



TecForum Sprinter 2016

Press Information

## **Higher payload and more power for the Mercedes-Benz Sprinter**

April 2016

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The descriptions and information in this press kit apply to the international model range of Mercedes-Benz and may vary from country to country.

## **Good, better, Sprinter: higher payload and more power for the best-selling Mercedes-Benz Sprinter**

- **Mercedes-Benz Sprinter: best-selling van across all classes**
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- **Diesel engines switched to Euro 6/VI, new entry-level engines**

The Mercedes-Benz Sprinter offers a little more of everything – more efficiency, more safety, more comfort, more diversity and more flexibility, as well as more maturity with sales in excess of three million units spanning two generations and 21 years. Now the Sprinter is once again offering even more payload and more power. At the TecForum Sprinter 2016 the No. 1 van showcases its impressive capabilities – also as a flexible and robust platform for all types of bodies and conversions.

### **Mercedes-Benz Sprinter: best-selling van across all classes**

The best-seller from Mercedes-Benz Vans achieved a new all-time record last year, with sales totalling 194 200. The three millionths Sprinter was recently delivered – since the launch of the first generation in 1995, this large van has defined a whole new segment which has adopted the van's name. The Sprinter is a synonym for large vans with a gross vehicle weight in the region of 3.5 t and it is the No. 1 van across all classes.

The Sprinter's features set benchmarks: the Sprinter is the pioneer for assistance systems. No van in its class is safer, more comfortable or more versatile. And no van matches its global success: the Sprinter rolls off the production line in Düsseldorf and Ludwigsfelde, in Argentina, Russia and China. Construction work on a plant in the USA will begin in the course of this year.

## **Almost half a ton more payload: the Sprinter with a gross vehicle weight of 5.5 t**

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Mercedes-Benz Vans is opening a new chapter for the Sprinter. The product range is being expanded to include a version with a gross vehicle weight of 5.5 t. This means that the Sprinter's diverse weight variants now cover a broad segment ranging from a gross vehicle weight of 3 t to 5.5 t. The broadening of the model range entails an increase of almost half a ton in the maximum payload to 2.95 t for the Sprinter as a panel van and an increase in the load-bearing capacity of the chassis with cab to a maximum of 3.41 t. This takes the payload, particularly for the panel van, to a record level in this weight category.

Mercedes-Benz Vans has taken this step in response to customer demands: numerous sectors require maximum payload in order to master their jobs as effectively as possible. At the same time, the characteristics typical of a van are to be maintained, such as a convenient entrance behind the front axle, compact dimensions, a passenger-car feel in the cockpit, high driving comfort and the driving dynamics of a car.

For the numerous producers of body and conversion solutions, the Sprinter is a more interesting proposition than ever with its new weight class – one in two Sprinter vans is provided with a special body or conversion solution. These solutions span a vast spectrum, from shelf systems for CEP and logistics vehicles through fit-outs for various trades and service applications, refrigerated and insulated vehicles for temperature-controlled transport, emergency and public service vehicles to highly specialised buses and leisure vehicles.

## **Diesel engines switched to Euro 6/VI, new entry-level engines**

Mercedes-Benz is also revamping the Sprinter's diesel engines. For three years now, the Sprinter has been available as the first van in Europe boasting a complete engine range complying with the Euro VI emissions level. Now Mercedes-Benz Vans is switching the entire engine range in Europe to Euro 6/VI. These engines employ the effective emission control featuring SCR technology and AdBlue injection. This ensures a highly efficient combustion

accompanied by low fuel consumption and CO2 emissions as well as clean exhaust gases.

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At the same time, engines with lower output ratings become markedly more dynamic. The entry-level engine is now the four-cylinder OM 651 with a displacement of 2.15 l, offering an output of 84 kW (114 hp) and 300 Nm of torque. This represents an increase of around 20 percent in both output and torque in comparison to its predecessor. With an output of 105 kW (143 hp) and 330 Nm of torque, the next power rating also clearly surpasses its predecessor by around ten percent on both counts. The most powerful variant of the four-cylinder engine remains unchanged at 120 kW (163 hp), as does the unique V6 CDI with a displacement of three litres, generating an output of 140 kW (190 hp) and 440 Nm of torque.

From the engine through the transmission to the driven rear axle, all drivetrain components come from a single source and are perfectly coordinated. In the course of these changes, the BlueTEC designation for the diesel engines complying with emissions level Euro 6/VI has been discontinued – all diesel engines now have the familiar CDI tag.

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Daily updated pictures from the event are available online: [http://daimler-cv-pressmaterial.de/dir/MercedesBenzVans\\_TecForumSprinter2016](http://daimler-cv-pressmaterial.de/dir/MercedesBenzVans_TecForumSprinter2016)

## **Mercedes-Benz Sprinter: model range extended to permissible gross vehicle weight of 5.5 t, almost half a ton more payload**

- **Mercedes-Benz responding to increasing requirements in various sectors**
- **Payload for panel van rises to record level in its class**
- **Sprinter benefits: convenient entrance, high comfort, low load compartment sill**

Mercedes-Benz is expanding the product range of the Sprinter to include a new variant with a permissible gross vehicle weight of 5.5 t. This represents an increase in payload of almost half a ton, to a record level in this weight class.

### **Mercedes-Benz responding to increasing requirements in various sectors**

Sometimes a little more is needed. CEP and logistics, the trades, service providers, construction companies, local authorities, fire brigades, rescue services or bus companies – various sectors require maximum payload in order to master their given tasks as effectively as possible. The same holds true for holidaymakers in up-market camper vans. Thus the previous maximum permissible gross vehicle weight of 5 t for the Mercedes-Benz Sprinter can sometimes prove a little tight in these and other sectors.

The solution to date has been load uprating. Following an individual examination of the body solution, an increase in the permissible gross vehicle weight from 5 t to a maximum of 5.3 t has been possible with a certificate of non-objection issued by Mercedes-Benz Vans. The new solution for maximum payload is the Sprinter with a permissible gross vehicle weight of 5.5 t.

This new weight variant closes the gap between Mercedes-Benz vans and light-duty trucks. The Sprinter with a gross vehicle weight of 5.5 t already offers the payload of a light-duty truck. At the same time, it benefits from the convenient entrance, the seat positioning and the driving dynamics of a van. As such, the new version of the Sprinter is ideal for small and medium-sized companies in the craft and business sectors, fleet customers in the areas of parcel services, car rental and commerce as well as emergency services.

While the main focus of the Sprinter is clearly on the versions with a permissible gross vehicle weight of 3.5 t, vehicles with the maximum permissible gross vehicle weight of 5 t have already accounted for one in every five Sprinter vans delivered to date. Mercedes-Benz expects the new Sprinter with a gross weight of 5.5 t to generate four-figure additional sales.

### **Sprinter with gross weight of 5 t provides the technical basis**

The new Sprinter with a gross weight of 5.5 t is based on the components employed to date for the 5-tonner. In view of the Sprinter's robust basic design, engineers did not need to develop a new chassis or a new frame. Rather, they could exploit the potential offered by the existing self-supporting integral frame.

Modifications to the bodyshell are restricted to the front end. These primarily concern stiffening, new brackets bolted onto the shock absorber struts, reinforcements and additional welding spots on the end plates of the longitudinal frame members.

While adapting the chassis to the higher permissible gross vehicle weight, the Mercedes-Benz engineers had recourse to an excellent stock of Sprinter components, comprising springs, shock absorbers and stabilisers for high weights and loads.

The higher permissible gross vehicle weight is accompanied by a corresponding rise in permissible axle loads. The maximum permissible front axle load on the Sprinter rises from 1950 kg for the previous reinforced variant to a current level of 2100 kg. The maximum rear axle load increases from 3500 kg to 3600 kg. This provides the Sprinter with adequate axle load reserves, even in the event of uneven weight distribution.

### **Payload for panel van rises to record level in its class**

The increase in permissible gross vehicle weight from 5 t to 5.5 t benefits the vehicle's payload, which rises by around 450 kg in all variants, thereby attaining a record level in certain vehicle configurations.

As a chassis with cab, the ratio of payload to kerb weight stands at an excellent 1.7:1 on the Sprinter with a gross vehicle weight of 5.5 t. Even the panel van attains a ratio of 1.3:1 – by far the best figure in the vehicle category covering a permissible gross vehicle weight between 5 t and 6 t.

To put it another way, the Sprinter as a chassis with cab attains the substantial load-bearing capacity of around 3400 kg. As a panel van with high roof and standard wheelbase, the Mercedes-Benz Sprinter with a four-cylinder diesel engine attains a payload of up to 2950 kg – no other panel van in this weight class is able to carry a higher load.

### **Ideally suited for overhanging bodies**

With a permissible gross vehicle weight of 5.5 t, the Sprinter as a chassis is more than ever the prime choice for bodybuilders who place great emphasis on payload. As a chassis with cab and a long wheelbase of 4325 mm, the Sprinter is able to carry bodies of up to 6373 mm in length and 2488 mm in width by making full use of the permissible projection of 2200 mm.

Due to a high chassis load-bearing capacity, the Sprinter is thus ideal for a diverse range of bodies, from emergency vehicles through box bodies to comfortable campers measuring over eight metres in length.

The load-bearing capacity of the Sprinter as a chassis with a permissible gross vehicle weight of 5.5 t even measures up to that of classic light-duty trucks with a permissible gross vehicle weight of 7.5 t. The latter are, for example, of great importance in Germany and Great Britain in respect to pre-1999 driving licence rules. Back then, the class 3 driving licence was valid for vehicles up to a permissible gross weight of 7.5 t. In the course of a Europe-wide harmonisation in 1999, this licence was succeeded by the class B driving licence, only applicable for vehicles up to a maximum permissible gross weight of 3.5 t. Holders of a pre-1999 driving licence, however, enjoy a provision on acquired rights. This permits them to continue driving vehicles up to a gross weight of 7.5 t. This corresponds to the present-day class C1 European driving licence.

### **Sprinter benefits: convenient entrance, high comfort, low load compartment sill**

In contrast to light-duty trucks, the Sprinter with a gross weight of 5.5 t is also available as a panel van in numerous lengths and heights. In unladen state, the panel van's load compartment is only around 700 mm above road level, making it easily accessible for loading and unloading. The same applies to the pickup which is available ex factory. The pickup's load surface in empty state is only 1012 mm above the road. Bodybuilders benefit from a favourable level for the top edge of the frame, only 780 mm above road level. This firmly sets the Sprinter apart from both light-duty trucks and other vans with a conventional frame design.

The 5.5 t Sprinter outstrips the light-duty truck in other areas, too. Its compact engines boast low fuel consumption and correspondingly low CO<sub>2</sub> emissions.

The Sprinter additionally benefits from its design as a short-nosed vehicle. This results in a convenient, low entrance behind the front axle and a comfortable cab with a passenger-car feel and barrier-free through-cab access. Additional merits are dynamic handling similar to a passenger car and high ride comfort thanks to the seat positioning behind the front axle. With a body width of only 1933 mm, the Sprinter panel van as a 5.5-tonner is as agile as its lighter counterparts and slips effortlessly through narrow spots.

As the 5.5 t Sprinter is derived directly from the 5 t Sprinter, it adopts the latter's model designation. The Sprinter with a gross vehicle weight of 5.5 t is available with all diesel engine variants of the Sprinter range in compliance with the Euro 6/VI emissions level. The output ratings range from the Sprinter 511 CDI with 84 kW (114 hp) through the Sprinter 514 CDI (105 kW/143 hp) and the Sprinter 516 CDI (120 kW/163 hp) to the Sprinter 519 CDI with 140 kW (190 hp).

The engines are paired as standard with the ECO Gear six-speed transmission to transfer the power to the driven rear axle. The 7G-TRONIC PLUS automatic transmission with torque converter is available as an option. The new model variant is generally configured as a rigid vehicle. Total van and trailer weights of up to 8 t are possible in conjunction with a retarder. Following conversion into a semitrailer tractor, total van and trailer weights of up to 8.75 t are permissible for the Sprinter 519 CDI version (as with the 5 t Sprinter).

### **The diverse Sprinter model range**

The Sprinter with a permissible gross vehicle weight of 5.5 t further broadens the already diverse model range, which is without parallel in its segment and now covers vans with a gross weight from 3 t to 5.5 t. Load uprating and derating further diversifies the overall product offering. In addition to its classic variants with 3 t, 3.2 t, 3.5 t, 4.6 t and 5 t as well as the all-new 5.5 t version, the Sprinter is thus available in the following configurations: 2.8 t, 3.88 t, 4.05 t and 4.25 t.

The Sprinter range further includes numerous attractive options. As an alternative to the customary twin tyres, for example, Mercedes-Benz Vans offers the Sprinter as a panel van with a gross weight of 4.6 t with super single tyres in size 285/65 R 16 C on the rear axle. This has the advantage of increasing the through-loading width between the wheel arches in the load compartment by around 350 mm to 1350 mm. In the USA the Sprinter with super single tyres is additionally exempted from entry restrictions which apply to twin-tyred vehicles on certain roads.

As a panel van, crewbus and pickup, a crewcab, a chassis with cab and chassis with cab base, with various wheelbases, with up to four length and three roof variants, the Sprinter meets a broad range of requirements for diverse transport tasks. The Sprinter is also the only van in its class to offer rear-wheel drive, in a 3.5 t variant optionally with a low-frame chassis.

### **Sprinter: the pioneer for assistance systems**

Whatever the variant, the Sprinter is always a model of supreme safety. This was already true of the first generation with ABS, airbags and the standard deployment of the ESP Electronic Stability Program. The current generation has similarly adopted the role of innovation flagship and pioneer, with ADAPTIVE ESP, Trailer Stability Assist, Crosswind Assist, COLLISION PREVENTION ASSIST, Adaptive Brake Assist, Blind Spot Assist, Lane Keeping Assist and Highbeam Assist.

The approach to safety is all-embracing: Mercedes-Benz offers Sprinter drivers a spacious and ergonomically perfect cockpit as well as a suspension that is both safe and comfortable. Mercedes-Benz also provides driver training courses, called Van Training on Tour.

<b>Sprinter</b>	<b>Panel van</b>	<b>Crewbus</b>	<b>Pickup</b>	<b>Chassis</b>
<b>Weight variants</b>	3/3.5/4.6/5/5.5 t	3.2/3.5 t	3/3.5/4.6/5/5.5 t	3/3.5/4.6/5/5.5 t
<b>Wheelbases</b>	3250/3665/ 4325 mm	3250/3665/ 4325 mm	3250/3665/ 4325 mm	3250/3665/ 4325 mm
<b>Vehicle lengths</b>	5261/5926/6961/ 7361 mm	5261/5926/ 6961 mm	Single cab: 5495/6045/6245/ 6945 mm Crewcab: 5575/6038-6155/ 6155-6240/6855/ 6945/7055 mm	Single cab/ crewcab: 5321/5886/ 5887/6103/ 6696/6697/ 6863 mm
<b>Roof variants</b>	H1, H2, H3	H1, H2	H1	H1
<b>Load compartment length/pickup</b>	2600/3265/4300/ 4700 mm	-	Single cab: 2850/3400/3600/ 4300 mm Crewcab: 2120/2700/3400/ 3600 mm	-
<b>Load compartment width/pickup</b>	1780 mm	-	2030/2130 mm	-
<b>Width between wheel arches</b>	978/1350 mm twin/single tyres	1350 mm	-	-
<b>Load compartment height/dropside</b>	1650/1940/ 2140 mm	-	400 mm	-
<b>Loading volume/loading area</b>	7.5-17 m <sup>3</sup>	-	4.3-9.2 m <sup>2</sup>	-
<b>Special features</b>	GVW uprating/ derating possible, 4.6 t with super single tyres, 4.6/5/5.5 t with twin tyres	GVW uprating/ derating possible	GVW uprating/ derating possible, 4.6 t with super single tyres, 4.6/5/5.5 t with twin tyres	GVW uprating/ derating possible, 4.6 t with super single tyres, 4.6/5/5.5 t with twin tyres

## **Mercedes-Benz Sprinter: powerful four-cylinder diesel engines and complete switch to emissions level Euro 6/VI in Europe**

- **Emissions level Euro 6/VI for all models, altered designations**
- **More power and torque for the four-cylinder CDI**
- **SCR technology with AdBlue injection for all diesel engines**

Markedly more power and torque for the lower output variants of the four-cylinder engine, a complete switch to Euro 6/VI in Europe and new designations: the Mercedes-Benz Sprinter is kicking off the second half of 2016 with a full revamp of its diesel engine range. From the engine through the transmission to the driven rear axle, all the drivetrain components come from a single source, ensuring that they are perfectly coordinated for maximum economy and performance.

### **Emissions level Euro 6/VI for all models, altered designations**

As a world-first in the vans segment, the Sprinter has been optionally available from Mercedes-Benz since the summer of 2013 with diesel engines complying with the Euro VI emissions level. The V6 even meets the Euro VI emissions level as standard. Just under six months before compliance with the new standard becomes mandatory in September 2016, Mercedes-Benz is switching the entire Sprinter range in Europe to Euro 6/VI as standard. This means that all diesel engines now feature SCR technology with AdBlue injection to minimise emissions. This represents the most efficient form of emission control.

Mercedes-Benz is duly amending the model designations to tie in with this change. The previously employed BlueTEC designation for the diesel engines complying with emissions level Euro 6/VI is replaced by the familiar CDI designation.

At the same time, Mercedes-Benz Vans is also adapting the Sprinter power variants to its customers' changing requirements. The changes concern the two lowest output ratings of the four-cylinder OM 651 with a displacement of 2.15 l. The new entry-level engine variant now has an output rating of 84 kW (114 hp). This represents a substantial 20 percent increase in output and torque in comparison to the previous entry-level engine. The tractive power of 300 Nm, which is important in daily traffic approaches, almost meets the level attained by the currently next-highest rating engine variant.

This mid-range variant of the four-cylinder CDI engines has also undergone a marked upgrade, with output and torque both rising by around ten percent to 105 kW (143 hp) and 330 Nm.

As a result, the Sprinter boasts high torque in these two newly defined power levels. Peak torque is on tap from both engines at an engine speed of 1200 rpm, providing for high flexibility and tractive power even at very low revs. In combination with an unchanged rated engine speed of 3800 rpm, the Sprinter offers exceptionally good driveability and an unusually large rev range in both engine variants.

These features also characterise the most powerful four-cylinder engine rated at 120 kW (163 hp). This engine remains on offer unchanged, as does the V6 CDI, which is without parallel in the van segment. The broad engine range results in a clear and logical constellation of four CDI engine variants complying with the Euro 6/VI emissions level.

As previously, all of the engine variants are paired with the ECO Gear six-speed manual transmission as standard. The 7G-TRONIC PLUS automatic transmission with torque converter is available as an option. As an alternative to the high-traction rear-wheel drive, Mercedes-Benz offers the Sprinter 4x4 in the permissible gross vehicle weight range from 3.5 t to 5 t with manually selectable all-wheel drive and optionally with gear reduction.

Vehicle type	Cylinders/displacement	Output	Torque
211/311/511 CDI	4 in-line/2143 cc	84 kW (114 hp) at 3800 rpm	300 Nm at 1200-2200 rpm
214/314/414/514 CDI	4 in-line/2143 cc	105 kW (143 hp) at 3800 rpm	330 Nm at 1200-2400 rpm
216/316/416/516 CDI	4 in-line/2143 cc	120 kW (163 hp) at 3800 rpm	360 Nm at 1400-2400 rpm
219/319/519 CDI	V6/2987 cc	140 kW (190 hp) at 3800 rpm	440 Nm at 1400-2400 rpm

### **Euro 6/Euro VI: similar designations, different measuring methods**

The Sprinter complies with both Euro 6 and Euro VI. The somewhat confusingly similar terms derive from the relevant legislation on emissions. The emissions levels with Arabic numerals stand for emission tests conducted with complete vehicles on a chassis dynamometer, such as are customary for passenger cars and light-duty vans. The emissions levels employing Roman numerals refer to tests carried out on an engine dynamometer. These are mandatory for heavy-duty commercial vehicles.

Vehicles are allocated to Euro 6 or Euro VI according to their reference mass. This corresponds to the kerb weight of the individual vehicle in ready-to-drive condition with 90 percent full fuel tank plus 75 kg for the driver. Chassis are weighed without a body, which means that the manufacturer is not aware of the body's precise specifications.

Emissions are measured with vehicles on a dynamometer up to a reference mass of 2380 kg, while from a mass of 2840 kg engines are used on corresponding dynamometers. In between these two ranges, vehicle manufacturers are able to choose which measuring method they wish to apply. Mercedes-Benz carries out homologation according to both methods.

Despite the increase in power and torque, the basis technology of the OM 651 remains unaltered. It has a long-stroke design with an 83 mm bore and a stroke of 99 mm for high tractive power. The double overhead camshaft operates a total of 16 intake and exhaust valves and is driven by a combination of gearwheels and a short chain. Common-rail injection technology operates at an injection pressure of max. 1800 bar. Fuel is injected by solenoid injectors and injection nozzles with seven holes. Charging is by means of a two-stage exhaust gas turbocharger system. This sophisticated technology is instrumental to the engines' high performance.

A Lanchester balancer with two counter-rotating shafts, the rear-mounted camshaft drive and a two-mass flywheel contribute to the engines' smooth running characteristics.

#### **Technical gem: V6 CDI**

The V6 CDI with the designation OM 642 is even more sophisticated. This is a technical gem among the diesel engines, with an aluminium crankcase, balancer shaft and four overhead camshafts. The V6 CDI couples outstanding performance with smooth running to a standard which is unsurpassed in this vehicle class.

#### **SCR technology with AdBlue injection for all diesel engines**

With Euro 6/VI the Sprinter is cleaner than ever. A combination of exhaust gas recirculation with two-stage cooling, SCR technology (Selective Catalytic Reduction) with AdBlue injection and a particulate filter ensures that exhaust emissions are kept to a minimum.

SCR is the most efficient emission control system for diesel engines. It is based on injection of aqueous AdBlue solution into the exhaust gas. Ultra-fine injection takes place by means of an electronically controlled metering unit. The heat in the exhaust gas flow converts the synthetic urea contained in AdBlue into ammonia. In the downstream SCR catalytic converter nitrous

gases and ammonia turn to water and nitrogen (harmless elements of the environment) in a chemical and catalytic reaction. Consequently, emissions of nitrogen oxides are reduced by around 80 percent.

The Sprinter's AdBlue tank is installed at the front right of the engine compartment as seen in the direction of travel and has a capacity of 18 l. This filling is sufficient for around 6000 km, depending on the vehicle's area of use. When the supply runs short, an initial warning message is displayed to the driver around 1000 km before the tank is empty and a yellow warning lamp lights up.

Additional standard-fit features to reduce fuel consumption and with that CO<sub>2</sub> emissions include Alternator Management Plus, an electrically controlled fuel pump, tyres with reduced rolling resistance and, for air conditioning systems, a refrigerant compressor with magnetic clutch. These features are complemented by a low-friction rear axle, the ECO Gear six-speed transmission and lowering of the vehicle by 30 mm (panel van and crewbus).

The optional BlueEFFICIENCY Package (standard for the Sprinter crewbus) enables fuel consumption and CO<sub>2</sub> emissions to be cut still further. This package comprises an ECO power steering pump, an optimised electrically controlled fuel pump, an efficiency-optimised alternator, ECO start/stop function and summer tyres with reduced rolling resistance.

The BlueEFFICIENCY Package Plus is available for the closed variants of the Sprinter with standard roof. It additionally includes an electrically actuated on-demand suction fan and the longest available rear-axle ratio. This package requires the 105 kW (143 hp) engine variant and a maximum permissible gross vehicle weight of 3.5 t.

### **Petrol and natural gas engines also remain available**

The Sprinter also remains optionally available in one petrol and one natural gas variant (choice of monovalent/bivalent). These are both based on a four-cylinder engine with a displacement of 1.8 l and have identical output and torque data.

<b>Vehicle type</b>	<b>Cylinders/displacement</b>	<b>Output</b>	<b>Torque</b>
216/316/516	4 in-line/1796 cc	115 kW (156 hp) at 5000 rpm	240 Nm at 3000-4000 rpm
316/516 NGT	4 in-line/1796 cc	115 kW (156 hp) at 5000 rpm	240 Nm at 3000-4000 rpm

## **One for all: body and conversion solutions for the best-selling Sprinter**

- **Mercedes-Benz Sprinter: variety is the key, also for body and conversion specialists**
- **The single-source, single-invoice van with a body or conversion solution**
- **Certified body and conversion solutions by way of dual-invoice transactions**
- **The Mercedes-Benz Vans Bodybuilder Centre**

Although the variety offered by the Sprinter model range is without parallel, even Mercedes-Benz is unable to meet every individual wish ex factory. One in two Sprinter vans is provided with a body or conversion solution produced by specialists – this is where the Mercedes-Benz Vans Bodybuilder Centre and its specialists for the various sectors come in. Together with renowned conversion partners, they have developed a diverse range of body and conversion solutions for end customers. For highly demanded product solutions, vehicles are available from Mercedes-Benz Vans by way of single-source, single-invoice transactions. A diverse range of validated and recommended body and conversion solutions from certified conversion partners is also available by way of dual-invoice transactions. A vast number of bodybuilders and conversion specialists additionally offer individual solutions for both commercial vehicles and comfortable camper vans. At the TecForum Sprinter 2016, Mercedes-Benz is presenting a selection from the available range, focusing on the Sprinter with a permissible gross vehicle weight of 5.5 t – the proportion of body and conversion solutions is particularly high in this weight class.

## **Mercedes-Benz Sprinter: variety is the key, also for body and conversion specialists**

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Apart from being a byword for vans with a permissible gross vehicle weight of around 3.5 t, the Mercedes-Benz Sprinter also boasts exceptional versatility - much to the benefit of body and conversion specialists. Three wheelbases providing the basis for four length variants, three different roof heights, a gross vehicle weight ranging from 3 t to 5.5 t - the Sprinter covers a broad spectrum. It is available as a panel van or crewbus, as a chassis with cab or crewcab, as a chassis with cab base, as a low-frame chassis, with single or twin tyres and additionally with super single tyres on the rear axle.

### **Broad spectrum of drive variants**

The great versatility of the drive systems is a clear advantage. The diesel engines complying with emissions level Euro 6/VI cover an output range from 84 kW (114 hp) to 140 kW (190 hp). Alternatively, the Sprinter is also available with a petrol engine or with a bivalent and monovalent natural gas engine. In each case, these engines generate a power output of 115 kW (156 hp) from a displacement of 1.8 l.

While a six-speed manual transmission features as standard, the Sprinter is also optionally available with the smooth-shifting 7G-TRONIC PLUS torque-converter automatic transmission.

The Sprinter comes as standard with a high-traction rear-wheel drive. On request, a manually selectable four-wheel drive ensures maximum traction off-road as well. This can be further augmented by optional gear reduction.

### **Numerous equipment and chassis variants**

The Sprinter is ideally equipped for all types of use and all kinds of body and conversion solutions. It is on offer with transmission and engine power take-offs. Numerous door, window and partition variants are available, along with various seats for the driver and co-driver and multiple seating options for the passenger compartment in the crewbus. Interior panelling, flooring as well as

diverse heating and air conditioning variants enable ideal configuration for individual applications.

Apart from the air suspension for the rear axle, the numerous variants of springs, shock absorbers and stabilisers for the fine-tuning of the chassis and suspension are also worthy of attention. In order to facilitate work for bodybuilders and conversion specialists, experts at Mercedes-Benz Vans have combined these variants in useful packages.

### **The single-source, single-invoice van with a body or conversion solution**

Mercedes-Benz Vans is able to offer highly demanded body and conversion solutions ex factory. These are marketed, financed and sold by way of single-invoice transactions. They are also treated as a genuine Mercedes-Benz product with regard to maintenance, service, guarantee and warranty. They are complete vehicles from a single source, which also go by the name of Mercedes-Benz VanSolution. These vehicles are included in Mercedes-Benz's price lists.

This entails benefits for the customer beyond the above-stated merits: a single point of contact, no additional waiting time between ordering and delivery, a single coordination and configuration process.

Mercedes-Benz Vans collaborates exclusively with carefully selected and leading partners in the respective sectors. On the basis of the Sprinter, this collaboration gives rise to refrigerated and fresh-food vehicles, box bodies for dry freight, three-way tippers, low- and medium-height pickups and cargo liftgates for panel vans.

While all the vehicles come with the appurtenant equipment installed, a broad range of accessories are additionally available. In this way, Mercedes-Benz Vans is able to offer customised one-stop body and conversion solutions to its customers in particularly large sectors.

## **Certified body and conversion solutions by way of dual-invoice transactions**

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End customers are also able to find their special-purpose vehicle on the publicly accessible international information platform [www.vanpartner.com](http://www.vanpartner.com). The platform offers an overview of some 370 product solutions from almost 235 partner companies and enables the individual suppliers to be contacted directly. A large proportion of these solutions are based on the Sprinter. Information is available in eleven languages.

The companies featured on the website qualify as a VanPartner by Mercedes-Benz and have achieved a special status: Mercedes-Benz Vans recommends these partners to its customers for dual-invoice transactions. Dual invoice means that the Mercedes-Benz van or truck and the body or conversion solution are ordered and invoiced separately. With regard to service, guarantee and warranty, each manufacturer is responsible for their respective scope of delivery.

Awarding of the VanPartner by Mercedes-Benz certificate is preceded by a qualification process: the Bodybuilder Centre checks and assesses both the quality of the bodybuilder and the quality of its sales and service operations. All body and conversion solutions at the [www.vanpartner.com](http://www.vanpartner.com) portal are either produced according to body/equipment mounting directives or have a certificate of non-objection.

Beyond this, a most diverse spectrum of manufacturers offer further specialised solutions based on the Sprinter to cover virtually any conceivable transport task.

### **The Mercedes-Benz Vans Bodybuilder Centre**

Mercedes-Benz Vans has always attached priority to the area of body and conversion solutions, with the aim of ensuring that every customer buying a van or a truck receives the ideal solution for their individual jobs in terms of functionality and economic efficiency. When these cannot be delivered ex factory, specialist producers of body and conversion solutions step into

the breach. A team of around 40 is concerned with this area of work at the Mercedes-Benz Vans headquarters alone.

The Mercedes-Benz Vans Bodybuilder Centre performs a coordinating role on various levels in connection with this area of work. Its personnel are partners to the body and conversion specialists, providing them with technical advice for new models and supplying them with the necessary CAD data. They also provide body/equipment mounting directives. These specify in detail what modifications are approved by Mercedes-Benz, in order to ensure that the safety, functions and durability of the vehicles are not comprised in any manner.

### **Facts, figures and drawings: the revamped Bodybuilder Portal**

Registered bodybuilders and conversion specialists can retrieve all the information that they require for their work from the international Bodybuilder Portal. Body/equipment mounting directives, operating instructions, technical data sheets, vehicle drawings as well as performance and engine diagrams are all available here.

Around 6200 manufacturers from 120 countries are now listed here, including 3300 producers of body and conversion solutions based on Mercedes-Benz vans. More than 16 000 instances of data retrieval are recorded per month, comprising up to 700 GB of data. These impressive figures highlight the close relationship between Mercedes-Benz and the producers of body and conversion solutions.

The Bodybuilder Portal serves as a link between Mercedes-Benz and the producers of body and conversion solutions. Mercedes-Benz sales personnel and bodybuilders interact here with the aid of various applications and tools. The business-to-business platform was fully revised on 1 April. It is now even more individual, intuitive and international in design.

Information is now available in 13 languages. User guidance is simple. A fast search function via the vehicle's job number is taking the user directly to the required information. Another new feature enables the direct retrieval of required approval documents.

### **Bodybuilder Centre: the link between Mercedes-Benz Vans and bodybuilders**

The experts from the Bodybuilder Centre additionally provide bodybuilders with individual advice and price quotations for basic vehicles tailored to their particular needs. They are also there to support their partners when it comes to modifying the basic vehicle beyond the scope of body/equipment mounting directives.

In addition, the experts from the Bodybuilder Centre monitor new developments by Mercedes-Benz Vans to ensure that the interests of bodybuilders and conversion companies are taken into consideration.

They work with bodybuilders to develop all-in solutions from a single source for end-users. They also act as intermediaries between Mercedes-Benz and specialist companies when orders are administered by a general contractor, e.g. in the case of tenders issued by official bodies. Moreover, they are involved in the case of exports from another country to a third country, i.e. when orders are processed across three countries.

## **Empl HLF 1, emergency assistance vehicle for fire brigades**

Austrian company Empl Fahrzeugwerk is among the leading European manufacturers of special bodies. The company employs a workforce of some 500, producing around 1500 to 2000 bodies and trailers annually at four plants in Austria and Germany. Its product range focuses on all types of fire-fighting vehicles, in particular for industrial customers. Empl delivers extinguishing systems worldwide. In the area of commercial vehicles, Empl focuses on recovery trucks, tippers, dump bodies, mobile units such as test stations, show trucks and other special-purpose vehicles. Its third mainstay comprises logistic and military vehicles in the dual-use segment, such as recovery and mobile-crane vehicles, workshop fit-outs, ambulances, low-loaders or transport systems with trailer. Exports account for over 70 percent of its business volume.

Empl has been cooperating internationally with the brands of Daimler AG for decades. This collaboration includes project businesses, tenders and individual body and conversion solutions. Empl is a Van Partner by Mercedes-Benz, Unimog Expert Partner and Qualified Partner of Mercedes-Benz Trucks.

The Empl HLF 1 at the TecForum Sprinter 2016 is an emergency assistance tender for the fire brigade based on the Sprinter 516 CDI. The panel van body with a standard 3665 mm wheelbase is provided with a comprehensive range of equipment. The front area offers space for a crew of nine and incorporates a command desk with boosted interior lighting. Also on board is a fire-fighting water tank with a capacity of 400 l, a centrifugal pump, a fixed pump with a delivery rate of 600 l/min at ten bar, folding hoses, a scaling ladder and ambient lighting. Further equipment is fitted on roller containers which are accessible via drive-on ramps with electric cable winches.

Further information is available online at: [www.empl.at/www.empl.de](http://www.empl.at/www.empl.de)

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## **Dry freight body from Junge Fahrzeugbau**

Headquartered in Barsbüttel near Hamburg, Junge Fahrzeugbau delivers to customers throughout Europe from three plants in Hamburg, Schwerin and Karlsruhe. Established in 1983, the company currently has a workforce of over 250 and produces some 5000 body and conversion solutions annually. The main focus is on high-quality standard bodies for vans and trucks, bodies for refrigerated and fresh-food vehicles, demountable bodies and special bodies. The company recently acquired the Environmental Certificate in accordance with DIN EN ISO 14001:2004.

Junge Fahrzeugbau has worked together with Daimler AG as a system partner for many years by way of single-invoice transactions for the Mercedes-Benz Sprinter, Atego and Fuso Canter. Box bodies of between 3490 mm and 4440 mm in length are produced on the basis of the Sprinter in two different widths and heights. When high payload is required, Junge Fahrzeugbau offers lightweight bodies produced in GFRP with a rigid foam insulating core. Classic plywood boxes combined with walls in GFRP-laminated plywood are available as an alternative. A range of different doors, cargo liftgates and systems for securing loads enable the adaptation of the bodies to individual needs.

At the TecForum Sprinter 2016, Junge Fahrzeugbau is showing a Sprinter with plywood box body in the maximum dimensions of 4440 x 2260 x 2230 mm (length x width x height). The body weighs around 1100 kg. It is typically used for courier, express and parcel services. The body is GFRP-laminated on both sides and is provided with four pairs of floor anchoring recesses and two rows of tie-down rails on the walls for securing loads. The box body additionally features front wall reinforcement, interior lighting, night parking signs, a toolkit and a cargo liftgate produced by the Bär company.

Further information is available online at: [www.jf.eu](http://www.jf.eu)

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## Refrigerated body for fresh food services from Lamberet

The French company Lamberet has been producing bodies for commercial vehicles for over 80 years, specialising in refrigerated vehicles for the past 50 years. With its German subsidiary Kerstner, the group includes an established specialist in the conversion of vans and trucks into refrigerated vehicles with insulating panels and electrically operated refrigeration units. The group's product range covers the entire scope of temperature-controlled transport, from vans and trucks with corresponding fit-outs or box bodies to bodies for trucks and heavy-duty semitrailers. Lamberet delivered some 6200 vehicles to customers in 38 countries last year. It employs a workforce of around 900 at four French and one German production plant. FrigoRent adds a rental service for refrigerated vehicles to the group's product range. Lamberet produces refrigerated vehicles based on the Mercedes-Benz Citan, Vito and Sprinter and on all truck chassis from Mercedes-Benz.

A Sprinter as a chassis with cab and a wheelbase of 3665 mm provides the basis for the Lamberet refrigerator van on show at the TecForum Sprinter 2016. The body from the New Frigoline Pro series is 3480 mm long and has a cubic capacity of 13 m<sup>3</sup>. A wall thickness of 85 mm with GFRP lamination provides for outstanding insulation. The floor features a double plywood panel base for particularly good load-bearing capacity. The frame of the body is comprised of steel angles and extruded aluminium sections. Rounded edge sections on the bulkhead improve aerodynamics and a reinforced rear affords protection from damage during manoeuvring. User-friendly features for the driver include the one-hand door handle and the patented door catch.

Further information is available online at: [www.lamberet.fr/www.lamberet.de](http://www.lamberet.fr/www.lamberet.de)

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## **Ex factory pickup from Mercedes-Benz with bottTainer**

The Sprinter with a factory-fitted pickup body is among the classics from Mercedes-Benz. The pickup is available in three sizes for a single cab or crewcab respectively. The constellation is dependent on the combination of wheelbase and permissible gross vehicle weight. The dimensions are selected such that two industrial pallets can be placed next to each other on the load surface. The three aluminium sidewalls are folding. The wooden floor consists of seven-ply laminated plywood. The pickup floor incorporates lashing eyelets in recesses at the sides for securing loads. A folding step facilitates safe access to the load area.

At the TecForum Sprinter 2016, Mercedes-Benz is presenting a Sprinter 516 CDI with a standard 3665 mm wheelbase as an example of vehicles for heavy-duty operations in the construction and trades sector and for horticultural and landscaping use. It features a factory-fitted pickup with aluminium dropsides, a ladder rack behind the cab and stowage compartments on the left and right (each with a capacity of 30 l) under the body. The Sprinter is also equipped with a trailer coupling. The pickup dimensions are 3600 x 2130 x 400 mm (length x width x height).

A large bottTainer stowage box is mounted on the drop-side body's firewall. Sidewalls and floor consist of sheet steel, while the other components are made of aluminium. The upper compartment is accessible via a lockable cover with pneumatic spring, while the lower compartments are accessible via side drawers. The external dimensions are 1750 x 640 x 760 mm (width x height x depth) and the payload stands at 300 kg. The kerb weight is 74 kg and the price is 1169 euros (plus value-added tax).

Further information is available online at: [www.mercedes-benz.de/www.bott.de](http://www.mercedes-benz.de/www.bott.de)

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## Urban buses from Mercedes-Benz Minibus GmbH

Mercedes-Benz Minibus GmbH in Dortmund is a subsidiary of EvoBus responsible for building minibuses based on the Sprinter. Since 1998, Minibus GmbH has forged its way into a leading position in Europe and has produced more than 20 000 vehicles. Apart from individual product advantages, its recipe for success includes industrial production and close ties to the development and production of the Mercedes-Benz Sprinter base model. Modifications to bodywork and chassis are coordinated down to the finest details. Operations are carried out in accordance with Mercedes-Benz's directives and processes. Guaranteed quality from a single source is one of the hallmarks of the minibuses bearing the Mercedes star.

The product range covers the model series Sprinter Mobility, Sprinter Transfer, Sprinter Travel and Sprinter City – the names indicate the particular areas of application. The range of compact urban buses comprises Sprinter City 35, City 65 K, City 65 and the Sprinter City 77.

The Sprinter City 65 exhibited at the TecForum Sprinter 2016 boasts attractive seating with seat and back bolsters. The 13 passenger seats in the rear are complemented either by four folding seats in the low-floor zone or a wheelchair bay and a baby carriage area. Two video cameras monitor the passenger compartment. The images are relayed to a colour monitor in the cockpit. While on the road, passengers are provided with information via the passenger information system on a TFT screen. Passengers wishing to put together their own infotainment programmes benefit from WLAN and numerous USB ports for smartphone or tablet. Technical highlights of the Sprinter City 65 include 7G-TRONIC automatic transmission, retarder and kneeling system. The exhibited model costs 166 500 euros (plus value-added tax).

Further information is available online at: [www.mercedes-benz.com](http://www.mercedes-benz.com)

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## Touring coaches from Mercedes-Benz Minibus GmbH

Mercedes-Benz Minibus GmbH in Dortmund is a subsidiary of EvoBus responsible for building minibuses based on the Sprinter. Since 1998, Minibus GmbH has forged its way into a leading position in Europe and has produced more than 20 000 vehicles. Apart from individual product advantages, its recipe for success includes industrial production and close ties to the development and production of the Mercedes-Benz Sprinter base model. Modifications to bodywork and chassis are coordinated down to the finest details. Operations are carried out in accordance with Mercedes-Benz's directives and processes. Guaranteed quality from a single source is one of the hallmarks of the minibuses bearing the Mercedes star.

The product range covers the model series Sprinter Mobility, Sprinter Transfer, Sprinter Travel and Sprinter City – the names indicate the particular areas of application. The range of compact touring coaches comprises the Sprinter Travel 45, 55 and 65, measuring between 7.3 m and 7.7 m in length.

The 7.7 m long Sprinter Travel 55 exhibited at the TecForum Sprinter 2016 is based on the Sprinter panel van with long wheelbase, a rear extension with bus rear end and luggage compartment door. The standard scope of equipment includes an air-sprung rear axle, a sophisticated heating and air conditioning system, Travel Star Sprinter seats and Travel luggage racks with reading lamps and air vents. The exhibited vehicle further displays a single-wing outward-swinging door, an electrically operated step and a refrigerator. The four-cylinder CDI has an output of 120 kW (163 hp), power is transferred by the 7G-TRONIC PLUS automatic transmission. The comprehensive scope of safety equipment includes Lane Keeping Assist, COLLISION PREVENTION ASSIST and Blind Spot Assist. The price is 110 500 euros (plus value-added tax).

Further information is available online at: [www.mercedes-benz.com](http://www.mercedes-benz.com)

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