Technology

The vehicle is supplied without the standard rubber floor mat in the driver's section.

### Benefits & Arguments

- A different floor covering can be fitted

Allows customers to select their own carpet or other floor covering.





## Half-height load compartment trim, regular version



### Details & Technology

Half-height all-round interior trim for the passenger compartment/load compartment, consisting of 3-mm-thick wood hardboard panels trimmed with grey PVC sheeting.

### Benefits & Arguments

- Enhances the appearance of the load compartment/passenger compartment

Protects the metal surfaces of the load compartment against damage from the inside and creates a high-class appearance.

## Floor-to-roof-level load compartment trim, washable

### Details & Technology

The load compartment sidewalls, the sliding load-compartment door(s) and the rear doors are lined with 4.8-mm-thick grey polypropylene (PP) **Con Pearl** plastic panels. The trim extends as far as the roof frame. The plastic panels are food-safe, moisture-resistant, washable, abrasion-resistant and recyclable.

### Benefits & Arguments

- Washable
- Food-safe
- Abrasion-resistant
- Recyclable
- Protects the metal surfaces

Recommended for vehicles which will be used to transport foodstuffs, or whose load compartment is likely to be exposed to high moisture levels. The floor-to-roof trim also protects the metal surfaces inside the load compartment from shifting loads.

### Remarks

#### NOTE:

The polypropylene honeycomb material is not suitable for attaching interior fittings.

If the load compartment is specified without windows, the side trim also covers the window apertures.



## Stowage facility with net in rear doors



### Details & Technology

A stowage facility with net is integrated in each of the rear doors (with window).

### Benefits & Arguments

- Additional stowage facility

Additional stowage space for a variety of items.

## Lashing rails along sides of vehicle at roof frame



### Details & Technology

Bonded lashing rails are fitted along the sides of the vehicle, below the roof frame, though not on the sliding load-compartment door, if specified. The holes in the lashing rails are spaced at 25 mm intervals. Straps are not included in the specification, but are available as part of the MB accessories range.

### Benefits & Arguments

- Provides load restraint for tall bulky objects

The lashing rails are used in conjunction with load-securing straps to prevent tall bulky objects such as doors from sliding around or falling over.

## Protective aluminium entrance panel for wood floor

### Details & Technology

A protective aluminium panel is fitted along the edge of the wood floor in the entrance area/areas at the sliding door/doors. The wood floor is cut out in this area and the panel is then flush-fitted.

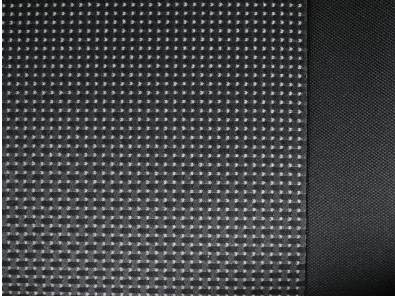
### Benefits & Arguments

- Protects the edge of the wood floor

The aluminium panel protects the edge of the wood floor from damage when loading.



## Black Lima fabric



## Details & Technology

The seats are upholstered in **Lima** fabric.

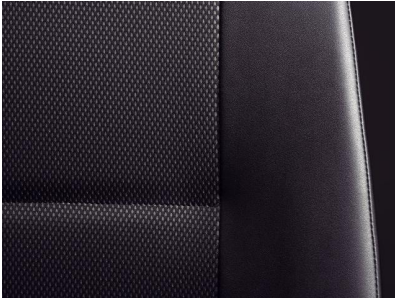
## Benefits & Arguments

- Easy to care for
- Visually appealing design

Easy-care material - hard-wearing, dirt-repellent and flame-retardant.



## Black leatherette



## Details & Technology

The seats are upholstered in 3-ply black tricot leatherette. The base material consists of two layers of polyester and one layer of cotton. The grained surface has a soft PVC coating to repel moisture. The shape and stitching of the seat cushion and backrest are the same as for the standard seating.

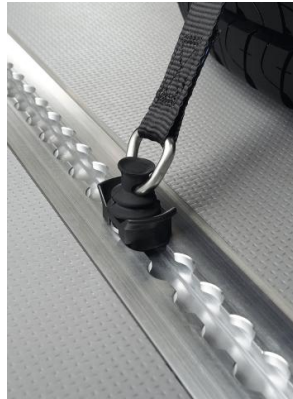
## Benefits & Arguments

- Seats are easy to clean

The hard-wearing leatherette upholstery is easy to clean using water and an appropriate soap-based cleaning agent. An elaborate manufacturing process gives the interior a comfortable appearance. This material is particularly recommended for the construction sector, the painting and decorating sector, the haulage industry and for school transport.



## Load-securing system



## Details & Technology

Two lashing rails, fitted flush with the wood floor (Code V43), are bolted to the substructure. Straps are not included in the specification, but are available as part of the MB accessories range.

## Benefits & Arguments

- Allows loads to be firmly secured

The lashing rails are used in conjunction with load-restraining straps to provide quick, individually adaptable restraint for objects of varying sizes.





## Panel van with windows all round

### Details & Technology

The panel van is fitted with tinted windows all round.

### Benefits & Arguments

- Better visibility when driving and manoeuvring
- Lets daylight into the load compartment

The windows provide better all-round visibility when driving and manoeuvring, as well as admitting more light into the load compartment.



## Fixed window at front of left sidewall/in left-side sliding load-compartment door



### Details & Technology

A window of single-layer safety glass is fitted at the front of the left load-compartment sidewall/in the left-side sliding load-compartment door.

### Benefits & Arguments

- Allows more light into load compartment

Lets more light into the load compartment and improves visibility when driving.

## Fixed window at front of right sidewall/in right-side sliding load-compartment door



### Details & Technology

A window of single-layer safety glass is fitted in the front of the right load-compartment sidewall/in the right-side sliding load-compartment door.

### Benefits & Arguments

- Allows more light into load compartment

Lets more light into the load compartment and improves visibility when driving.

## Fixed window at centre left



### Details & Technology

On 4325-mm wheelbase versions, a window of tinted single-layer safety glass is fitted in the centre of the left load-compartment sidewall.

### Benefits & Arguments

- Allows more light into the load compartment

Allows more light into the load compartment.

## Fixed window at centre right

### Details & Technology

On 4325-mm wheelbase versions, a window of tinted single-layer safety glass is fitted in the centre of the right load-compartment sidewall.

### Benefits & Arguments

- Allows more light into the load compartment

Allows more light into the load compartment.



## Sliding window at centre left

### Details & Technology

On 4325-mm wheelbase versions, a sliding window of tinted single-layer safety glass is fitted in the centre of the left load-compartment sidewall.

### Benefits & Arguments

- Provides additional ventilation

The high-quality easy-maintenance sliding window, which fits flush with the outside of the vehicle, provides individually adjustable ventilation for the load compartment/passenger compartment.



## Sliding window at centre right

### Details & Technology

On 4325-mm wheelbase versions, a sliding window of tinted single-layer safety glass is fitted in the centre of the right load-compartment sidewall.

### Benefits & Arguments

- Provides additional ventilation

The high-quality easy-maintenance sliding window, which fits flush with the outside of the vehicle, provides individually adjustable ventilation for the load compartment/passenger compartment.



## Fixed window at rear left side



### Details & Technology

A window of tinted single-layer safety glass is fitted in the rear of the left load-compartment sidewall.

### Benefits & Arguments

- Allows more light into the load compartment

Allows more light into the load compartment.



## Fixed window at rear right side



### Details & Technology

A window of tinted single-layer safety glass is fitted at the rear of the right load-compartment sidewall.

### Benefits & Arguments

- Allows more light into load compartment

Allows more light into the load compartment.

## Hinged rear doors, opening to side wall



### Details & Technology

The rear doors are fitted with special hinges which allow them to be opened to 90 and approx. 260 degrees. When fully open, the doors lie more or less flat against the sides of the vehicle and are held in position by magnetic catches.

Depending on what combination of rear wipers (W78), rear vent windows (W32) and sliding doors (T09, T16, T19) is fitted and what wheelbase is specified, the magnetic door catches on the left- and right-hand sides of the vehicle may be of differing length. This serves to ensure, for example, that rear doors with rear window wipers are held at the necessary distance from the vent windows when fully open.

### Benefits & Arguments

- Easier loading and unloading in confined spaces

Facilitates loading and unloading, particularly in confined space. Makes for easy reversing with opened rear doors, for example at loading ramps, while at the same time allowing the driver a view to the rear in the exterior mirrors.

## Windows in tailgate/rear doors



## Details & Technology

Two windows are fitted in the rear doors.

## Benefits & Arguments

- Better rearward visibility
- Allows more light into the load compartment
- Easier manoeuvring and reversing

Provides better rearward visibility through the load compartment, which makes for easier manoeuvring and reversing. Also lets more light into the load compartment.



## Black-tinted windows in rear

### Details & Technology

The rear windows, and all side windows in the rear section, are dark grey-tinted (approx. 90% tinting). The windscreen and the windows in the driver's and co-driver's doors are green-tinted.

### Benefits & Arguments

- Reduces heating of the interior
- Provides visual privacy in the rear section
- Enhances the look of the vehicle

Heating due to solar radiation into the interior through the rear windows is reduced by approx. 90% compared with non-tinted windows and by approx. 85% compared with green-tinted windows. 99% of ultraviolet radiation is blocked. If a rear air conditioning system is fitted, its effectiveness is increased. The tinted glass also conceals the passenger compartment/ load compartment from view. At the same time the tinting also enhances the look of the vehicle.



## Rear door step



### Details & Technology

A slip-resistant step is fitted at the rear of the vehicle, extending across the full width of the doors. Even in combination with primed bumper/corner sections (Code C72), the step is not paintable. The step can be fitted even in conjunction with a trailer coupling.

### Benefits & Arguments

- Convenient entry/exit

Facilitates entry/exit via the rear doors.

## Wide rear step

### Details & Technology

A hot-dip-galvanized steel step is fitted at the rear of the vehicle. This safety grating step is compliant with German accident prevention regulations. The step measures 1600 mm (width) by 300 mm (depth). Solid rubber mouldings on the outer left- and right-hand corners provide protection when manoeuvring.

### Benefits & Arguments

- Facilitates loading and unloading at the rear of the vehicle

The step is particularly suitable for frequent boarding and alighting at the rear of the vehicle.



## Resiliently mounted rear step

### Details & Technology

A hot-dip-galvanised steel step is fitted at the rear of the vehicle, with fore/aft resilience provided by four leaf springs. The leaf springs allow free movement of the rear step in forward direction (direction of travel). The rear step is bolted to the standard-fitted mounting points in the longitudinal frame members. The safety grating step is compliant with German accident prevention regulations. The step measures 245 mm (width) x 1750 mm (depth).

### Benefits & Arguments

- Impact protection
- Safe and easy access to load compartment

The resiliently mounted rear step allows easy entry and exit and can prevent or mitigate damage to the vehicle in the event of a collision with an obstacle such as a loading ramp if the vehicle is reversed without due care (the protective effect depends on the speed and angle of the impact).



## Window/windows in tailgate/rear doors, with wash/wipe system



### Details & Technology

Two windows with two wipers are fitted in the rear doors. The fluid is supplied from the central windscreen washer reservoir via flexible lines to nozzles on the wiper blades. The wipers are activated (only intermittent setting possible) by moving a switch on the instrument panel.

If the front windscreen wipers are switched on, the rear windscreen wipers are automatically activated whenever reverse gear is selected.

### Benefits & Arguments

- Windows in rear doors can be cleaned
- Better rearward visibility
- Allows more light into the load compartment

The windows provide better rearward visibility through the load compartment, which makes for easier manoeuvring and reversing. They also let more light into the load compartment.



## Omission of passenger compartment windows

### Details & Technology

No passenger compartment windows are fitted. For transport purposes, the apertures are closed by means of CON PEARL plastic panels (Code P08).

### Benefits & Arguments

- Allows easy fitting of different windows

Allows body manufacturer to fit different windows.



## Deletion of Sprinter badge



## Details & Technology

The **Sprinter** lettering on the left-hand rear door of panel vans and crewbuses is deleted.

## Benefits & Arguments

- More room for promotional/company stickers or decals

Frees up space for promotional lettering, stickers or decals on the rear door.

## Deletion of the model identification



### Details & Technology

Deletion of the model identification on the right-side hinged rear door.

### Benefits & Arguments

- More room for promotional/company stickers or decals

Frees up space for promotional lettering, stickers or decals.

## VIN visible from outside

### Details & Technology

The VIN (Vehicle Ident. Number) is affixed on the left (driver's side in LHD versions, co-driver's side in RHD versions) of the dashboard and is visible from the outside through the windscreen.

### Benefits & Arguments

- Meets the legal requirements in various countries

Meets the legal requirements for vehicle registration in various countries (e.g. USA, Canada, Mexico).



## Weight version 3880 kg

### Details & Technology

Reinforcements are integrated in the front axle, the front stabiliser, the rear axle tube, the rear shock absorbers and the rear springs, as well as the frame and the engine mounts. The brake system is adapted to the higher gross vehicle weight. The front and rear axle load ratings are 1800 and 2430 kg respectively.

### Benefits & Arguments

- Increased payload capacity

The 3880 kg weight version provides a 20% (approx.) increase in payload capacity. For vehicles with special-purpose bodies, e.g. camper or mobile shop bodies.

### Remarks

Since permissible gross vehicle weight exceeds 3.5 t, a tachograph is legally mandatory. For **non-EC** countries, or if the vehicle is used as a special-purpose vehicle, it is possible to delete the tachograph by specifying Code J92 (deletion of tachograph), in which case the vehicle is fitted with the standard speedometer (Code J10) and the speed setting for the electronic speed limitation depends on the tyres.

Vehicles in this weight version **cannot** be registered as passenger cars (Code Z42). **EC brake type approval requirements** specify a **minimum rear axle mass of 900 kg** for Sprinter **chassis versions** with Code XL8, irrespective of wheelbase. If rear axle mass is **below this figure**, the vehicle **cannot be registered** in the EC because the brakes **are not type-approved!**



## First-aid kit



## Details & Technology

First-aid kit for treating accident injuries. The contents of the first-aid kit are prescribed by law in some countries. It is housed in the co-driver's door panel, where it is always close to hand.

## Benefits & Arguments

- Allows initial care to be provided for injured persons
- Conveniently located for quick access
- Takes up little room

The first-aid kit can be used to provide initial care for the injured. A first-aid kit is a legal requirement in some countries. This Mercedes-Benz first-aid kit has the advantage that it fits in the co-driver's door panel, where it takes up little room and is always close to hand.



## Fire extinguisher



### Details & Technology

The fire extinguisher is attached by a quick-release mounting bracket to the co-driver's seat base. Capacity: 2 kg.

### Benefits & Arguments

- Quickly accessible since attached to co-driver's seat
- Enhanced safety

Conveniently located for quick access. Provides assistance in extinguishing small fires (and preventing a small fire turning into a large fire). Simple and easy to use.



## Chock



## Details & Technology

Panel van and crewbus models have a chock holder mounted on the D-pillar at the rear right of the cab. Chassis, pickup and chassis with cab-base versions have a chock holder mounted on the left at the frame end.

## Benefits & Arguments

- Secures the vehicle against rolling on gradients
- Safe storage of the chock

In some countries, a chock is a legal requirement for vehicles with a permissible gross weight over 4.0 t. The chock provides additional security to that already provided by the parking brake when the vehicle is parked on a gradient. The ex-factory holder ensures safe storage of the chock.

## Remarks

Standard specification on vehicles over 4 t perm. GVW. No chock is supplied for versions with GVW rating reduced to 3500 kg (Code X16). In some countries, different arrangements may apply. For vehicles below 4 t perm. GVW, customers can specify the chock as special equipment.



## Hydraulic jack



## Details & Technology

A hydraulic jack is fitted in an easy-release bracket in the co-driver's footwell. The jack for 3.0 - 3.5 t weight versions has a load rating of 2.6 t and a stroke of 320 mm. The jack for 4.6 - 5 t versions has a load rating of 3.3 t and a stroke of 360 mm.

## Benefits & Arguments

- Easier tyre changing

Makes it easier to jack up the vehicle when changing a tyre.

## Torch

### Details & Technology

The torch is stowed close to hand in the driver's door pocket. It can provide either a continuous white beam or a flashing orange light.

### Benefits & Arguments

- Enhanced safety in the event of a breakdown/accident
- Provides illumination when performing repairs in the dark
- Conveniently located for quick access
- Takes up little room

With the flashing orange light, the torch can be used to draw other drivers' attention to a stranded vehicle. This function provides enhanced safety, particularly in the dark. The white continuous light can be used to provide illumination when performing repairs in the dark.



## Paintwork preservation

### Details & Technology

White protective sheeting is applied to the roof and bonnet of the finished vehicle. The sheeting must be removed before the vehicle is delivered.

### Benefits & Arguments

- Weatherproof protection for the top surfaces of the vehicle

Provides weatherproof paintwork protection for the top surfaces of the vehicle during transport or longer periods in storage.

## Omission of vehicle jack

### Details & Technology

The vehicle is not equipped with a hydraulic vehicle jack.

### Benefits & Arguments

- Weight saving

Omission of the vehicle jack saves weight.



## Omission of tool bag and tools

### Details & Technology

The vehicle is not equipped with a tool bag and tools.

### Benefits & Arguments

- Weight saving

Omission of a tool bag and tools saves weight.



## Factory-supplied lashing straps

### Details & Technology

2 lashing straps with over-centre lock and hook are supplied in the glove compartment. The belts are 3.5 m long, 25 mm wide and have a breaking strain of 400 daN.

### Benefits & Arguments

- Cargo restraining function

The straps can be used to prevent cargo from shifting.



## Tensioning straps for anchoring rails



### Details & Technology

4 lashing eyelets/double studs (without straps), as well as 2 ratchet straps (length of each: 3 m) with 2 double studs are located in the glove compartment. The maximum permissible load of the lashing eyelets according to DIN EN12640 is 800daN, the max load for the ratchet straps is 500daN for direct tension, 1000daN for banding.

### Benefits & Arguments

- Enables the cargo to be restrained

The straps can be used to prevent cargo from shifting.



## Preparation for sea transport

### Details & Technology

The radiator grille and fan slits are sealed in order to prevent penetration by water and salt.

### Benefits & Arguments

- Enhanced protection from environmental damage during transport or storage

Enhanced protection from environmental damage arising particularly during sea transport or storage for longer periods.





## Pre-installation for shelves



## Details & Technology

Brackets are welded to the roof bows and to the floor.

## Benefits & Arguments

- Shelves can be retrofitted more easily

The pre-installed mounting points allow shelves to be retrofitted more quickly. No further drilling or welding of the frame and roof bows is required.

## Remarks

The Body/Equipment Mounting Directives should be observed when retrofitting shelves.