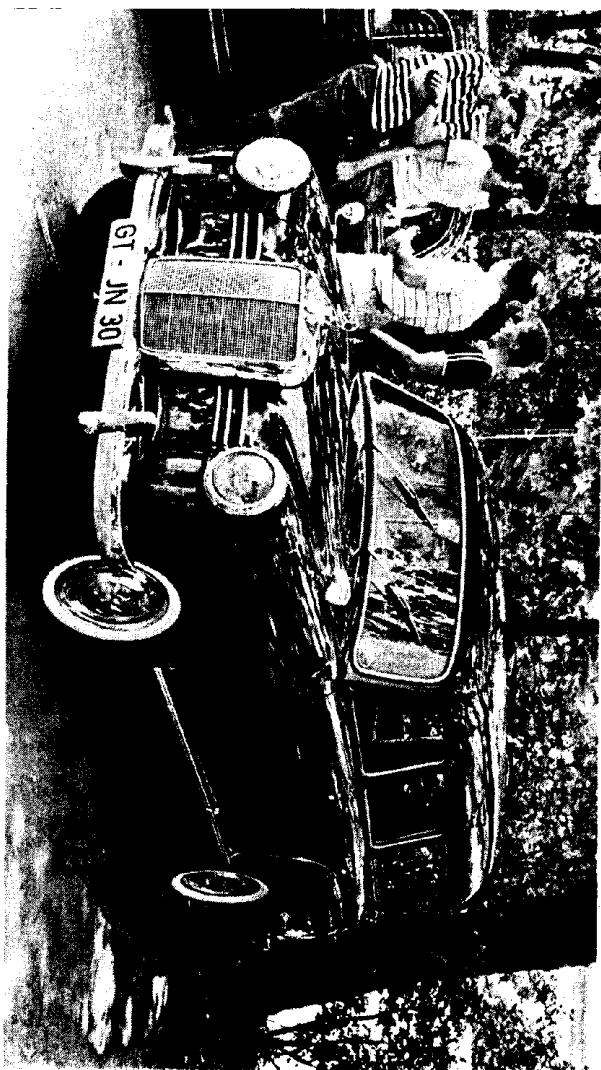
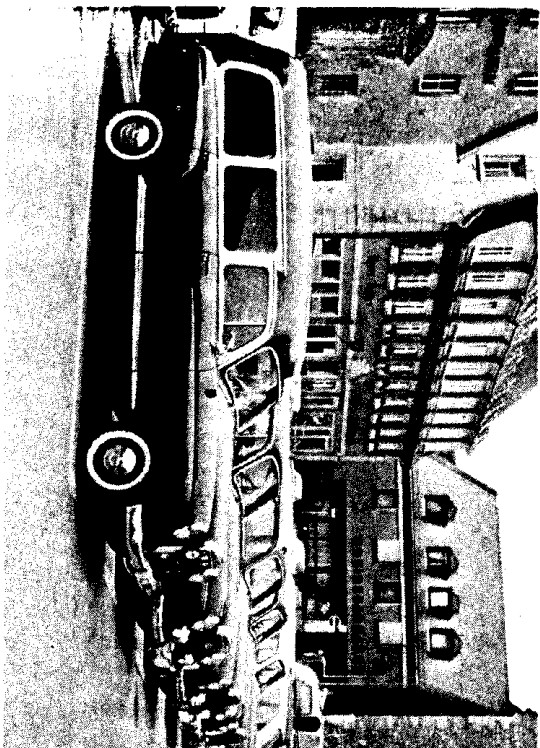


A four-cylinder Kombi dual-purpose vehicle with bodywork by Binz photographed by Colin Peck at a Mercedes-Benz gathering.



The same camera captured this line-up headed by a Miesien high-roof ambulance based on one of the later broad-grille models.

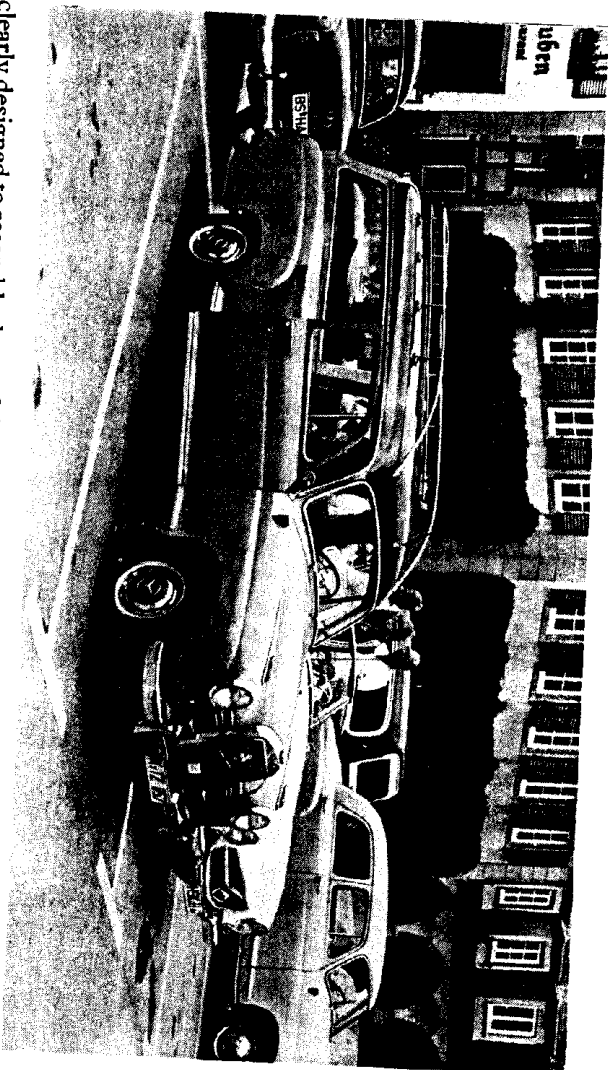


plug position instead of the separate ignition and starter switches found in the 180D, and it had the 3.7 axle of the 180D, together with that model's plain brake drums instead of the contemporary 190 items. In its original form it only lasted a single season, but as the sales figures of 20,629 show, it was a considerable success.

1959: The 180b, 180Db, 190b and 190Db

Although the six-cylinder Ponton range was cut back to a single model at the close of the 1959 season to make way for the new W111 models, the full four-cylinder range of 180 and 190 in both petrol and diesel forms remained available. All four models benefited from substantial improvements for 1960, and from the autumn of 1959 they were given new designations, all with a b-suffix.

This b-suffix – only the 180a had ever borne an a-suffix – denoted cars with a lower bonnet line and the broader radiator grille of the W111 model 220b, which was introduced at the same time. The fatter bumpers of the new Pontons were also



This time Colin Peck has aimed his camera at a hearse variant of the Ponton theme, alongside which the 190SL looks diminutive.

clearly designed to resemble those of the new W111 model. The 180 and 180D now gained the larger wheel trims of the 190, and all the four-cylinder models were given enlarged rear light clusters, which now incorporated the rear reflectors formerly slung beneath the bumper overriders.

As the W111 models showed, vehicle safety was Stuttgart's latest preoccupation, and the b-suffix Pontons had benefited to some degree from that aspect of the Daimler-Benz research programme. Thus the dashboard now had extra padding and deformable plastic switch gear, while a W111-type steering wheel with padded boss was fitted. This signalled the demise of the familiar horn ring which doubled as a turn indicator control, and now the horn ring operated only the horns, while the indicators were operated by a stalk-type control mounted on the steering column, which also did duty as a headlamp flasher. Doors on all models could now be locked from the inside, and the 180 and 180D were upgraded with neater seat and door trims, and a screen washer was standard (operated by a pedal, which also switched the wipers on if fully depressed). Even the optional extras came in for attention, and what had been a four-

piece fitted luggage set became a five-piece through the addition of a matching hat-box!

The diesel engines of the 180D and 190D remained unchanged for the b-suffix cars, but the engines of both petrol variants were modified. A new carburettor added 3bhp to the 180, while a higher compression ratio for the 190 added 5bhp and around 3mph to the top speed. Although the 180's improved performance scarcely warranted better braking, the stopping ability of the four-cylinder Pontons had always been so poor that it seems unlikely any customers complained about the fitting to the two cheaper models of the finned front brake drums from the 190s – and their addition to the 190D petrol-engined models, it became possible to specify vacuum-servo assistance as an optional extra, although the insufficient denied that option to the induction side of the diesel engines admittedly less necessary.

During the two seasons of b-suffix Ponton production, sales figures of the petrol-engined versions showed a marked swing

towards position only may year we original 190s sir justify t there w depart in Aug however success, as again the 180 more es become tolerabl and in fi

1961: T Change! than usi 180 solc 180c. Pe engined possibl contem or the (market, product the car widene cansha carbure The (

towards the cheaper 180, which was a clear reversal of the earlier position. Actual production figures of the 190b at 28,463 were only marginally lower than 180b totals, but averages of 14,000 a year were very much down on the 20,000 or so average of the original 190. The fact was that the 1960 and 1961 model petrol 190s simply did not offer enough over the upgraded 180 to justify the extra initial cost and higher running costs, and so there were no doubt sighs of relief in the sales and marketing department at Stuttgart when the W110 model 190 came along in August 1961 to replace the elderly Ponton. None of that, however, prevented the 190D in its b-suffix form being a great success, selling 61,309 units in the two seasons of its production as against 24,676 of the contemporary 180D. In earlier years, the 180D had actually sold some 25% more annually than its more expensive sister, but by the standards of 1960 it had become a desperately slow car, while the 190D offered both tolerable performance levels and a higher level of equipment, and in fact represented an extremely good buy.

1961: The 180c and 180Dc

Changes made for the 1962-season Pontons were less significant than usual when a new model designation was allocated, but the 180 sold during the final year of production was known as a 180c. Perhaps the c-suffix was intended simply to parallel the re-engined but otherwise similarly barely altered 180Dc, or – possibly – the 'c' was meant to show that the car was a contemporary of the new befinned 190c W110 model. One way or the other the swansong of the petrol Ponton won no new market, and only 9,280 were made in its single season of production. Visually indistinguishable from the 180b models, the cars nevertheless enjoyed better roadholding through widened rear tracks, and better fuel economy from a new camshaft accompanied by valve-train changes and a new carburettor.

The diesel version, however, sold better until the last, and

11,822 of the 180Dc model were built between June 1961 and October 1962. Like the 180c, it was visually indistinguishable from its predecessor, but it did have an extra 5bhp from its new engine, which was essentially a detuned version of the 1,988cc unit offered in the W110 190Dc and described in Volume 2 of this book. The 180Dc was still no racing car, but the new diesel engine offered further gains in flexibility, and the 180Dc retained its traditional pre-eminence among taxi operators in spite of a price increase, for it was still 1,000 Deutschmarks cheaper than the new 190Dc.

The kombi models

Before passing from the story of the four-cylinder Pontons to that of their six-cylinder brethren, it is worth taking a look briefly at the kombi models – the word means dual-purpose vehicle or estate car – built by independent manufacturers. No small degree of expertise went into the adaptation of the unit-construction frame-floor unit, although Binz, of Lorch, had at least had the experience of performing similar transformations on the separate-chassis 170 models. Christian Miesen, of Bonn, however, was new to the game, at least as far as Mercedes-Benz were concerned. The conversions offered by both firms were approved by Stuttgart, and were sold and serviced through the Daimler-Benz network.

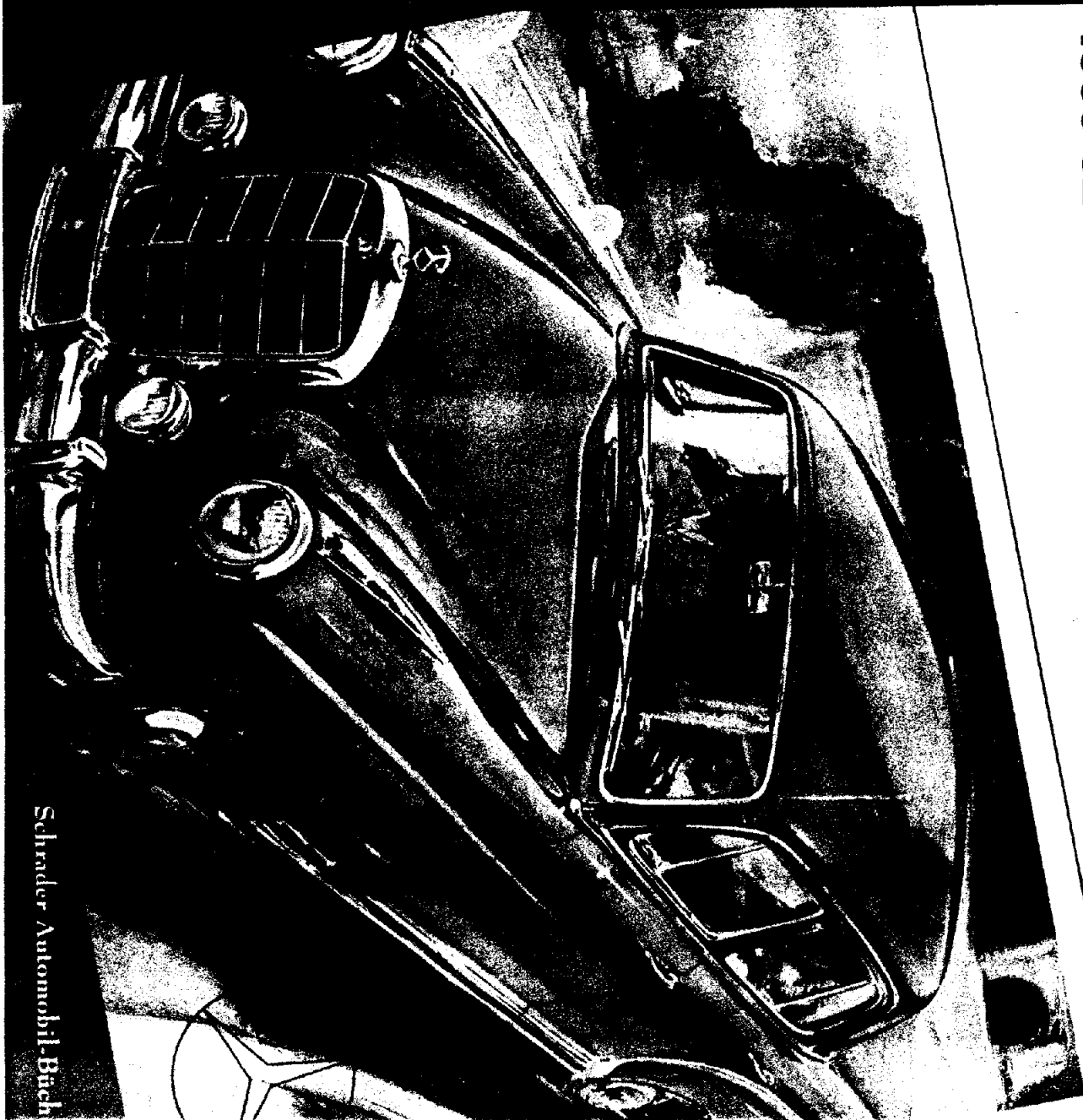
Most of the conversions were fitted out as ambulances, but there were also hearses and a few vans, and prices were between 30% and 50% higher than those of the saloons, depending on the type of body and the internal fittings specified. Production began in 1955 by Binz, but their version was soon joined by Miesen's, which offered a higher roofline and was thus instantly recognizable. Assembly of both versions stopped in 1959, but unfortunately exact production figures are not available. On the bases of figures available for the delivery of frame-floor units from Stuttgart, it would seem that around 4,000 were made. The vast majority stayed within the borders of West Germany.

Schrader-Motor-Chronik

1953-62

MERCEDES-BENZ

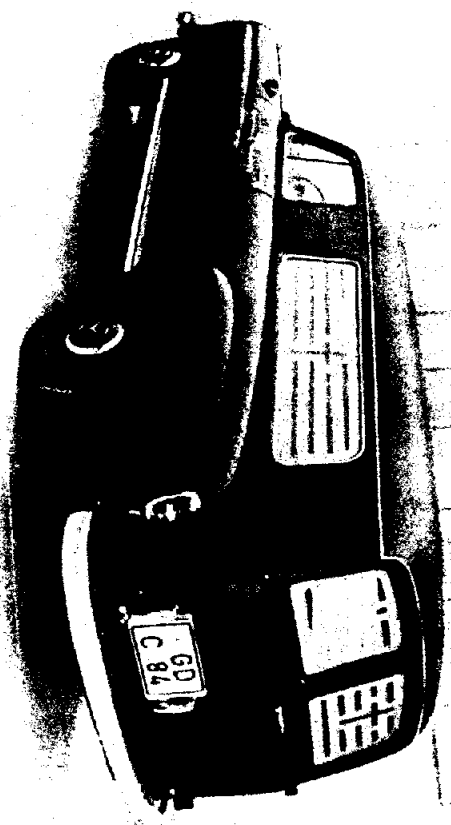
PONTON 180/D · 190
219 · 220 · 220 S/SE



Spezialkarosserien

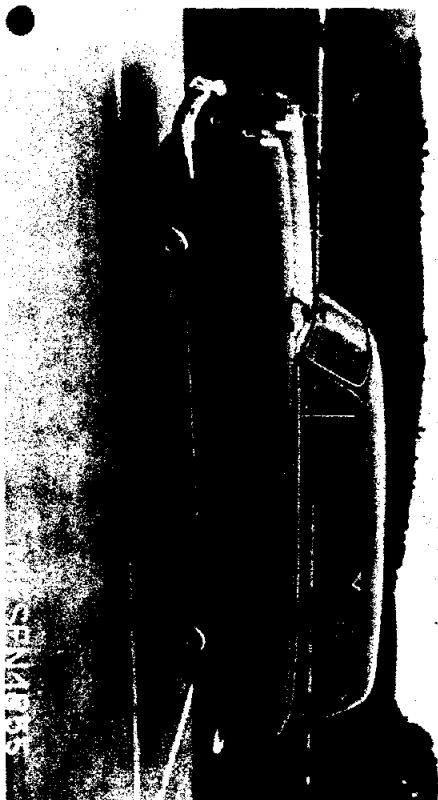
Trinz KAROSSERIE

E I N B E G R I F F F Ü R Q U A L I T Ä T

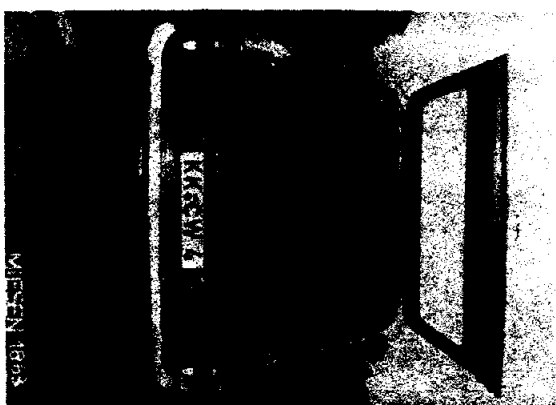


Seitenansicht des Fahrzeugs von schräg hinten. Zielstreben an Seitenfenster und Regenleiste, sowie Ornamente in den Fenstern auf Wunsch gegen Mehrpreis.

Die von Binz in Lorch/Württemberg oder Miesen in Bonn durchgeführten Umbauten betrafen hauptsächlich Autos, die als Bestattungsfahrzeuge oder Ambulanzwagen Verwendung fanden. Individuellen Wünschen durch die Auftraggeber wurde Rechnung getragen.



MIESEN-Kombi-LIMOUSINE



Durch Umklappen der hinteren Sitzbank wird der Laderaum bis zur Fahrersitzbank verlängert

Lieferbar auf folgenden Fahrzeugstellen:

Mercedes-Benz
Typ 180 b
Baumuster:
120 102

Mercedes-Benz
Typ 190 b
Baumuster:
121 002

Mercedes-Benz
Typ 190 Db
Baumuster:
121 102

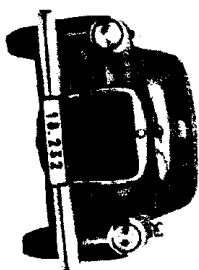
Freie Nutzlast:
ca. 700 kg
oder:
4 Personen und
ca. 400 kg

Die Nutzlast variiert je nach Fahrgeselltyp

Nutzbare Ladefläche:
Bei 2 Personen:
2,4 qm
Bei 4 Personen:
1,25 qm

Besonders vorteilhafte Belademöglichkeit durch die hintere Klappe, welche sich nach oben öffnet und durch Federdruck automatisch geöffnet bleibt.

Das Reserverad ist durch eine separate Außenklappe leicht erreichbar.



Le véhicule qui joint l'utile à l'agréable

STATION-WAGON

Mercedes-Benz 190 D Diesel

Présentation des modèles

MERCEDES-BENZ



STATION-WAGON

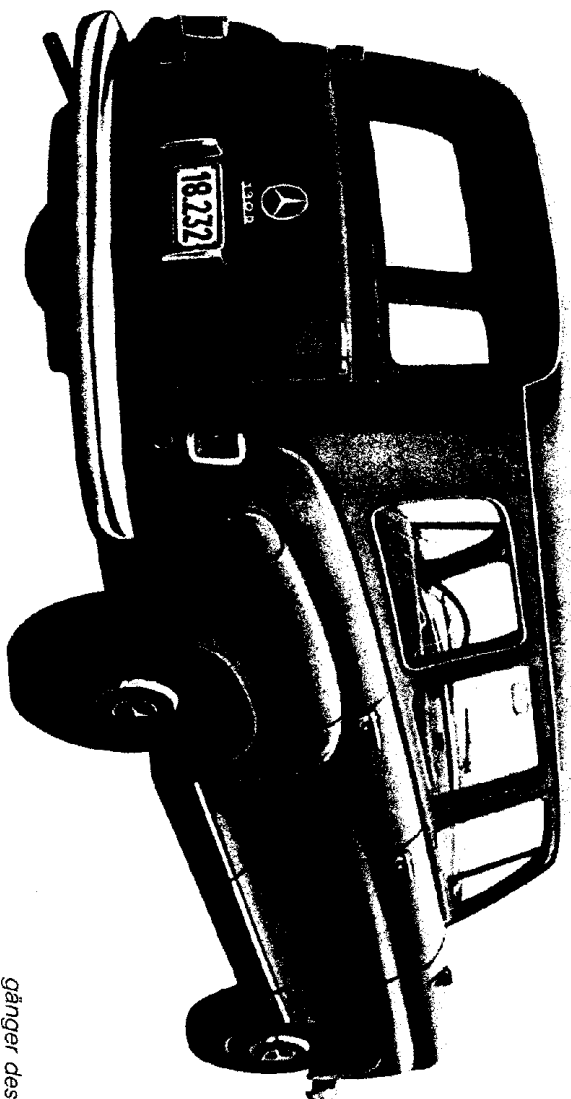
L'extraordinaire économie d'usage de la voiture Mercedes-Benz 190 Diesel son confort intégral, sa robustesse notoire se retrouvent intégralement dans la version Station-Wagon.

Il convient d'ajouter à ces qualités : un accès extrêmement aisé grâce aux quatre portières latérales et à la grande porte arrière.

Une capacité étonnante en vue au transport des marchandises lorsque la banquette arrière a été escamotée dans le plancher. Lorsque la banquette

arrière est en place, cinq personnes occupent à l'aise les sièges du véhicule tandis qu'un volume important de bagages trouve place dans la partie arrière. La Mercedes 190 Diesel accessible dans la partie arrière, la Mercedes 190 Diesel Station-Wagon est le véhicule à deux usages qu'attendait avec impatience une large catégorie d'automobilistes soucieux de combiner les exigences de la profession et l'agrément des loisirs.

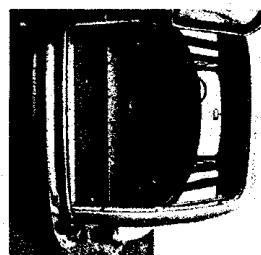
La ligne harmonieuse de la 190 Diesel «Station-Wagon» lui conserve tout le prestige qui caractérise les voitures Mercedes-Benz.



In Belgien entstand dieser Kombi, sozusagen ein Vor-

gänger des Mercedes-Benz T-Modells. Er kam nur in wenigen Exemplaren nach Deutschland.

Konstruktion und Ausstattungsänderungen vorbehalten.
 Subject to modifications in design and interior appointments.
 Sous réserve de modifications de construction et d'équipement.
 Reservados el derecho de introducir modificaciones en la construcción y el equipo.



Innenansicht
 durch die große Heckklappe

Vue de l'intérieur, porte arrière
 entièrement ouverte

Interior view
 through the large rear door

View of interior
 with the rear door open



Blick durch die Seitenklappe
 auf Sitzbank für 3 Personen

Vue de la banquette AR à
 3 places

View of the seat for three people
 through the side door

View of the rear seat through the
 side door



Blick durch die Seitenklappe,
 Ladeboden bei Sitzordnung A
 (siehe Zeichnung)

Vue par la portière latérale sur la
 surface de chargement,
 disposition A des sièges
 (voir croquis)

View through the side door, loading
 compartment with seating arrange-
 ment A (see drawing)

View of the loading compartment
 through the side door,
 with seating arrangement A
 (see drawing)

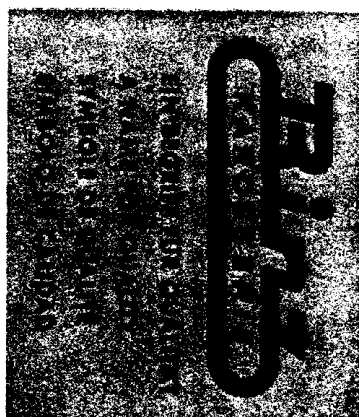


Blick durch die Seitenklappe,
 Ladeboden verflacher
 bei Sitzordnung B
 (siehe Zeichnung)

Vue par la portière latérale sur la
 surface de chargement rallongée,
 disposition B des sièges
 (voir croquis)

View through the side door, exten-
 ded loading compartment with sea-
 ting arrangement B (see drawing)

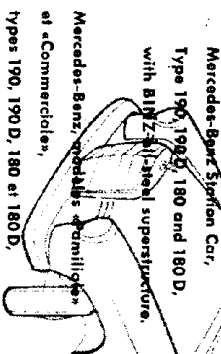
View of the loading compartment
 through the side door,
 with seating arrangement B
 (see drawing)



Mercedes-Benz

Kombi- und Stationwagen

Typ 190, 190 D, 180 und 180 D
 mit BINZ-Ganzstahlbau



Mercedes-Benz station car,
 Type 190, 190 D, 180 and 180 D,
 with BINZ-steel superstructure.

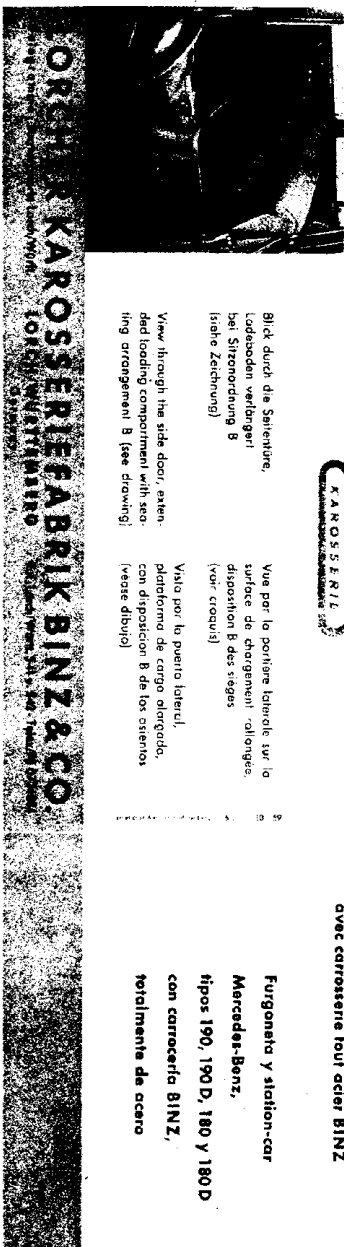
Mercedes-Benz, modelos "familiares"
 et «Commerciales»,
 Types 190, 190 D, 180 et 180 D,
 avec carrosserie tout acier BINZ

Furgoneta y station-car

Mercedes-Benz,

tipos 190, 190 D, 180 y 180 D

con carrocería BINZ,
 totalmente de acero





Kombihauswagen mit Heckklappe
Station car with rear wing door
Le «familiale» à portière AR
Furgoneta con puerta trasera



BMW
KAROSSEN

A racy, elegant station car has been developed from the Mercedes-Benz limousine. The exterior lines of this car follow modern trends and comply with present-day tastes. A sturdy oil-steel structure provides stability and strength. Four side doors fitted with winding windows make for easy approach to the driving and rear seats. The rear side windows are rigidly mounted in rubber. The large rear window ensures an uninterrupted view out of the back.

The limousine-floored loading compartment in the station car is approachable from the back through a large wing door that can be locked. Alternatively, the station car may be fitted with a flap door in the rear, divided horizontally and lockable. The comfortable seats are sprung with inter-locked coil springs and covered with Tex artificial leather. The front seat is adjustable. Single front seats are available at extra cost. The rear seat can be folded forwards so that the loading compartment is correspondingly enlarged. The doors and dome are similarly covered with Tex artificial leather. The spare wheel is kept on a shelf under the

Cette voiture familiale ou commerciale est dérivée de la conduite intérieure. L'aspect extérieur de ce véhicule aux correspond tout à fait au goût de nos jours est une construction tout acier qui lui confère une stabilité. Quatre portières latérales, les glaces a manivelle, permettent l'accès facile à l'AR. Les glaces latérales du fond en caoutchouc sont fixes. La grande lunette arrière est visible en arrière.

Pour la «familiale», une large portière domine l'entrée à la surface de chargement d'un toit de limousine.

La «commerciale», par contre, a des portes verrouillables qui s'ouvrent à l'horizontale, à l'arrière, à l'avant et à l'intermédiaire. Contre supplément de prix, elle peut être équipée de deux sièges individuels. À l'avant, on dispose ainsi de la surface des portières et la place de conduite est libre. Les roues de secours sont montées au-dessous de la lunette arrière. Le confort est prévu par l'isolant et la climatisation.

Les dimensions intérieures d'attente peuvent être relevées de notre dessin de livrable en plusieurs coloris standard: bois de résine synthétique. Les peintures l'opposition d'inscriptions sur la carrosserie un supplément de prix. La charge utile est d'environ 550 kg.

Chassis 4 portières avec carrosserie assise loading compartment. Next to it there is another shell for looks and equipment.

The interior and exterior dimensions can be seen from drawing 557. The vehicle is painted with artificial resin enamel in all standard colours. Special enamelling and lettering are available at extra cost. The payload is about 550 kg (1210 lbs) in all models. Four-door chassis with partial body.

