



Individual motoring has unrivalled advantages: you can choose where, when and with whom you want to travel. Since there is no substitute which gives this independence, the car will always be irreplaceable.

It is, however, an indisputable fact of life that traffic problems do exist. But is there a Utopian solution? There is not the slightest sign of any real alternative to the car for individual transport either now or for the foreseeable future. Theoretical discussions have so far got us nowhere. Every single Mercedes-Benz car bears witness to the fact that a sense of responsibility towards society can be reconciled with the aims of an economically-orientated business organisation. We have always been fully aware of the cost/benefit ratio in the constant development and improvement of our products.

Naturally, our designers are limited in what they can do. Limited by the laws of nature, by the level of technological know-how and by costs. But with every new model, we endeavour to extend these limits.

For you the obvious improvements are safer, more comfortable and effortless motoring. But even the superlative Mercedes-Benz technology cannot relieve you of the responsibility of driving with courtesy and consideration. Today the driver's own self-control is just as important as having a car which is easily controlled. Individual motoring will only remain acceptable if the driver, the car designer and the road engineer in combination all contribute towards a common end. This really is the only way it can be achieved.

The most successful Mercedes-Benz models, the range from the 220 D to the 280 CE, now come even closer to perfection.

They incorporate the results of the most recent research, in particular those measures designed to improve safety even further, and they also include a number of safety features derived from the Experimental Safety Vehicle (ESV). The fundamental concept, unsurpassed to this day, and which has proved itself a hundred thousand times, has been retained. This, incidentally, is also the basis for the new S-class vehicles. An example of this is the safety suspension with the diagonal swing-axle, and the front and rear disc brakes.

Additional improvements now include:

- ☉ Rain channel in the windscreen pillars to help keep the side windows clean.
- ☉ The rear lights have ridged lenses, developed in the wind tunnel, which largely prevent dirt clinging to the surface.
- ☉ A rain runnel above the rear window which diverts the water to the sides. The rear view thus remains unobscured.
- ☉ The exterior mirror which is adjustable from inside, even with the windows closed. Less likely to get dirty because it is recessed in the frame, it is located well within the driver's field of vision.
- ☉ Another measure to improve the safety of the occupants: From 1st January 1974, normal three-point safety belts will be compulsory in the Federal Republic of Germany. But Mercedes-Benz already fit what they consider a sensible combination in all their vehicles: inertia reel seat belts, and headrests.

A particular advantage of the Mercedes-Benz three-point seat belts is that they roll up automatically. They are never in the way when not in use. When fastened, they still allow complete freedom of movement.

Only when the seat belt is subjected to stress or the vehicle suddenly decelerates does the belt lock itself automatically. Both the upper and lower parts of the body are simultaneously restrained. The height and angle of the headrests on the front seats will adjust to suit tall or short people alike, in any driving position. They are shaped to minimize "blacklash" of the head.

☉ The styling of the front of the car has been altered as well: the bonnet is flatter, and the radiator is lower and wider. Additional cooling air enters through wide louvres situated beneath the bumpers.

200 230₄ 230₆ 250



230 4









230 6



230

200

The Mercedes-Benz 200 is a mature, compact and easy-to-handle vehicle which demonstrates its outstanding value day after day. Its 4-cylinder petrol engine, producing 95 DIN/hp (= 70 kW), is a power unit which has proved itself a hundred thousand times and provides good performance. This engine is not tuned like that of a sports car. Its strength lies in its excellent flexibility and high engine speeds. The Mercedes-Benz 200 is suitable for the smooth, relaxed driver as it is for the live-wire motorist.

Carburation is by a crossdraught carburettor which ensures the best possible fuel/air mixture at all engine speeds. The engine output characteristics are similar to those of a fuel injection engine, especially when accelerating from the lower speed ranges.

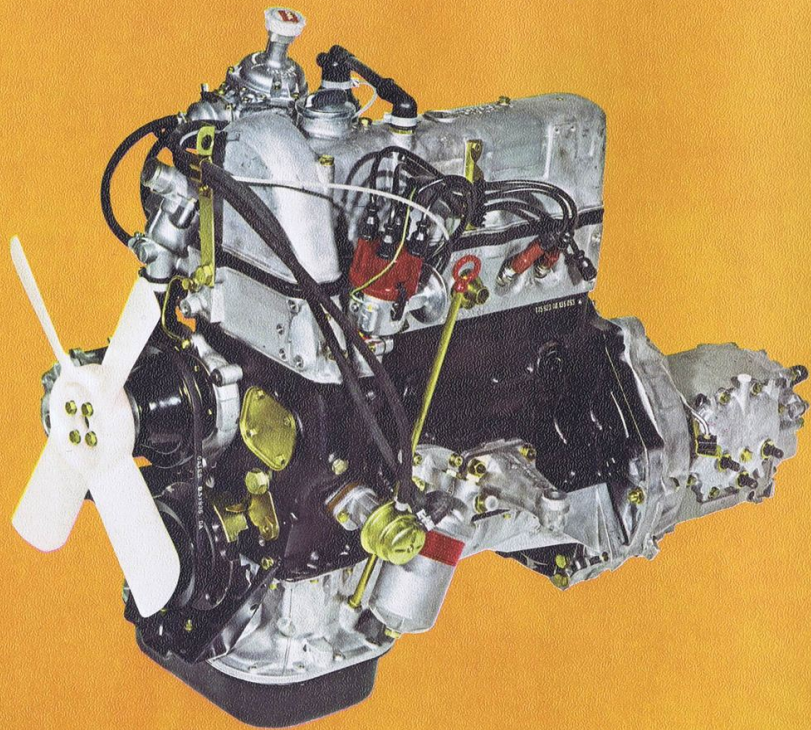
The 200 seats five people comfortably, yet its compact body design and exterior dimensions make it easy to handle in traffic. A test drive will very soon show you that the seating and interior comfort are unrivalled. The passenger space, designed as a safety cell, is surrounded by a complete system of sound-absorbing components. Engine and passenger compartments are hermetically separated.

The driver always has both the front and the rear of the car well within his field of vision. Driving into or out of parking spaces is no longer a question of hit-or-miss, you know the exact size of your car. There are layers of rubber insulation on all connection points to prevent vibrations and tyre or engine noises from being transferred to the body.

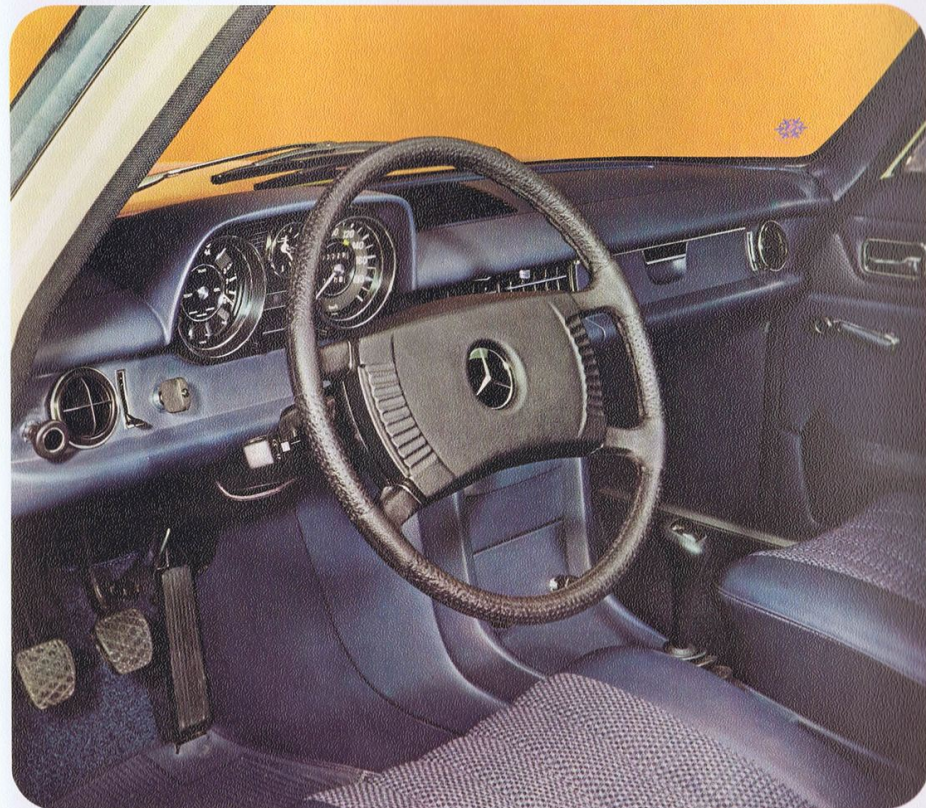
As in all the vehicles in the passenger car programme, the entire range of Mercedes-Benz safety features is incorporated in the 200.







The excellent torque characteristics of the very flexible 4-cylinder engine in the Mercedes-Benz 200 provide for both unhurried and faster styles of driving. 95 DIN/hp at 4,800 rpm or 70 kW at 4,800/min.



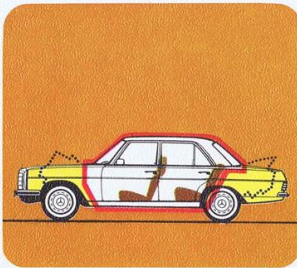
■ The Mercedes-Benz safety instrument panel has been developed from experience gained in innumerable crash tests. The surface is of polyurethane foam padding on extruded sheet metal.

Underneath there are energy-absorbing cavities so that the instrument panel can yield in stages, depending on the force of the impact. Particularly important: there are no hard and protruding parts in the cavities.

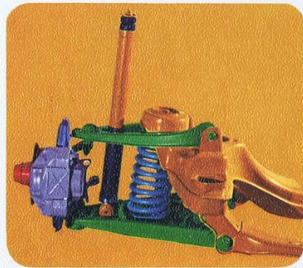
Illustrations and text marked thus ■ apply to all the models described in this brochure: 200, 230, 230^e and 250.



Carburation is by a crossdraught carburettor which ensures the best possible fuel/air mixture at all engine speeds.



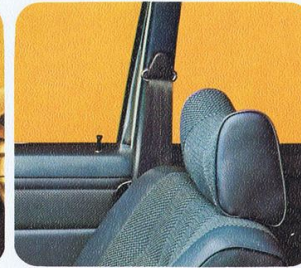
■ The crumple-zone principle of the body: rigid passenger compartment (safety cell), with deformable, energy-absorbing front and rear sections.



■ Independent wheel location and suspension; at the front: double wish-bones with anti-dive control.



■ The exterior mirror can be adjusted from inside the car with the window closed.



■ Headrests and inertia reel safety belts are standard. The height and angle of the headrests can be adjusted to suit people of any height.



■ Heating and ventilation. The supply and direction of fresh warm or cool air can be infinitely and separately controlled.

230₄ with the new 4-cylinder engine

For years the Mercedes-Benz 230 has been making friends all over the world. Now there is a new 230₄ model with a 4-cylinder engine. It is a sophisticated, high-performance car which gets its power from its cubic capacity rather than from high engine speeds. This performance is due to the special characteristics of its short-stroke engine. It is exactly right for today's traffic conditions. It is not so important to reach very high top speeds as to have fast-accelerating, flexible engines which can cope with a great variety of traffic situations.

In urban traffic, with its constantly changing patterns, the new 4-cylinder 230₄ can be driven effortlessly with few gear changes. The car makes life decidedly easier for the driver. The new 4-cylinder engine develops 110 DIN/hp at 4,800 rpm or 81 kW at 4,800/min. Maximum torque: 19.0 mkp at 2,500 rpm or 186 Nm at 2,500/min.

230₆ with 6-cylinder engine

For years, the 230₆, with its 6-cylinder engine, has had its established place in the extensive range of elegant and powerful Mercedes-Benz cars. The engine has proved itself in tens of thousands of Mercedes-Benz vehicles all over the world. The discriminating few who demand refined automotive technology will find it in the vibration-free engine. It adapts itself effortlessly to all traffic conditions. Its basic design makes it a sturdy, reliable and, for a 6-cylinder engine, very economical unit. The 6-cylinder engine of the Mercedes-Benz 230₆ develops 120 DIN/hp at 5,400 rpm or 88 kW at 5,400/min. Maximum torque: 18.2 mkp or 178 Nm at 3,600/min.

Both cars can be driven continuously at top speed without any qualms. Mercedes-Benz engines are known for their sturdiness. The running gear ensures steady and safe driving characteristics, even at top speeds. The car is easy to control at all times.

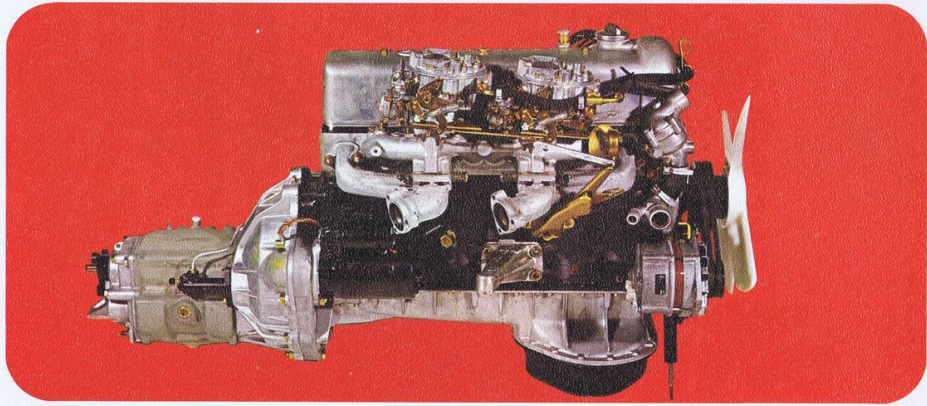
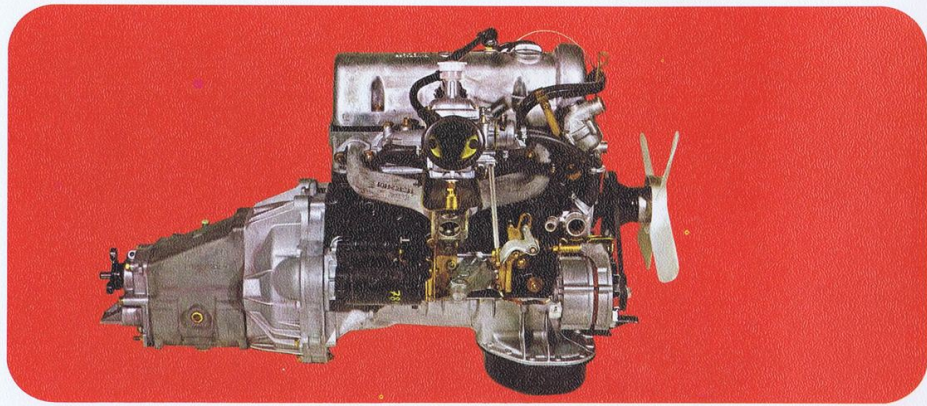
It can seat five people; functional comfort is the keynote for its interior finish, which will satisfy any demand. In this car, long-distance travelling is still a pleasure for driver and passengers alike. The quality of materials and workmanship is of a standard as yet unsurpassed.

There are no distracting noises, nor lack of attention to detail. Quality is the guiding principle not only at all stages of production but also during the whole design process, which begins on the drawing board.

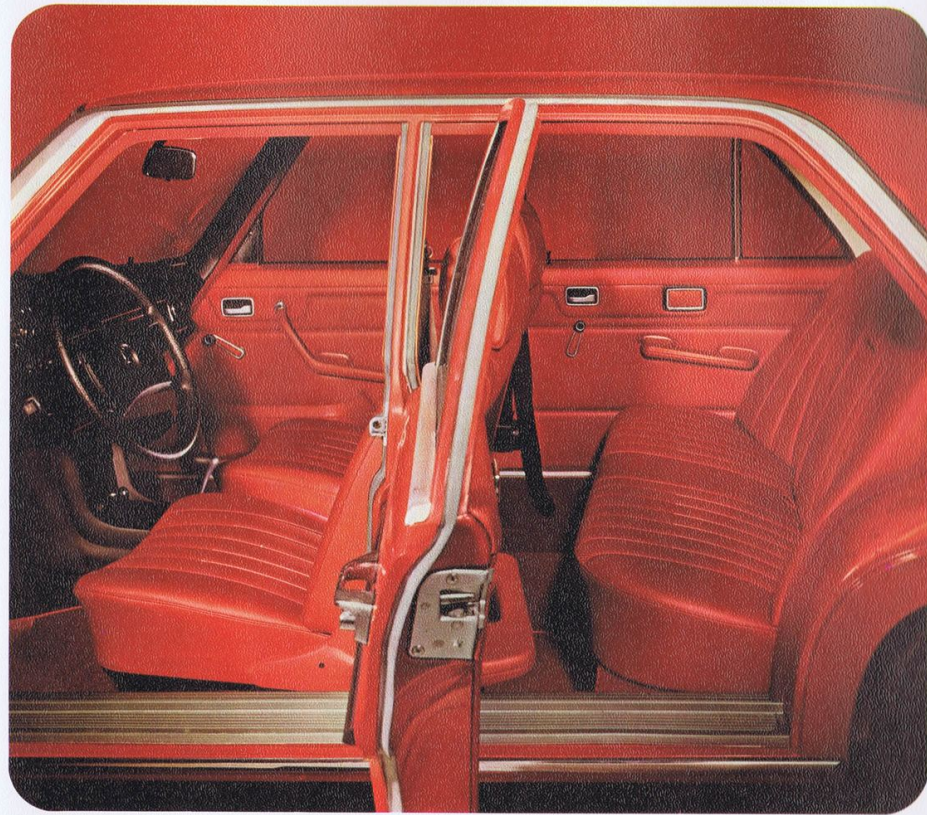
The radial ply tyres shown in the picture are optional extras, as are the car radio and the manually or electrically retractable aerial.







Above: 2.3 l 4-cylinder engine with 110 DIN/hp at 4,800 rpm or 81 kW at 4,800/min.
 Below: 2.3 l 6-cylinder engine with 120 DIN/hp at 5,400 rpm or 88 kW at 5,400/min.

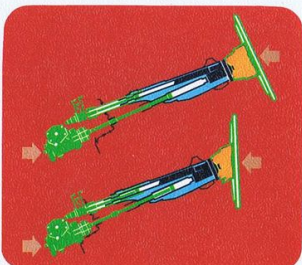


Although the spacious interior seats five people comfortably, the car has exterior dimensions which permit easy handling in traffic, and a very small turning circle (36.03 ft). The seats give firm lateral support and are neither too

soft nor too hard; their anatomically correct design is the result of exhaustive research. Front headrests and inertia reel safety belts are standard. MB-Tex upholstery is available on request.



All Mercedes-Benz models have dual-circuit servo-assisted disc brakes on all four wheels.



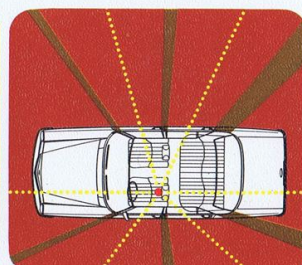
Principle of the Mercedes-Benz safety steering.
 Above: original condition.
 Below: deformation following an accident, showing deformed impact-absorber under the padded boss, and the "telescoped"



The combination switch on the steering column operates headlight flasher, high beam headlights, indicators, fingertip contact for changing lanes, windshield wipers with two speeds and intermittent control.



Anti-burst locks won't open in an accident, and do not jam when they have to be opened quickly afterwards.



A low waistline and a good view of front and rear make for excellent (87%) all-round visibility.



All switches, levers and handles are flexible or flush-mounted. One switch controls headlights, parking lights, foglamps, rear foglight and side lights.

250

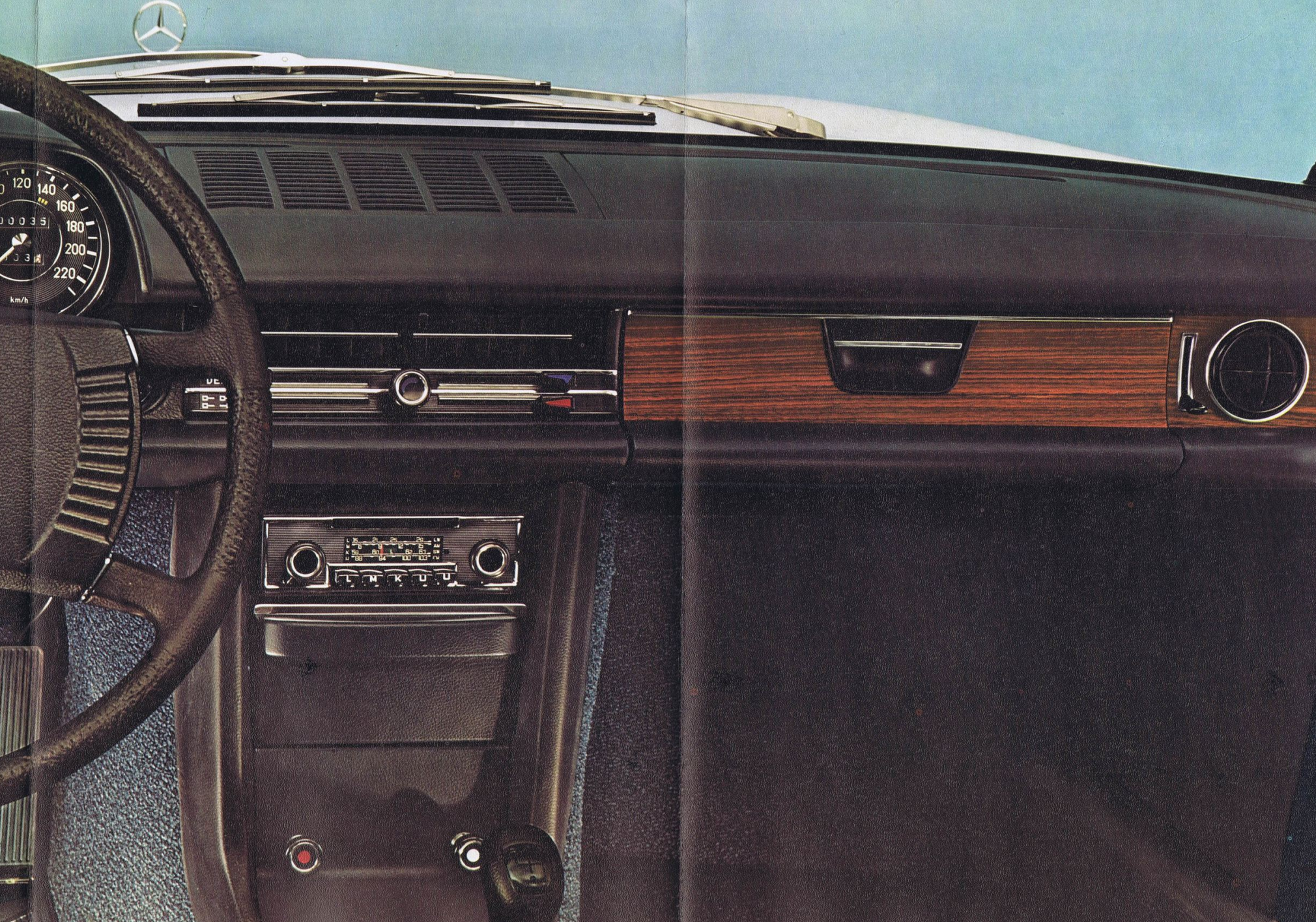
The Mercedes-Benz 250 has a powerful 6-cylinder engine with 130 DIN/hp (96 kW). Here again, it must be said that a fast, powerful engine alone does not make a perfect car. Mercedes-Benz apply more exacting standards. Safety and comfort are of at least equal importance. The running gear does not transmit uncomfortable vibrations to the passengers, and it ensures safe roadholding, even under extreme conditions. The 250 is a combination of the very best features one can ask a car to have: spacious interior, a smooth ride, power and safety.

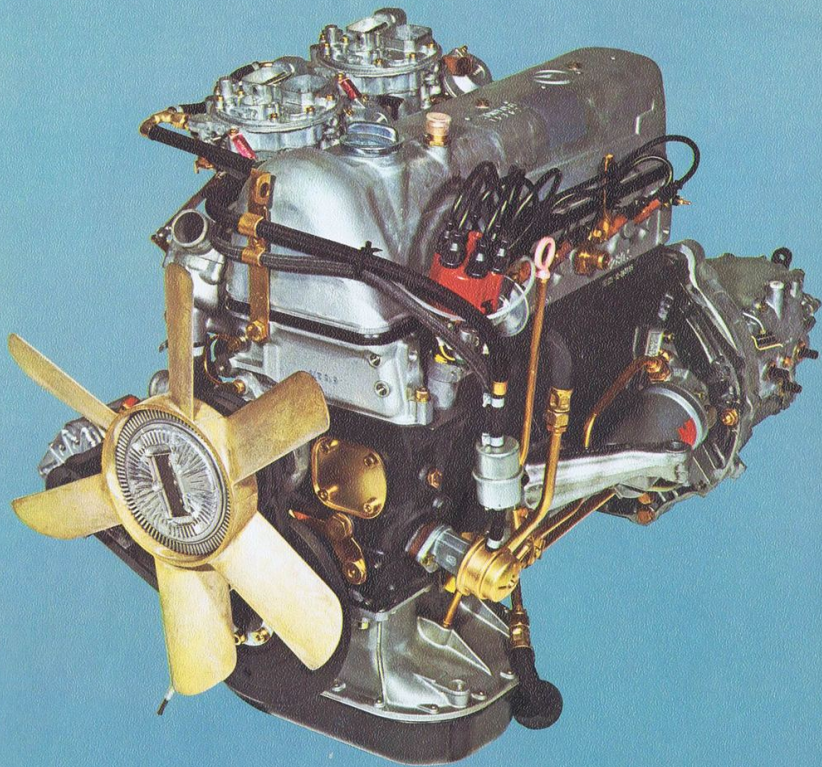
The 6-cylinder engine reaches its maximum torque of 22 mkg (216 Nm) at 3,200 rpm. This means very good acceleration, even in lower speed ranges. Engine valve control is by overhead camshaft.

Fuel mixture is effected in two compound downdraught carburettors. Only the first stage, which the driver controls directly with the accelerator, operates in the lower and middle engine speed ranges. When higher engine performance is required and a specific intake manifold vacuum pressure is exceeded, the second stage of the carburettor cuts in automatically. This type of carburettor design is best for the 6-cylinder engine of the 250.

With their 250, Mercedes-Benz have made sure that driving requires as little effort as possible. The overall concept, based on safety principles, keeps the driver calm and cool. This is indispensable in today's traffic.



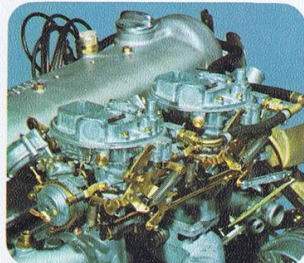




The 6-cylinder engine of the 250 with overhead camshaft and two compound downdraught carburetors: 130 DIN/hp at 5,000 rpm or 96 kW at 5,000/min.



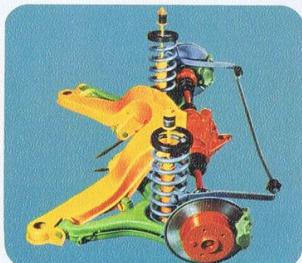
Between the rear seat with its folding centre armrest – seat depth 19.7 in., overall width 58.5 in. – and the front seats, passengers in the back have ample legroom. Space is not the only criterion for comfort. Anatomically-contoured seats, the result of exhaustive physiological research, also contribute.



At low and medium speeds, only the first stages of the carburetors are used. When a higher engine output is required, the second stages automatically cut in.



The bodywork has all-round protection. Wide rubber strips in the bumpers at the front and rear, and rubber inserts in the chrome strips along the sides.



The Mercedes-Benz diagonal swing axle ensures safe and constant road-adhesion of the driving wheels. When one wheel is deflected, by bumps in the road for example, the other maintains a straight line.



Large doors make getting in and out easy. The safety instrument panel was developed after innumerable crash tests. The radio shown here is an optional extra.



Fully-reclining front seats are adjustable forwards and backwards and for rake.



The ridged profile of the rear light unit helps prevent dust and dirt clinging to the surface.

TECHNICAL DATA

¹⁾ The output given in DIN/hp, or kW is effectively available at the clutch for driving the vehicle, any other power consumption has already been deducted.
The data given in SI units (kW = kilowatt; Nm = Newton metre) has been converted and rounded off to the nearest unit.

²⁾ Technical data acc. to DIN 70 020 and 70 030. Fuel consumption according to DIN 70 030. This value is obtained at a consistent speed of 110 km/h (68 mph) on an even road, plus 10%. This method is used by all automobile manufacturers in the Federal Republic of Germany. The consumption values quoted are therefore calculated under the same conditions and provide a real basis

for comparison. However, they do not correspond to the actual amount of fuel consumed, as this varies according to the way of driving, road and climatic conditions etc. Fuel consumption according to DIN 70 030 is therefore only a comparative value and not the actual amount of fuel consumed.

³⁾ The weights quoted are maximum weights, valid within the Federal Republic of Germany. In various countries other figures will apply.

⁴⁾ Dimensions vary acc. to sitting position.

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	200	230 4	230 6	250
Number of cylinders	4	4	6	6
Bore/stroke	87/83.6 mm	93.75/83.6 mm	81.75/72.8 mm	86.5/78.8 mm
Total displacement	1988 cc	2307 cc	2292 cc	2778 cc
Engine output acc. to DIN ¹⁾	95 net b.h.p. at 4800 rpm 70 kW at 4800/min	110 net b.h.p. at 4800 rpm 81 kW at 4800/min	120 net b.h.p. at 5400 rpm 88 kW at 5400/min	130 net b.h.p. at 5000 rpm 96 kW at 5000/min
Max. torque acc. to DIN ¹⁾	15.9 mkp at 2800 rpm 156 Nm at 2800/min	19.0 mkp at 2500 rpm 186 Nm at 2500/min	18.2 mkp at 3600 rpm 178 Nm at 3600/min	22.0 mkp at 3200 rpm 216 Nm at 3200/min
Compression	9	9	9	8.7
Oil capacity	5.0/3.5 litres	5.0/3.5 litres	6.0/4.5 litres	6.0/4.5 litres
crankcase max./min.	8.8/6.2 Imp. pts.	8.8/6.2 Imp. pts.	10.6/7.9 Imp. pts.	10.6/7.9 Imp. pts.
Capacity of cooling system	10.7 litres	10.0 litres	10.1 litres	10.5 litres
Generator	14 V/35 A	14 V/35 A	14 V/55 A	14 V/55 A
Battery	12 V/55 Ah	12 V/55 Ah	12 V/55 Ah	12 V/55 Ah
Max. speed	approx. 160 km/h 99 mph	approx. 170 km/h 106 mph	approx. 175 km/h 109 mph	approx. 180 km/h 112 mph
Tyres, tubeless	6.95 S 14/175 S 14/4 PR	6.95 S 14/175 S 14/4 PR	6.95 S 14/175 S 14/4 PR	6.95 H 14/175 H 14/6 PR
Fuel	Premium	Premium	Premium	Premium
Fuel consumption acc. to DIN 70 030 ²⁾	10.9 litres/100 km 26 mp Imp. gal.	11.4 litres/100 km 25 mp Imp. gal.	11.2 litres/100 km 25 mp Imp. gal.	12.5 litres/100 km 23 mp Imp. gal.
Tank capacity incl. reserve	65 litres 14.3 Imp. gals. approx. 9 litres 2.0 Imp. gals.	65 litres 14.3 Imp. gals. approx. 9 litres 2.0 Imp. gals.	65 litres 14.3 Imp. gals. approx. 9 litres 2.0 Imp. gals.	78 litres 17.2 Imp. gals. approx. 10 litres 2.2 Imp. gals.
Weights				
Kerb weight	1340 kg 2955 lbs.	1350 kg 2975 lbs.	1365 kg 3010 lbs.	1395 kg 3075 lbs.
Perm. total weight	1860 kg 4100 lbs.	1870 kg 4120 lbs.	1885 kg 4155 lbs.	1915 kg 4220 lbs.
Trailer load with brake ³⁾	1200 kg 2645 lbs.	1200 kg 2645 lbs.	1200 kg 2645 lbs.	1200 kg 2645 lbs.
Trailer load without brake ³⁾	705 kg 1550 lbs.	710 kg 1565 lbs.	720 kg 1590 lbs.	735 kg 1620 lbs.

BASIC EQUIPMENT 200 - 230 4 - 230 6 - 250

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his brochure describes the basic equipment as offered in the Federal Republic of Germany. In various other countries the basic equipment can vary, due partly to different legal requirements. We therefore request our customers to obtain information from their Mercedes-Benz distributors as to the equipment actually available.

200 engine

4-cylinder in-line 1,988 cc. Vacuum-controlled cross-draught carburettor. 95 DIN/hp at 4,800 rpm or 70 kW at 4,800/min.

230 4, 230 6 engine

230 4: 4-cylinder in-line 2,307 cc. Vacuum-controlled crossdraught carburettor; 110 DIN/hp at 4,800 rpm or 81 kW at 4,800/min.

230 6: 6-cylinder in-line 2,292 cc; dual compound downdraught carburettor. 120 DIN/hp at 5,400 rpm or 88 kW at 5,400/min.

250 engine

6-cylinder in-line with dual compound downdraught carburettor. 130 DIN/hp at 5,000 rpm or 96 kW at 5,000/min.

Brakes

Dual circuit power braking system; disc brakes on all four wheels; parking brake with additional brake shoes and brake drums; brake failure warning light for both circuits.

Axles

Front axle: Axle support with double wishbones and anti-dive control. Rear axle: Mercedes-Benz diagonal swing axle with brake torque compensation. Optional extra: level control.

Suspension

On front and rear axles, two coil springs, one anti-roll bar. Two double-action hydraulic telescopic shock absorbers front and rear.

Transmission/clutch

Fully synchronized 4-speed transmission with steering column or floor shift, self-adjusting diaphragm spring clutch. Optional extra: Mercedes-Benz automatic transmission.

Steering

Precise, light recirculating ball steering, steering damper, large padded steering wheel boss, impact absorber under the padded boss, telescopically collapsible steering column, steering box located well behind the front axle. Optional extra: Mercedes-Benz power-assisted steering.

Bodywork

Frame/floor unit firmly welded to the body, rigid, torsion-resistant passenger compartment (safety cell), energy-absorbing front and rear sections, optimum vision on all sides, panoramic safety glass windows, four doors, easy to close, rubber strip inserts on both sides, bumpers with broad rubber inserts.

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Seats

Anatomically-contoured seats shaped to give lateral support, seat springing adjusted to vehicle suspension and sitting position, front seats adjustable forwards or backwards and for rake, firmly anchored, reclining seat fittings. Inertia reel three-point safety belt. Safety headrests for the front seats.

Heating and ventilation

Continuous warm or cold air flow, draught-free, with additional booster, for windscreen, side windows, front and rear foot wells. Air volume and air distribution for warm or cold air infinitely variable up and down, heating separately controlled for right and left sides. Large fresh-air inlet in the middle of the instrument panel, variable adjustment to right and left.

Windscreen

Laminated safety glass, foot-operated screen

washer with wiper contact, two-speed windscreen wipers with intermittent control, operated by the combination switch on the steering column.

Lighting system

Parking lights, assymetric low beam (dimmer), high beam headlights, fog-lamps (optional extra: halogen H 4 lamps), side lights, reversing light, infinitely variable instrument lighting, luggage compartment light, interior lights with door contacts and hand switch, lighting for ashtray, glove box and heater controls.

Instruments

Instrument panel padded, yielding on impact, speedometer, oil pressure gauge, fuel gauge, water temperature gauge, indicator lights for parking brake, for battery, indicators, high beam and fuel reserve, electric clock, total mileage recorder, daily mileage recorder.

Signalling system

Headlight flasher, self-cancelling indicators with fingertip contact for changing lanes, operated by the combination switch on the steering column. High-frequency horn; brake lights; indicator warning lights.

Locks

Safety locks on all doors with safety catch and child-proof locking system on the rear doors, luggage compartment lid lock; steering wheel lock combined with ignition lock, starter and starter non-repeat unit; master key for the doors, ignition lock and luggage compartment; second key for doors and ignition lock only.

Miscellaneous

Parcel tray between front seats, pockets on the front doors, glove compartment, rear window shelf, interior rear view mirror adjustable to anti-glare position, padded sun-visors with vanity mirror on passenger side; grab handles on roof frame, clothes hooks or rear grab handles, padded armrests on doors, grab handle on passenger side; centre armrest on rear seat, cigar lighter, ashtrays at front and rear, anchorage points for safety belts front and rear, carpet throughout; towing lugs front and rear.

OPTIONAL EXTRAS



If you want to personalize your Mercedes-Benz in order to give it an individual atmosphere many extras are available. Here are just a few examples.

Mercedes-Benz power-assisted steering

Easy steering when parking and on tight corners. Considerable reduction in effort required and number of wheel turns because of hydraulic assistance. Complete "feel" of the road in all situations.

Air-conditioning

The Mercedes-Benz air-conditioning system looks after your physical comfort, in bumper-to-bumper traffic on motorways, in towns during the rush-hour. Easy operation – first button: on/off; Second button: temperature regulator. Adjustable louvres for directing the stream of air. The air-conditioning system works on the proven refrigerator principle, with a compressor.

Mercedes-Benz automatic transmission

With Mercedes-Benz automatic transmission you can drive at speeds dictated by traffic flow, without having to operate the clutch or change gear. When overtaking you only need to "kick-down" the accelerator into what is called the forced throttle position in order to change into the appropriate gear. After overtaking, the transmission automatically changes back again into the higher gears. Gearchanging takes place without interruption of the power flow. It is possible to override the automatic transmission at any time, by using the selector lever.

Sliding roof

Steel sliding roof – weatherproof and maintenance-free. Manually or electrically operated versions available.

Telephone

With a car telephone you can be more independent. Important decisions can be made while travelling and passed on to others. Information on car telephone systems can be obtained from any Mercedes-Benz branch or distributor.

Radio

Acar radio not only provides entertainment. Reports on road conditions, traffic hold-ups, diversions etc. help the driver to avoid annoying delays. "Europa", "Grand Prix", "Grand Prix Stereo" and "Mexico Cassette Stereo" models can be installed at the factory. In addition, for foreign markets there is the "Monte Carlo" model. Other makes can be fitted at Mercedes-Benz branches or agencies.

Electrically heated rear window

The electric heating devices the rear window quickly and prevents fogging up. Switches off automatically after about half an hour to avoid unnecessary current consumption.

Headlight cleaning equipment

Headlights are kept clean while you are driving. Operated in conjunction with the windscreen wiper unit. When the lights are on, the headlights are cleaned automatically every time the windscreen washer is used.

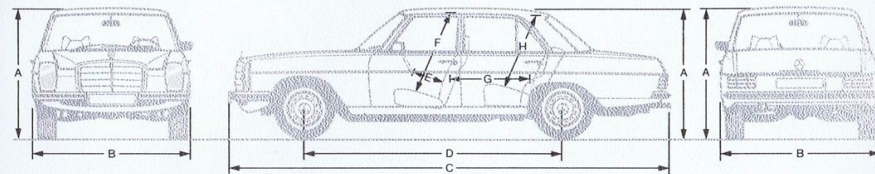
Other extras

Level control; manual or electric aeralis; MB-TEX or leather upholstery; orthopaedic backrests; set of suitcases for better use of boot space; special paintwork, and many more.

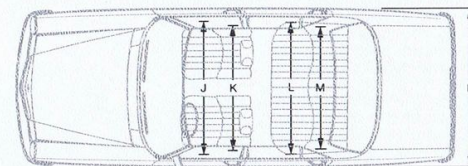
Further details

can be found in our brochure: "Mercedes-Benz Special Equipment".

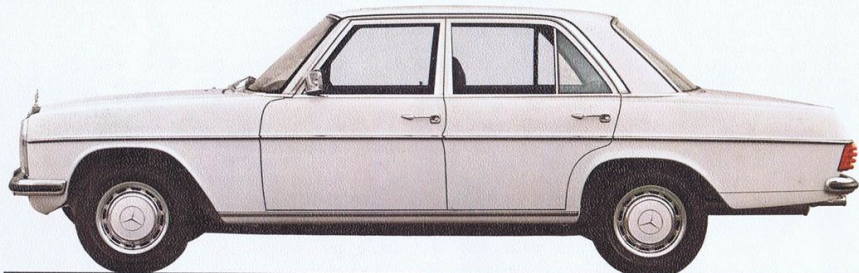
AFTER - SALES SERVICE TAILORED TO INDIVIDUAL NEEDS



A Overall height, unladen	1440 mm
B Overall width	1790 mm
C Overall length	4680 mm
D Wheelbase	2750 mm
E Steering wheel – driver's seat backrest ⁴⁾	400 mm
F Seat height, unladen, front	965 mm
G Driver's backrest – rear seat backrest ⁴⁾	755 mm
H Seat height at rear	860 mm
J Overall seat width, front	1490 mm
K Width as shoulder height, front	1410 mm
L Overall seat width, rear	1485 mm
M Width at shoulder height, rear	1405 mm
Track width, front	1448 mm
Track width, rear	1440 mm
Turning circle diameter	10.98 m
Boot space	approx. 0.53 m ³



SAFETY



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ercedes-Benz became conscious of their responsibility for road safety long before the public began discussing the subject. Our safety research began more than 30 years ago. Since then a comprehensive system of safety measures, complementary to each other, has been developed.

Just a few examples:

- 1939. Development of safety features in the research and development vehicle 11; an extremely rigid base, three-part steering column.
- 1949. Safety door lock.
- 1951/52. Development of the world's first safety design for car bodies with distortion-resistant passenger compartment. Impact-absorbing deformable front and rear sections (crumple zones).
- 1957. Heating and ventilation with fan-assisted ventilation for the interior.
- 1959. First series-production cars with safety-design bodies.
- 1963. Standard dual-circuit braking system.
- 1967. Mercedes-Benz safety steering; this prevents the dreaded "impaling" by the steering column.

Conscious of their responsibility, Mercedes-Benz have pursued a programme of systematic safety research. A safety scheme was developed many years ago and in 1966 it was presented in the USA at an international conference.



Mercedes-Benz is the only car manufacturer in the Federal Republic which has been including inertia reel three-point safety belts and individually adjustable headrests as standard equipment since April 1973.

This scheme argues that safety must be effective in two directions:

Active safety

(To avoid accidents) This includes powerful engines, safe brakes, running gear which holds its course as well as the steps taken to keep the driver alert, for making his task easier in traffic and for affording him maximum safety under all conditions. For example: comfortable seats, all-round visibility, economy of effort.

Passive safety

(To eliminate or reduce the effects of an accident.) This includes interior and exterior safety.

Interior safety protects the driver and passengers within the vehicle. This is only made possible by a host of individual elements which are all inter-dependent and take effect progressively.

- Rigid passenger compartment; deformable, impact-absorbing front and rear sections (crumple zones).
- Anti-burst locks.
- All parts against which the occupants could be thrown are either padded, flattened or recessed, or so designed that they yield on impact.
- Padded, deformable instrument panel which yields in stages.

- Safety steering with large padded boss on the steering wheel; collapsible impact absorber under the padded boss; steering column "telescopes" under impact; steering box located well behind the front axle; non-splintering steering wheel.
- Padded door and roof pillars.
- Front seat backrest supports deeply recessed in the thick upholstery.
- Headrests on the front seats.
- Wide strips of padding on upper edge of backrest rear panels.
- Interior mirror springs out on impact.
- Flush-fitted door handles.
- Flexible grab-handles.
- Padded sun visors.
- Centre console deforms on impact.
- Safety belts on front seats.

Exterior safety helps to reduce or eliminate injury to other road users.

- No projecting parts; the exterior shape of the bodywork is so designed that in the event of an accident pedestrians or other vehicles are not caught on it.
- No sharp edges.
- Round design of bumpers with wide rubber inserts.
- Rounded safety door handles.

Speed is not entirely a matter of engine power. Fast driving and high average speeds dictate that the driver must be kept alert and the running gear designed to transmit engine power safely to the road. That is why Mercedes-Benz make sure that the running gear and brakes are matched to the engine power.

Mercedes-Benz 200
Four-cylinder engine
95 DIN/hp at 4,800 rpm
or 70 kW at 4,800/min.
Max. torque 15.9 mkp
(DIN) at 2,800 rpm, or
156 Nm at 2,800/min.

**Mercedes-Benz
230 4, 230 6**
230 4: 2.3 litre four-cylinder
engine; 110 DIN/hp at
4,800 rpm or 81 kW at
4,800/min.
Max. torque 19.0 mkp
(DIN) at 2,500 rpm or
186 Nm at 2,500/min.
230 6: 2.3 litre six-cylinder
engine; 120 DIN/hp at
5,400 rpm or 88 kW at
5,400/min.
Max. torque 18.2 mkp
(DIN) at 3,600 rpm or
178 Nm at 3,600/min.

Mercedes-Benz 250
Six-cylinder engine
130 DIN/hp at 5,000 rpm
or 96 kW at 5,000/min.
Max. torque 22.0 mkp
(DIN) at 3,200 rpm or
216 Nm at 3,200/min.



All Mercedes-Benz models excel in their high degree of driving safety and their neutral, good-tempered driving characteristics.

Other distinctive features of these cars

- Automatic starting and warming up unit.
- High torque and therefore good accelerating power in the medium speed range.
- Overhead camshaft.
- Crankshaft and connecting rods carried in multi-layer steel-backed bearings.
- Fully-synchronised 4-speed transmission with steering column or floor shift.
- Easily operated, self-adjusting diaphragm spring clutch.
- Optional extra: Mercedes-Benz automatic transmission.

Running gear

- Front axle with double wishbones and anti-dive control.
- Mercedes-Benz diagonal swing axle with brake torque compensation.
- On the front and rear axles, two coil springs, one anti-roll bar, two double action gas-filled hydraulic telescopic shock absorbers, effective even under continuous extreme stress. Optional extra: Mercedes-Benz power-assisted steering. Optional extra: Level control.

Safe brakes

- Dual circuit power-assisted braking system.
- Accurate, responsive braking.
- Anti-dive control.

- Straight-line stability under braking. No tendency to pull to one side. Separate brake circuits front and rear.
- Self-adjusting non-fading brakes on all four wheels.
- Parking brake with separate brake shoes and brake drums.

Straight-line stability

- Independent wheel suspension.
- Minimum deviation in camber and track.
- Effective vibration damping.
- Individual wheel location and suspension.

Outstanding cornering and swerving ability. Maximum resistance to sidewind.

- Neutral driving characteristics.
- Precise, easily operated Mercedes-Benz recirculating ball steering.
- Favourable axle load distribution (engine at front, drive at rear).
- Wide track.
- Long wheelbase.
- Low centre of gravity.
- Streamlined bodywork.
- Centre of gravity and area of wind impact very close together.
- Minimal body-roll.
- Anti-roll bars front and rear.
- Independent wheel suspension.
- Constant, reliable road-wheel adhesion.
- Effective vibration damping.

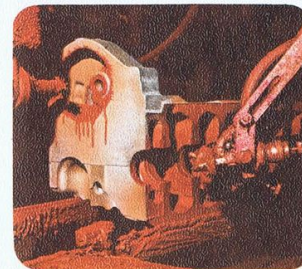
A driver is entitled to expect that his vehicle will start at any time, and will do its job reliably and without problems. With this knowledge the driver is relaxed and at ease. Safe driver reactions and a technically impeccable vehicle provide the perfect team. Reliability is the result of mature design, high-quality materials and quality workmanship.

Bodywork

- Frame-floor unit firmly welded to the integral body, therefore extremely torsion-resistant.
- Unpleasant noises (rattles etc.) eliminated.
- Four large exactly-fitting doors (easy to get in and out – for passengers in the back as well).
- All electrical units are separately earthed. This is expensive but also absolutely reliable.

Running gear

- Running gear with high reserves of safety.
- Frame-floor assembly, central members and box-type side and cross members firmly welded to the sheet steel floor.
- Front axle support suspended on the front frame side members by rubber mountings.
- Engine-gearbox unit rests on the front axle support with two rubber mounts at the front and one rubber mount on the frame at the rear.
- Spring stop on the telescopic shock absorbers.



The special inside coating in the engine block ensures better bonding between paintwork and metal.

- Hydraulic, dual-circuit brakes with servo assistance; disc brakes all round.
- Every type of engine, axle and gearbox is subjected to extensive tests under all possible conditions.
- In addition, every single rear axle undergoes four different tests for sealing after assembly.

Engines

- Hard-wearing, robust and powerful four- and six-cylinder engines.
- Automatic starting and warming-up device.
- Air oil-cooler.
- Overhead camshafts enable the engine to be driven hard and provide brisk acceleration. The special design of the cams produces excellent cylinder fillings and good torque characteristics, particularly in the lower speed range.
- Forged, inductively-hardened crankshaft is, like connecting rods, carried in multi-layer, steel backed bearings.
- Every valve turns a fraction of a revolution on every stroke. This makes burnt spots between the valve seat and valve disc practically impossible.
- Two valve springs to each valve; if one spring fails to work, the valve continues to operate with the other.
- The shaft of every exhaust valve is filled with sodium. This reduces the temperature of the reinforced valve seats.

Parts supplied by outside contractors

- All parts which Mercedes-Benz do not produce themselves undergo rigorous testing before they are installed even though they have already been inspected by the manufacturers.
- In addition, random samples are subjected to severe testing on test stands, corresponding to many years of driving on the road.

Important note

Certain design features are repeated under different headings in the following chapters. This repetition is necessary because one technical feature often fulfills several functions.

For example: Individual wheel location and suspension. It is important for:

1. Comfort

Bumps in the road are not transmitted to the bodywork, thanks to smooth, even handling characteristics.

2. Safety

It influences directional stability and active driving safety.

3. Speed

Potential performance can be fully used thanks to accurate straight-line stability and constant road adhesion of the wheels.

F

orward-looking vehicle design, high-class quality of material and workmanship, model policy which does not follow fashion for fashion's sake – these are the most important factors behind the classic image for which Mercedes-Benz has always been renowned. This policy ensures high resale prices.

Quality of material and workmanship

⊗ Hollow parts are coated with zinc paint before assembly to prevent inside corrosion.

⊗ The body shell is washed and coated with phosphates. This provides the first protective coat of fine-grained zinc phosphates. After the application of phosphates comes the passivation which, in conjunction with the paint covering, helps to prevent corrosion.

⊗ The first primer is applied by dipping in a bath.

⊗ Sharp edges are coated by hand with liquid plastic to prevent rust here as well.

⊗ The front and sides are given a flexible plastic coating to protect them against damage caused by stones.

⊗ The second primer guarantees a good, even coating on all parts of the bodywork.

⊗ Vehicle underfloor, wheel arches, door-sills and the lower part of the front are given special protection with a thick, flexible coating.

⊗ The next coating provides a base for the top coat and improves the quality of the finished surface.

⊗ The final top coat not only makes the car good to look at, but also provides excellent protection against any harsh elements in the air.

⊗ Every coat of paint is annealed at temperatures between 130 and 165°C.

⊗ All hollow parts are also treated with a special wax which "creeps" and stays put even on vertical surfaces. Corrosive influences resulting from condensation are therefore reduced to a minimum.

⊗ All parts which are installed later (axles, transmission shaft, track rods etc.) are, together with the engine compartment and the whole underside of the vehicle, covered with a thick protective wax.

⊗ Altogether, approx. 20 kg of paint, 14 kg of underfloor coating and wax are needed for each vehicle.

⊗ The axle housings and engine block are coated inside with a special heat and oil-resistant paint.

Service

⊗ There is a total of 4,345 service stations in 165 countries in the world.

⊗ Experienced service experts are kept up to date by factory specialists.

⊗ That provides safety and attention especially on holiday trips.

Extract from the "Frankfurter Allgemeine Zeitung" of 15th November 1971: High insurance premium for cars needing many repairs

Austrian insurance companies are changing their comprehensive and collision insurance system...

⊗ A total of 19 types of bodywork repairs frequently carried out (e.g. wings, doors, bumpers) were included in the calculations. The result will surprise many drivers.

⊗ Daimler-Benz came out best. In future the Mercedes vehicles, for which replacement of all body panels amounts to 35.3 % of the purchase price, will therefore have the best comprehensive insurance rate in Austria...

Two Mercedes-Benz among the best ten in the world

⊗ A well-known motor magazine chose the top ten cars from the entire world.

⊗ In 1971 four vehicles from Germany were included.

⊗ And two of these were Mercedes-Benz.

⊗ A member of the editorial staff commented as follows: "If you judge all the cars in the world on the basis of engineering, construction integrity, reliability and the degree of perfection with which they fulfil their intended function, then the best cars in the world are probably all built by Mercedes-Benz."

(Road & Track, August 1971)

C

omfort is more than a general feeling of ease. Mercedes-Benz comfort is the product of scientific research – the interplay of many factors with the aim of keeping the driver relaxed and yet alert. This interplay is planned right from the design and development stages. Running gear, interior, seating, controls and many other factors are all properly coordinated and form an inseparable unit.

Running gear

⊗ Reliable road-adhesion of the wheels.

⊗ Safe cornering stability.

⊗ Good straight-line stability.

⊗ Individual wheel location and suspension. At the front: double wishbones with anti-dive control; at the rear: diagonal swing axle with brake torque compensation.

⊗ Comfortable suspension, good vibration damping.

⊗ Anti-roll bars at the front and rear to eliminate unpleasant body-roll on corners.

⊗ Hydraulic telescopic shock absorbers filled with gas.

⊗ Movements of the steering wheel are transmitted directly and accurately to the front wheels with little effort thanks to Mercedes-Benz recirculating ball steering.

⊗ Steering dampers.

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⊗ Rear light covers which minimise dirt adhesion.

⊗ High-intensity headlights and foglamps.

⊗ Clearly visible signals.

⊗ Roomy luggage compartment, well-lit and easy to load.

⊗ Rubber pads between wheel suspension and the bodywork provide insulation against vibrations and noises.

⊗ Hermetic separation of engine and passenger compartments.

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Seats

⊗ Headrests and inertia reel three-point safety belts on the front seats.

⊗ Driver is kept alert by contoured seats.

⊗ Anatomically correct sitting position.

⊗ Firm lateral support.

⊗ Infinitely adjustable backrests.

⊗ Continuous absorption of any body-moisture.

⊗ Steel spring core with graduated, relatively taut spring action.

⊗ No tiring vibrations.

⊗ Thighs adequately supported.

⊗ Relaxed posture.

⊗ Sufficient distance from the steering wheel and windshield.

⊗ Ample leg room.

⊗ Plenty of room for head and shoulders.

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In 165 countries, there are approx. 4,300 service stations with excellent technical equipment where experts carry out the servicing and maintenance of your car and thus help to safeguard its value.



Mercedes-Benz seats are anatomically correct and provide firm lateral support.

Mercedes-Benz



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