

Take-back of end-of-life vehicles. Coming full circle. At the end of its long life, you can return your Sprinter to us for environmentally-friendly disposal in accordance with the EU End-Of-Life Vehicle Directive. But that day lies a long way off.

The take-back of end-of-life vehicles applies in accordance with national regulations. The Sprinter meets the statutory regulations governing the suitability of the vehicle's design for reuse and recycling. A network of vehicle take-back depots and dismantlers has been established which will process your vehicle in an environmentally-friendly manner. The ways in which both vehicles and parts can be recovered are subject to ongoing development and improvement. For further information, visit [www.mercedes-benz.com](http://www.mercedes-benz.com).

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## Sprinter chassis for camper vans

Safe and supremely assured, wherever you are in the world



Mercedes-Benz

## Designed for dream drives: Mercedes-Benz camper van chassis

It often takes a critical or out-of-the-ordinary driving situation to reveal just how capable and safe a camper van chassis really is. And as you drive through some of the world's finest landscapes, the chances are that it will sometimes be the situation on the road rather than the scenery that leaves you holding your breath. Thanks to a high standard of safety and comfort, not to mention the familiar level of reliability for which the outgoing model was renowned, the new Mercedes-Benz camper van chassis allow you to take on even the trickiest of roads with supreme confidence.





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## The ideal basis for travellers with high expectations

Camper van enthusiasts appreciate the feeling of security their vehicles give them, even in the world's most remote locations. And so that you experience this feeling as soon as you set off, we paid particular attention to the ergonomic design, high-quality finish and, above all, the safety equipment of our new camper van chassis. Innovative technology such as Adaptive ESP<sup>®1)</sup> sets new standards here.

With its classic Mercedes front end, dynamic proportions and attractive lines, the new camper van chassis based on the Mercedes-Benz Sprinter is impressive whichever way you look at it. And the same is true when you climb aboard. In extremely pleasant surroundings, you can look forward to outstanding ride comfort and supreme ease of operation. Not to mention a wealth of space and a host of practical details, all underpinned by Mercedes-Benz quality.

### **In-built peace of mind out on the road**

Standard equipment includes the latest-generation Electronic Stability Program – Adaptive ESP<sup>®1)</sup>. For the first time this system now takes the vehicle load into account – a reflection of the immense progress that has been made in the field of camper van safety technology. Adaptive ESP<sup>®1)</sup> is one of a host of active and passive safety components which interact to provide a high level of safety.

- ▶ Adaptive ESP<sup>®1)</sup> Electronic Stability Program in conjunction with the anti-lock braking system (ABS), acceleration skid control (ASR) and Brake Assist (BAS)
- ▶ Start-off Assist as an option for vehicles with manual transmission
- ▶ Very good crash performance
- ▶ Driver airbag fitted as standard<sup>2)</sup>
- ▶ Optionally available front passenger airbag as well as windowbags<sup>2)</sup> and thorax bags<sup>2)</sup> for the driver and front passenger
- ▶ Three-point seat belts with belt tensioners and belt-force limiters for driver and front passenger
- ▶ Vertically adjustable head restraints as standard for all seats; head restraints also adjustable for angle available as an option
- ▶ Improved hydraulic braking system with disc brakes on all of the 16" wheels
- ▶ Both exterior mirrors have integral indicator repeaters and wide-angle auxiliary mirrors<sup>2)</sup>
- ▶ Bulb failure indicator
- ▶ Optional bi-xenon headlamps with Add-Light System and cornering light function
- ▶ Optional light and rain sensor
- ▶ Central locking with radio remote control; new locking system offering better protection against theft

<sup>1)</sup>Adaptive ESP<sup>®</sup> is not available for all body types. In the case of vehicles with ESP<sup>®</sup>, the body's centre of gravity must be within a defined range, as per the Mercedes-Benz body/equipment mounting directives (see <http://mbas.mercedes-benz.com>). Chassis and frame modifications are restricted if ESP<sup>®</sup> forms part of the specification

<sup>2)</sup>Only available for certain chassis variants and body types



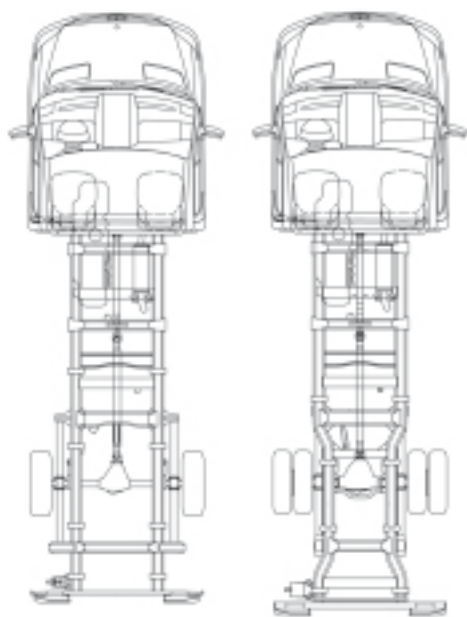
- ▶ *Hopefully you'll never need them: various airbags<sup>2)</sup> (optional in some cases). The simulated airbag activation shown (maximum deployment) is for illustrative purposes only*
- ▶ *Highly practical: the rain sensor controls the windscreen wiper interval (optional)*





## Something to build on: the chassis for camper vans with standard frame

Because a house is only ever as good as its foundations, we paid particular attention to giving the Sprinter camper van chassis extremely solid underpinnings. The robust, torsionally stiff frame ensures a high level of stability and a long service life. Plus the super-single tyres for the 4.6-tonne variant and the high payload of the 5-tonne variant mean that even heavier camper van bodies can be fitted.



► Standard-frame chassis, 3.5t (above, left)

► Standard-frame chassis: 4.6t with super-single tyres; 5.0t with twin tyres (above, right)

There are three variants and various wheelbase lengths available for the chassis with standard frame. The frame consists of extremely robust double hat-shaped sections and gives body manufacturers a sound basis for mounting heavy items and providing anchoring points and connections.

### Chassis, steering, suspension

Comfort requirements coupled with the special nature of camper van bodies mean that specific tuning measures are called for. Sophisticated independent front wheel suspension ensures precise wheel location whilst a stiff chassis configuration, including stabilizers and glass-fibre reinforced transverse leaf springs on the front axle, help to suppress rolling motion when negotiating bends or contending with crosswinds, thus improving roadholding. Suspension and wheel location work at the rear is performed by shock absorbers and parabolic springs designed specifically for camper vans. The springs

(single-stage or multi-stage, depending on the overall weight) ensure a comfortable ride and safe handling, regardless of whether the vehicle is empty or laden.

All models feature light rack-and-pinion power steering, which makes manoeuvring your camper van as easy as it gets. You will also find that it has a pleasingly small turning circle (12.3m for short wheelbase, 13.6m for medium wheelbase and 15.6m for long wheelbase).





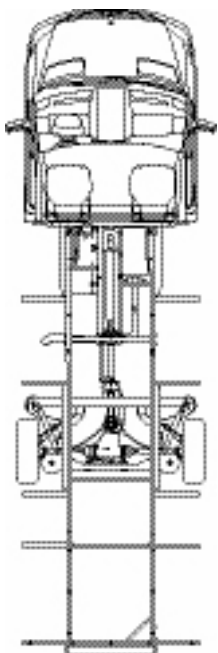
- ▶ Chassis with cab (large figure)
- ▶ Chassis-cowl with doors (without roof, without rear wall; small figure, top)
- ▶ Chassis-cowl (small figure, bottom) as basis for integral bodies

*Actual appearance of features may differ from illustration*



## 20cm lower and lots more options: the chassis with low frame

In co-operation with a company called Al-Ko\*, Mercedes-Benz offers the ideal framework – in the truest sense of the word – for fitting highly sophisticated body types. This is possible thanks to a specially developed frame which is 205mm lower than the standard frame and allows the installation of a double floor whilst still offering the benefit of rear-wheel drive, i.e. good traction.



205mm lower than the standard version, the low-frame chassis provides the ideal basis for a double floor and a low overall camper van height. Double floor capability brings several advantages, including additional stowage space, a through-loading facility for bulky items and space for thermal and noise insulation in the floor. Components which take up a lot of room or are very heavy, such as water tanks, can be housed space-efficiently.

### **The key differences compared to the standard-frame chassis:**

- ▶ Top edge of the frame lowered by 205mm
- ▶ 3 special wheelbase lengths (3600/3850/4100mm), adapted in line with typical body dimensions
- ▶ Variable rear chassis overhang, straight or lowered, up to max. 2460mm
- ▶ Fuel tank (approx. 85 litres) and exhaust system between the longitudinal members
- ▶ Independent wheel suspension with semitrailing arms and coil springs on the rear axle
- ▶ 174mm wider track at the rear axle, to improve roll stabilisation

▶ *Low-frame chassis, 3.5 / 3.8t*



Since specific body manufacturer requirements were taken into account whilst the low frame was still undergoing development, a wide range of floor plans and body designs can be realised. Numerous connection points, specially designed intermediate frames and a range of installation fixtures for body-specific components provide the ideal platform for implementing innovative camper van designs.

\* Aftersales and warranty support relating to the low frame and its component parts is the responsibility of AL-Ko



- Chassis with cab (large figure)
- Chassis-cowl with doors (without roof, without rear wall; small figure, top)
- Chassis-cowl (small figure, bottom) as a basis for integral bodies

*Actual appearance of features may differ from illustration*

## It's really quite tempting just to stay inside

The cockpit of the camper van chassis features an impressive range of comfort and convenience-enhancing features which provide a high level of driving enjoyment as well as offering extremely practical benefits. A case in point is the joystick-style gear lever which allows crisp, short-throw gearshifts and easy through-cab access to the side and to the rear. The instrument panel and the ergonomically arranged controls are easy to use and attractively finished, while the standard driver's seat or optional comfort seats allow you to adopt a relaxed position behind the wheel. All-round vis-





ibility is outstanding. Plus there are more practical stowage areas than ever before. And whatever your heart's desire – be it electronically controlled air conditioning, an auxiliary heater or DVD navigation – practically everything is possible with the Sprinter chassis for camper vans.



## Sights that are really worth seeing

Mercedes-Benz chassis make it easy for you to put together your ideal camper van: in addition to very comprehensive standard equipment, the wide range of special equipment and accessories available offers you plenty of scope for individualisation.



- **Comfort seats**

Take a seat: comfort seats with an armrest, individual adjustment options and manual lumbar support



- **5-speed automatic transmission**

Models can be optionally fitted with an automatic transmission for relaxed driving and travel



- **Cruise control**

Cruise control allows relaxed driving at a constant speed. The additional integrated Speedtronic speed limiter function gives the driver an audible and visual warning if the programmed speed (at least 30km/h) is exceeded.



- **Multi-function steering wheel with trip computer function**

The integrated buttons can be used to control the audio system, navigation system or mobile phone without having to take your hands off the steering wheel.



- **Power windows**

With one-touch control, operated using switches in the door panels.



- **Tempmatic air conditioning system**

Electronically controlled front air conditioning with cooling function for glove compartment (can be de-activated)



- **Comand APS control and display system**

Reliable route guidance and sophisticated multimedia functions in a single unit: 6.5" TFT colour display for map-based navigation with DVD-ROM mapping, dynamic route guidance and twin radio tuner.



- **Sound 50 APS radio/navigation system**

Reliable route guidance and up-to-date multimedia functions in a single unit: 4.9" TFT colour display with arrow navigation for the whole of Europe, CD-player, dynamic route guidance and twin radio tuner.



- **Bi-xenon headlamps with Add-Light System and cornering light function**

Better illumination of the area directly to the side of the vehicle enhances safety, especially on tight bends, at junctions and when manoeuvring.





- **Stowage compartments**

The numerous stowage facilities include plenty of handy storage space, 3 cup holders and 2 bottle holders (1.5-litre bottles).



- **Stowage facilities on the instrument panel**

The stowage compartment with hinged lid allows items such as maps, magazines and parking machine tickets to be stowed out of sight and within easy reach.



- **Stowage facilities in the driver and front passenger door**

The spacious compartments in the interior panelling on the driver and front passenger door provide plenty of room for a 1.5-litre bottle.



- **Stowage facilities in the centre console**

The stowage compartment in the lower section of the centre console provides space for smaller items.



- **Lockable glove compartment**

The lockable and illuminated glove compartment provides plenty of space for the safe stowage of documents and personal items.



#### ○ Heated seats

On cold days, the heated driver and front passenger seats enhance well-being from the moment you set off. There are two modes to choose from: fast heating or continuous heating.



#### ● Central locking with radio remote control

The central locking system with radio remote control makes it easier to lock and unlock the vehicle.

#### Interior

Exit lights	○
	○

Tinted glass with filter band on windscreen

#### Exterior

Trailer coupling with ball-type head (removable)	○
Chrome radiator grille	○
6.5 J x 16 light-alloy wheels with 235/65 R 16 C tyres or 6.5 J x 17 light-alloy wheels with 235/60 R 17 C tyres	○

#### Comfort

Stowage facility above the windscreen	●
Start-off Assist (for manual transmission models only)	○
Outside temperature gauge	○
CD changer	○
Comfort driver and front passenger seat, adjustable for height and angle, with lumbar support	○
Steering wheel adjustable for height and reach	○
Sound 5 or Sound 20 radio*	○
Power-assisted steering	●
Heated front seats	●
Hands-free system for mobile phone	○
Hot-water auxiliary heater	○

#### Safety

2 exterior mirrors with integral indicator repeaters and wide-angle auxiliary mirrors	●
3-point seat belts and 2-way head restraints	●
Adaptive ESP® (Electronic Stability Program) with ABS (anti-lock braking system)	
ASR (acceleration skid control)	
BAS (Brake Assist)	
EBD (electronic brake force distribution)	●

Driver airbag*	●
Front passenger airbag*	○
Heated exterior mirrors, electrically adjustable	○
Headlamp Assist with light and rain sensor	○
Belt tensioners and belt-force limiters for driver and front passenger*	●
Halogen fog lamps	○
Bulb failure indicator	●
Tyre pressure monitoring system*	○
Disc brakes all round	●
Thorax bags for driver and front passenger*	○
Windowbags for driver and front passenger*	○

#### Technology

5-speed automatic transmission (for models with CDI engine)	○
5-speed automatic transmission (for models with petrol engine)	●
6-speed manual transmission (for models with CDI engine)	●
Diesel particulate filter (for models with CDI engine)	●
Disc brakes on all wheels	●
ASSYST service interval indicator	○
Heated front windscreen	○

#### Services

12-year corrosion perforation warranty	●
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● Standard equipment    ○ Special equipment

\*Only available for certain chassis variants and body types

\*\*Expected to be available from the end of 2006

## Leave it to us

The unique qualities of our camper van chassis are inextricably linked to the people behind the Mercedes-Benz brand. People who think beyond just the vehicle itself in order to ensure your mobility at all times. Whichever body manufacturer you choose, we offer vehicle-specific services – such as our Europe-wide repair service or individual mobility packages – that are designed to keep you and your camper van safely on track.







#### **Our services at a glance:**

- ▶ In the UK, the Sprinter benefits from a 2-year manufacturers' warranty and, in addition, a third year dealer warranty with unlimited mileage (terms and conditions apply)
- ▶ Service24h – help around the clock in almost every country in Europe
- ▶ With over 2700 outlets, we have one of Europe's most extensive service networks

\*The area of validity comprises the EU member states, Iceland, Liechtenstein, Norway, Switzerland and Croatia.

# Feel the difference

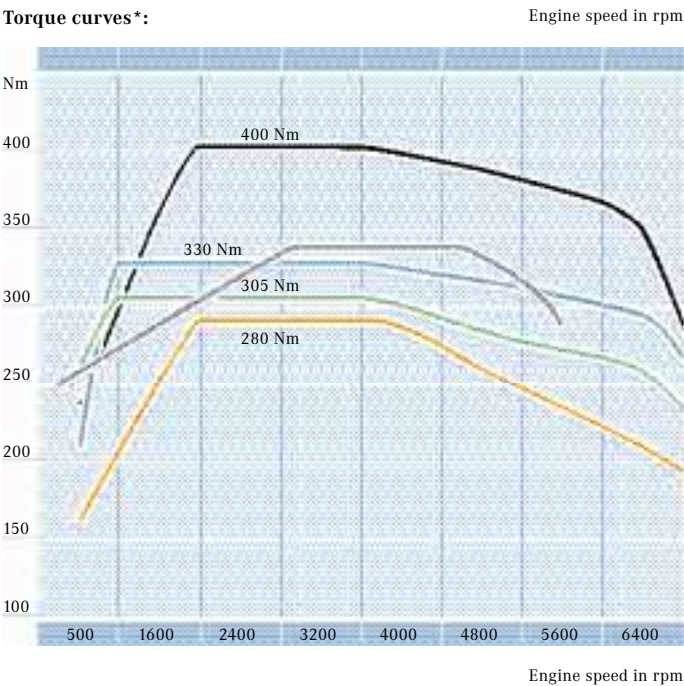
For us, the ideal camper van drive system has the power reserves to ensure supremely assured, relaxed driving. And thanks to rear-wheel drive, it puts the power down safely and reliably onto the road. It is economical on fuel and, of course, it displays a Mercedes star. After all, longevity, reliability and serviceability are all characteristics that you expect when it comes to a long-term investment such as a camper van.

The engines at the heart of the Mercedes-Benz camper van chassis make their own contribution to a safe driving experience. The chassis with standard frame comes with a choice of four powerplants. Firstly there are three new, highly sophisticated four-cylinder CDI diesel engines including innovative features such as piezoelectric injectors and, in some cases, a two-stage turbocharging unit (Bi-Flex technology with two exhaust-gas turbochargers).

Then there is the top-of-the-line CDI engine, a new V6 powerplant developing 135 kW (184 hp) and peak torque of 400 Nm – a reliable partner for mastering even the toughest of tasks. All CDI diesel engines include a 6-speed manual transmission as standard.

Chassis units with low frames come with a choice of two four-cylinder CDI diesel engines – 80 kW (109 hp) or 109 kW (150 hp). Like all the CDI engines, they are equipped with a diesel particulate filter as standard.

Torque curves\*:



	CDI engine OM 646 DELA	80 kW (109 hp)
	CDI engine OM 646 DELA	95 kW (129 hp)
	CDI engine OM 646 DELA	110 kW (150 hp)
	CDI engine OM 642 DELA	135 kW (184 hp)

\*CDI engines certified to EURO4/EU4 Gr. III, petrol engine to EU4/III

# Model range, technical data

## Model range – Sprinter chassis with standard frame

Permissible GVW [t]			3.5			4.6 and 5.0	
Wheelbase			3250 mm	3665 mm	4325 mm	3665 mm	4325 mm
311/411/511 CDI	80 kW (109 hp)	Diesel engine OM 646 DE22LA	●	●	●	●	●
313 CDI	95 kW (129 hp)	Diesel engine OM 646 DE22LA	●	●	●		
315/415/515 CDI	110 kW (150 hp)	Diesel engine OM 646 DE22LA	●	●	●	●	●
318/418/518 CDI	135 kW (184 hp)	Diesel engine OM 642 DE30LA	●	●	●	●	●

## Model range – Sprinter chassis with low frame

Permissible GVW [t]			3.5	3.5/3.88	
Wheelbase			3600 mm	3850 mm	4100 mm
311 CDI	80 kW (109 hp)	Diesel engine OM 646 DE22LA	●	●	●
315 CDI	110 kW (150 hp)	Diesel engine OM 646 DE22LA	●	●	●

Model	311	411	511	313	315	415	515	318	418	518			
Engine	OM 646 DE22LA			OM 646 DE22LA	OM 646 DE22LA			OM 642 DE30LA					
No. of cylinders	4			4	4			6					
Arrangement	in-line			in-line	in-line			72° V angle					
Number of valves per cylinder	4			4	4			4					
Bore [mm]	88.0			88.0	88.0			83.0					
Stroke [mm]	88.3			88.3	88.3			92.0					
Displacement [cc]	2148			2148	2148			2987					
Compression ratio	18.0 :1			18.0 :1	18.0 :1			18.0 :1					
Rated output [kW/hp]	80/109			95/129	110/150			135/184					
at engine speed [rpm]	3800			3800	3800			3800					
Max. torque [Nm]	280			305	330			400					
at engine speed [rpm], EURO4	1600 – 2500			1200 – 2400	1200 – 2400			1600 – 2600					
at engine speed [rpm], EU4/III	1600 – 2500			-	1800 – 2400			-					
Fuel type	Diesel			Diesel	Diesel			Diesel					
Tank capacity [l]	Approx. 75			Approx. 75	Approx. 75			Approx. 75					
Mixture preparation	Electronically controlled direct injection with common rail, turbocharger and intercooler												
Battery [V/Ah]	12/74			12/74	12/74			12/100					
Alternator [V/A]	14/90			14/90	14/90			14/180					
Drive system	Rear-wheel drive			Rear-wheel drive	Rear-wheel drive			Rear-wheel drive					
Perm. GVW [kg]	3500/ 3880 <sup>1)</sup>	4600	5000	3500	3500/ 3880 <sup>1)</sup>	4600	5000	3500	4600	5000			
Perm. gross combination weight [kg]	5500/ 5880 <sup>1)</sup> 6300 <sup>2)</sup>	7000	7000	5500 6300 <sup>2)</sup>	5500/ 5880 <sup>1)</sup> 6300 <sup>2)</sup>	7000	7000	6300	7000	7000			
Towing capacity, braked [kg]	2000/ 2800 <sup>2)</sup>	2000/ 2800 <sup>2)</sup>	2000/ 2800 <sup>2)</sup>	2000/ 2800 <sup>2)</sup>	2000/ 2800 <sup>2)</sup>	2000/ 2800 <sup>2)</sup>	2000/ 2800 <sup>2)</sup>	2000/ 2800 <sup>2)</sup>	2000/ 2800 <sup>2)</sup>	2000/ 2800 <sup>2)</sup>	2000/ 2800 <sup>2)</sup>	2000/ 3000 <sup>2)</sup>	2000/ 3500 <sup>2)</sup>
Towing capacity, unbraked [kg]	750												

<sup>1)</sup>Special equipment for Sprinter chassis with low frame

<sup>2)</sup>Dependent on axle ratio and transmission



# The Sprinter chassis for camper vans with standard frame at a glance

Wheelbase [mm]		3250	3665	4325
Kerb wt* [kg] with GVW of	3.5 t	1690-1730	1705 - 1775	1735 - 1805
	4.6 t	-	1930 - 2000	1970 - 2040
	5.0 t	-	1930 - 2000	1970 - 2040
Payload** [kg] with GVW of	3.5 t	1770-1810	1725 - 1795	1695 - 1765
	4.6 t	-	2600 - 2670	2560 - 2630
	5.0 t	-	3000 - 3070	2960 - 3030
Towing capacity, braked/unbraked [kg]		2000/750	2000/750	2000/750
Turning circle [m]		12.3	13.6	15.6

\*In accordance with DIN 70020: includes driver (68 kg), luggage (7 kg), all operating fluids and fuel tank 90 % full. Subject to production tolerance of +/- 5%

\*\*Payload depends on the body fitted and optional equipment selected. Subject to production tolerance of +/- 5%

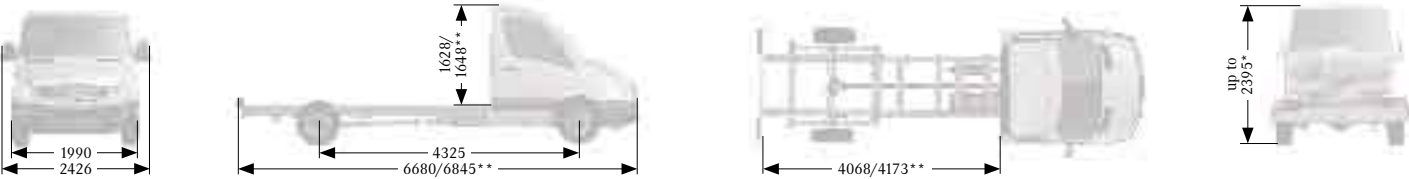
## Wheelbase 3250 mm



## Wheelbase 3665 mm



## Wheelbase 4325 mm



All measurements in mm. Actual appearance of features may differ from illustration.

\*Unladen

\*\*Depending on model and perm. GVW

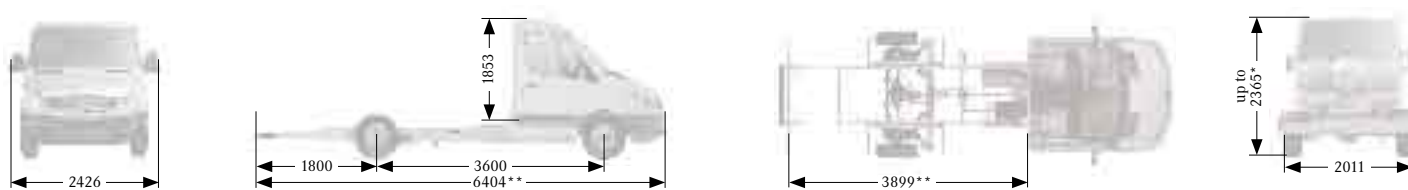
# The Sprinter chassis for camper vans with low frame at a glance

Wheelbase [mm]		3600	3850	4100
Kerb wt* [kg] with GVW of	3.5 t	1770	1785	1800
	3.88 t	-	1785	1800
Payload** [kg] with GVW of	3.5 t	1730	1715	1700
	3.88 t	-	2095	2080
Towing capacity, braked/unbraked [kg]		2000/750	2000/750	2000/750
Turning circle [m]		13.4	14.1	14.9

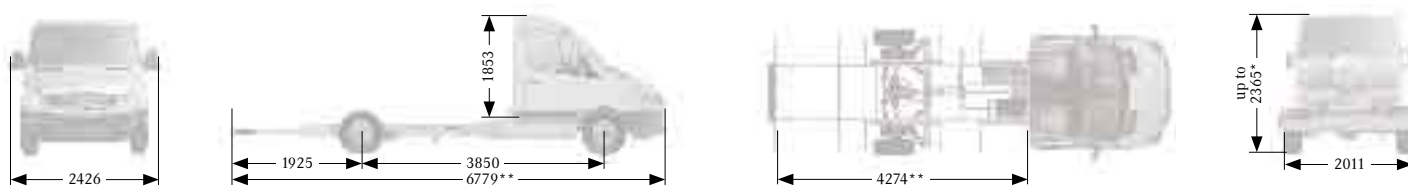
\*According to DIN 70020: incl. driver (68 kg), luggage (7 kg), all service fluids, tank 90 % full and overhang (length equivalent to 50 % of wheelbase).

\*\*Payload depends on the body fitted

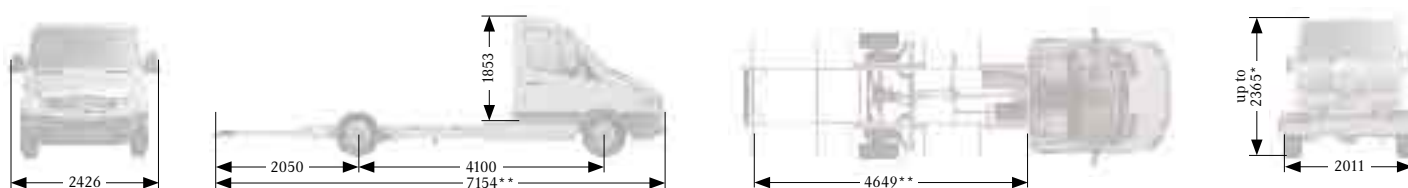
## Wheelbase 3600 mm



## Wheelbase 3850 mm



## Wheelbase 4100 mm



All measurements in mm. Actual appearance of features may differ from illustration.

\*Unladen

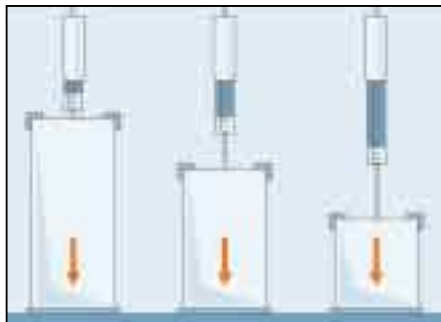
\*\*Depending on model and perm. GVW

# Glossary



## Adaptive ESP® Electronic Stability Program

The new Sprinter benefits from the latest generation of dynamic handling control technology in the form of Adaptive ESP®. This can stabilise the vehicle in many hazardous driving situations by applying a braking force to one or more wheels and adjusting the engine output as required. Equipped with Load Adaptive Control, which allows it to take account of the vehicle's load status, the system continuously processes data from a large number of sensors – including the steering angle sensor, the wheel speed sensors, the lateral acceleration sensor, the longitudinal



nal acceleration sensor and the yaw rate sensor. In many critical driving situations, it can intervene automatically to provide control and thus assist the driver by actively applying the appropriate braking forces to help restore directional stability. As well as aiding directional stability, Adaptive ESP® combines the functions of the anti-lock braking system (ABS), acceleration skid control (ASR), electronic brake force distribution (EBD), Brake Assist (BAS) and the optional Start-off Assist system.

## Caution:

**Adaptive ESP® can only act within the laws of physics. It is therefore impossible for Adaptive ESP® to prevent skidding resulting from aquaplaning, for example. If the driver exceeds the physical limits, even Adaptive ESP® will not be able to prevent an accident!**



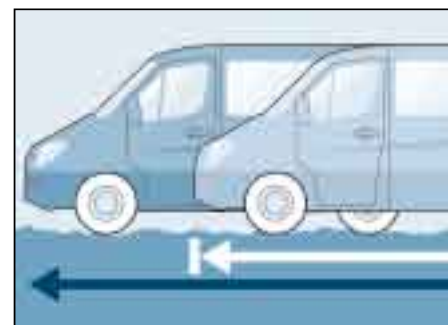
## Anti-lock braking system (ABS)

ABS helps to prevent the wheels from locking during braking. Speed sensors continuously monitor the speed of each wheel. If ABS detects that a wheel is at risk of locking up, the brake pressure is reduced. When the danger of locking has been averted, the pressure is increased again. ABS helps the driver to retain control of the steering, even during emergency braking, within the bounds of physical possibility.



## Acceleration skid control (ASR)

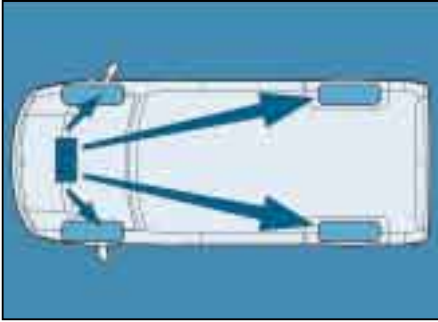
At the first signs of wheel spin, that is to say if the rotational speed of one of the driven wheels suddenly increases, ASR reduces the engine power and also intervenes in the brake system to prevent prolonged wheel spin. ASR ensures smooth start-off and acceleration, without prolonged wheel spin or sideways drift. The result is improved traction – and safety – particularly on split-friction or slippery surfaces.



## Brake Assist (BAS)

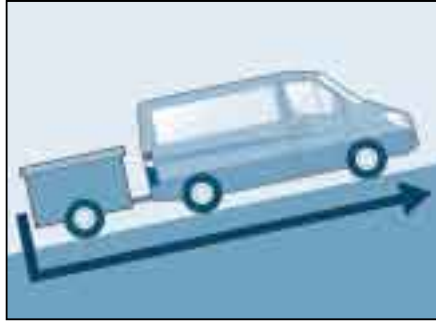
From the speed at which the brake pedal is depressed, Brake Assist is able to detect a situation requiring emergency braking. The system automatically builds up the full braking pressure, aided by the anti-lock braking system (ABS) which helps to prevent the wheels from locking up. If the driver reduces the pressure on the brake pedal significantly, the brake boosting is immediately turned off and the brakes function normally again.





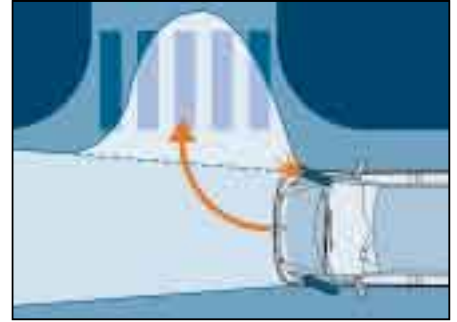
### Electronic brake force distribution (EBD)

Electronic brake force distribution (EBD) proportions the braking force between the front and rear wheels as required, in order to optimise braking efficiency in all driving situations. In this way the system prevents “overbraking” of the rear wheels, which could cause the tail to start sliding. At the same time EBD puts less stress on the front brakes, which reduces the risk of fading due to overheating.



### Start-off Assist

In vehicles with manual transmission, Start-off Assist makes it easier to move off on uphill or downhill slopes. Once the brake pedal has been released, the brake pressure is maintained for approximately two seconds, thus allowing the driver to move his or her foot to the accelerator pedal without having to worry about the vehicle rolling backwards or forwards. The brake pressure is immediately reduced as soon as Start-off Assist detects that the driver wishes to move off.



### Bi-xenon headlamps with Add-Light System and cornering light function

Conventional headlamps fail to provide sufficient illumination of the area to the side immediately ahead of a vehicle. This is particularly true on tight bends, at junctions and when manoeuvring. In situations like these, the illumination from the low-beam headlamps is complemented by an additional light source, the Add-Light System with the cornering light function. The Add-Light System operates when cornering at speeds up to 70 km/h, while the cornering light function is activated when the direction indicator is operated at speeds up to 40 km/h. Activation of these systems is linked to the steering angle.



### Driver and front passenger airbags

Front airbags for the driver and front passenger are additional components of the passive safety system. They provide enhanced protection for the belted occupants and act together with the seat belts (with belt tensioners and belt-force limiters) as a supplementary restraint system.

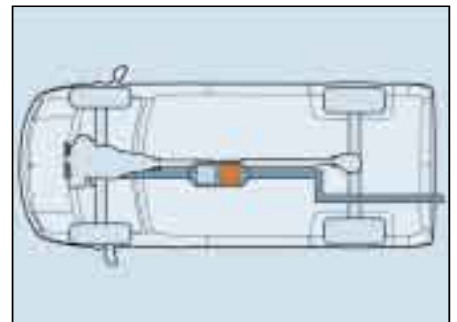
#### Caution:

**Airbags in no way diminish the need for occupants to fasten their seat belts correctly at all times.**



### Windowbags and thorax bags

The Sprinter can be equipped with window-bags and thorax bags to complement the driver and front passenger airbags. In a severe side impact, the windowbag serves to increase the degree of protection available for the head of the occupant on the impact side. It deploys in the area of the side windows. Housed in the outside bolsters of the seat backrests, thorax bags are designed to provide increased protection for the thorax of the seat occupant.



### Diesel particulate filter

Particulate emissions have been lowered drastically in recent years. Nonetheless, the constantly increasing number of diesel vehicles means that high levels of total emissions must be reduced further. The new diesel particulate filter from Mercedes-Benz is a breath of fresh air in this respect. It removes more than 95 percent of the particulates from the exhaust gases. At the same time a continuous regeneration process prevents the filter from becoming clogged – which means that no fuel additives are needed.