



200 D

220 D

In September 1971
the 1,000,000 th Mercedes-Benz diesel passenger car
came off the production line.

200 D AND 220 D - THE TWO MERCEDES-BENZ DIESEL MODELS

A combination of driving pleasure and economy:
Mercedes-Benz 200/220 diesel. In other words:
Comfort, safety, perfect technology, reliability,
lasting value and individual extras. All well-known
Mercedes-Benz advantages. But as far as operating costs
are concerned, the vehicles are considerably lower down
on the scale.

In autumn 1971 the 3 millionth Mercedes-Benz came off the
production line. At the same time the 1 millionth diesel.
One million customers have decided in favour of the diesel.
A levelheaded decision. They calculated that alone the
approx. 30 percent saving on fuel can make up for the
higher purchase price in as little as one year.



**The Daimler-Benz AG
wins the first
Max Thoennissen
Gold Medal.**

In 1972 the Daimler-Benz AG
was awarded the newly donated
Max Thoennissen Gold Medal
for all the efforts it has made
over the years to promote road
safety in its advertising.

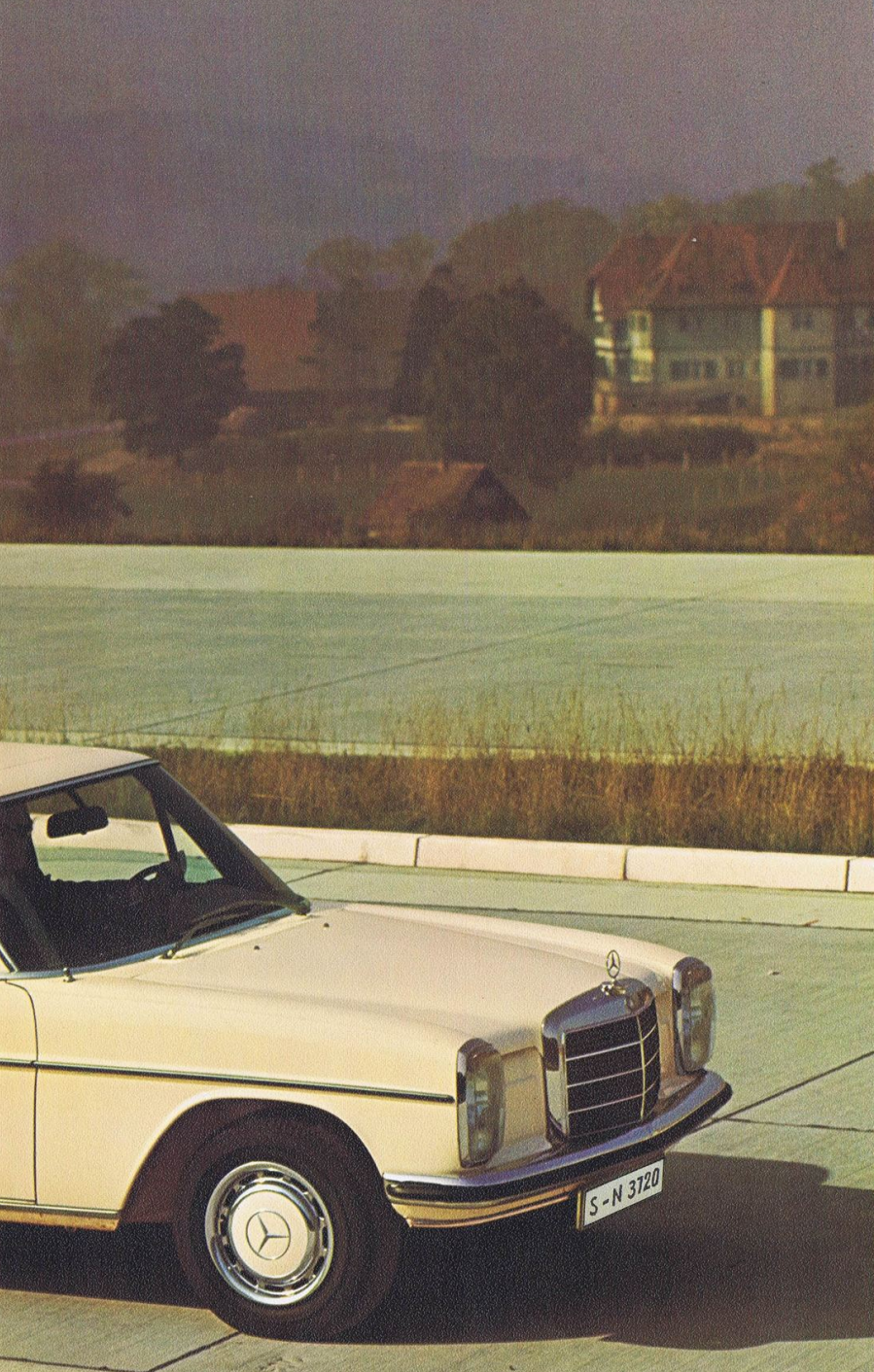


A customer will decide on the Mercedes-Benz diesel if, on long journeys, he expects Mercedes-Benz comfort and safety but also a passenger car with greatly reduced costs per kilometre. And yet the top speed of 130 or 135 km/h can be driven as a cruising speed. (How many people have the chance on today's crowded motorways to drive at faster cruising speeds?)

Only those who are unaware of the facts today still accuse the diesel of things which were eliminated years ago. For example, that it is loud. Yet in city traffic you can confuse it with a petrol model as far as engine noise is concerned. In the course of time Mercedes-Benz designers have improved not only the performance but also the silence of operation and degree of vibration to such an extent that inside you can hardly tell a diesel from its petrol counterparts.

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Success is no coincidence. Anyone who has got on in his profession has usually had to work hard for it. He is generally critical when choosing the "tools". He makes great demands on them. Naturally, this also applies to his car. Here too the successful man seeks an above-average measure of perfection. Individual advantages are not enough for him. Everything must combine to give maximum performance. Mercedes-Benz vehicles are specifically constructed to meet such demands.

Reliable, aesthetically pleasing cars for individualists. Modern but not modish. Comfort and technology to relieve the driver, safety to protect him - that is the Mercedes-Benz concept for passenger cars. Mercedes-Benz makes it easy to be courteous and to drive with consideration for others without losing time.

Courtesy and highly developed technology - these are what make Mercedes-Benz drivers superior in today's traffic.

Dear Reader,

This catalogue consists of two parts. The first part contains all the important information concerning the vehicle you are interested in, in word and picture.

If however, you wish to have more detailed information - for which we would be very grateful to you - you can obtain this from the second - fold-out - part of the catalogue.



For more than 30 years now Mercedes-Benz has systematically investigated questions of automobile safety. Hardly any other automobile manufacturer today offers such a complete safety system as Mercedes-Benz, with features which complement one another. More important than theoretical statements and discussions are results which show tangible proof of success.

Mercedes-Benz has developed "active safety" and "passive safety" to a high level: the former to try to avoid accidents, the latter to eliminate or reduce injuries in the case of an accident.

Straight-line stability, comfort which keeps the driver alert, ease of operation and numerous other features make it easy for the driver to drive safely. He can handle the car more easily and therefore devote all his attention to the traffic.

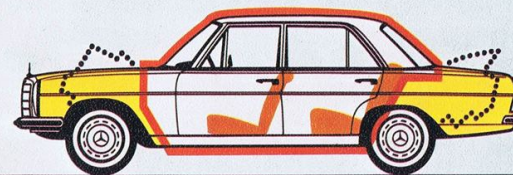
Safety cell, padded interior, safety steering and an instrument panel which yields on impact - all these are standard in every Mercedes-Benz car.

The Mercedes-Benz safety cell design (passenger cell of maximum rigidity, crumple zones at the front and rear) dates from 1951.

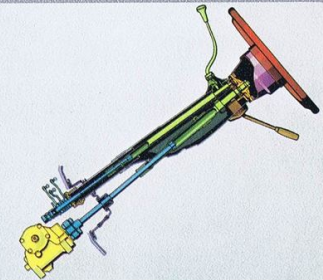
The best results are obtained where research is most advanced.



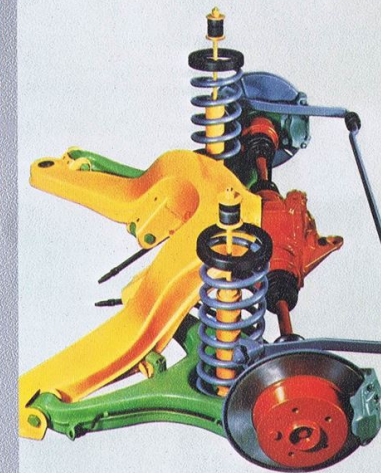
Mercedes-Benz safety: a comprehensive system of complementary measures



Safety bodywork



Safety steering



Diagonal swing axle

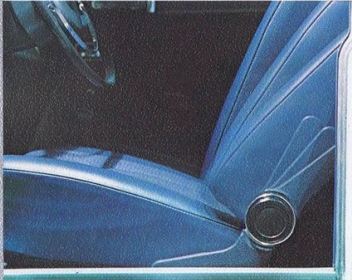
COMFORTABLE

The built-in comfort of a Mercedes-Benz 200 D and 220 D gives the driver a feeling of relaxation which will help to overcome the strain of presentday traffic. Everything works together: Comfortable suspension, effective damping, upholstery which is not too soft, easily accessible operating elements, clear instrument arrangement, generously proportioned interior - these are just a few details from the wide range of safety-comfort features of Mercedes-Benz models.

But comfort is not only an integral part of physiological safety. In a Mercedes-Benz everything possible is done to give you an all-round feeling of ease and well-being.



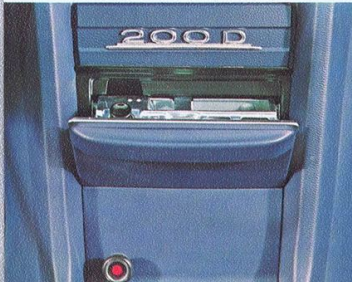
Non-dazzle instruments



Adjustable backrest



Optional steering column or floor gearshift



Illuminated ashtray



Rear seat folding centre armrest



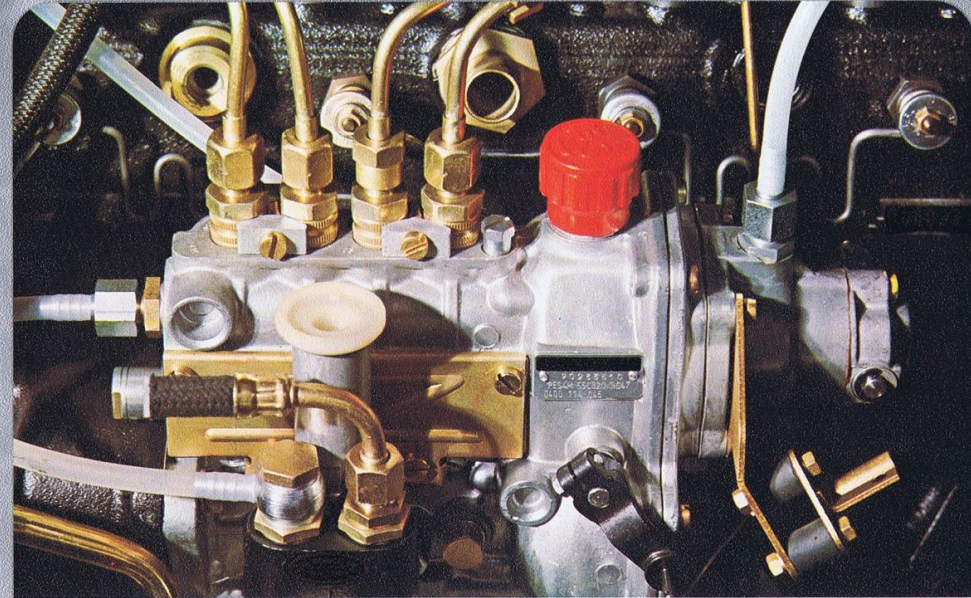
Mercedes-Benz diesel models 200 D and 220 D are constructed for drivers who attach particular importance to economy. These vehicles owe their economy of operation to their diesel engines.

With one tank filling (65 l) the Mercedes-Benz diesel travels approx. 25-30 % further than comparable petrol models. This is made possible by the unusually good utilization of fuel - with a compression ratio of 21:1.

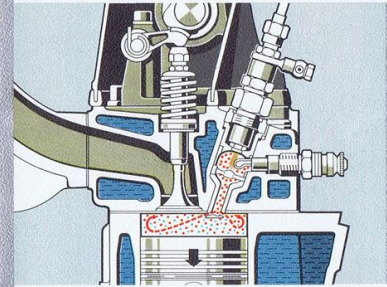
The particularly sturdy engine parts, e.g. pistons, cylinder head gasket or crankshaft, have all been suited to this compression ratio to result in the long-life which has always characterized the Mercedes-Benz diesel.

Mercedes-Benz diesel drivers cover, on the average, twice as many kilometres a year as other car drivers (32,000 km against 16,000, related to the Federal Republic of Germany). Despite this, 78 % of all diesel models purchased in the Federal Republic since 1949 are still in service.

Long service life, minimum repairs, low costs per kilometre and optimal comfort combine to make a bundle of economy which seeks its equal in this class.



Injection pump of the diesel engine



Mercedes-Benz pre-combustion chamber system



30% better utilization of fuel

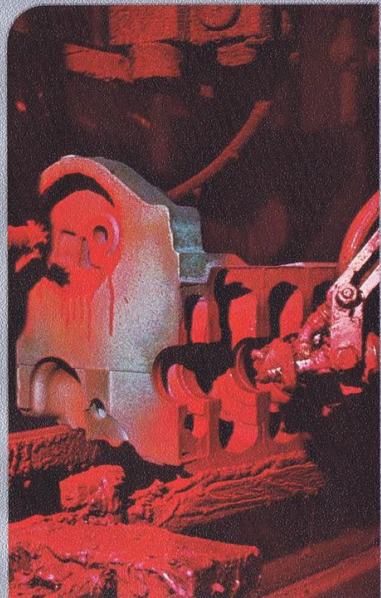


All car drivers agree on one point: They prefer to see the workshop from outside rather than inside. That is why Mercedes-Benz builds reliable cars.

Reliability is only assured when all parts are subjected to uncompromising tests before assembly. And yet again after assembly. At Mercedes-Benz, for example, every engine, every gearbox, every rear axle is individually checked on the test bench. For every vehicle.

Our best proof of reliability: A Mercedes-Benz only needs to be serviced every 15,000 km. That speaks for the design, the quality of the materials and the workmanship.

Mercedes-Benz drivers thus save both time and money.



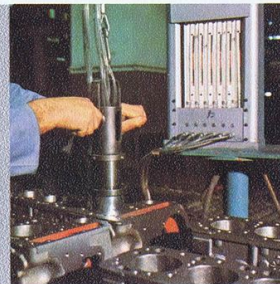
Inside paint coating of the engine block



One in every three Mercedes-Benz is a diesel



Stable running gear



Pneumatic measuring of the cylinder bores

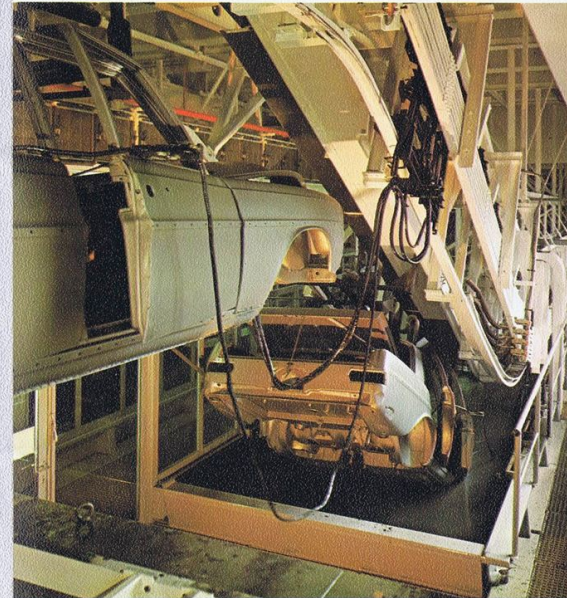
Mercedes-Benz has made a name for itself with quality workmanship, which is reason enough to cultivate this image. That is why one in every ten experts employed in production work is responsible for quality controls.

These experts have the task of weeding out everything which does not come up 100 percent to the required quality standards. Only strict controls like these at all stages of production can guarantee the quality standard which ensures continuing success for Mercedes-Benz.

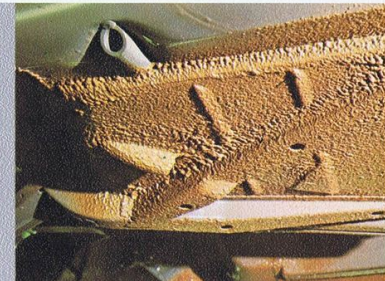
But there is more to lasting value. For example, the functionally correct vehicle shape which, uninfluenced by fashion fads, never loses its appeal. It has a long life, as long as a Mercedes-Benz, and guarantees high resale prices.



September 1971: 1,000,000th Mercedes-Benz diesel



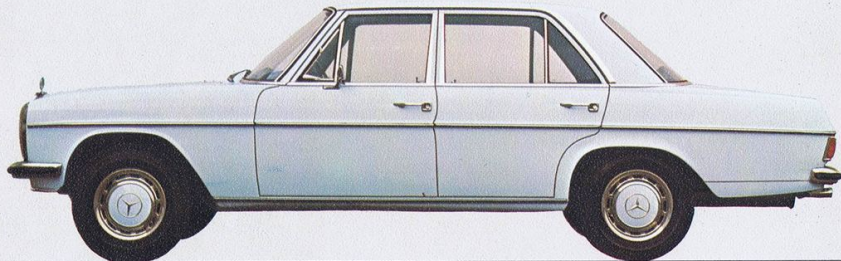
Dip priming



Standard underseal



Cooling after the paint annealing process



This catalogue describes the basic equipment laid down for 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 D / 220 D engine

Diesel system; four-cylinder in-line with 1,988 cm³ and 2,197 cm³; mechanical 4-plunger injection pump with automatic timing device; pre-combustion chamber injection system.

Transmission/clutch

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

Axles

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

Suspension

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

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.

Steering

Exact, 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: Mercedes-Benz power steering.

Bodywork

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

Seats

Anatomically contoured seats shaped to give lateral support, seat springing adjusted to vehicle suspension and sitting position, front seats adjustable forwards or backwards plus backrest angle, firmly anchored, reclining seat fittings.

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 and cold air infinitely variable up and down, heating separately controlled for right and left sides on the instrument panel, large fresh-air opening in the middle of the instrument panel, infinitely variable adjustment to right and left.

Windscreen

Laminated safety glass, screen washer foot-operated with wiper contact, 2-speed windscreen wipers with intermittent control, operated by the combination switch on the steering column.

Lighting system

Parking lights, asymmetric low beam (dimmer), high beam headlights, foglamps (optional: halogen H4 lamps), side indicator 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 control.

Instruments

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

Signalling system

Headlight flasher, self-cancelling indicators, 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 glowing and starting switch; master key for the doors, steering wheel lock and luggage compartment, second key for doors and steering wheel 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 on rear grab handles, padded armrests on doors, grab handle on passenger side; centre armrest on rear seat, cigar lighter, ashtray at the front and rear, anchorage points for safety belts front and rear, carpets throughout, towing lugs front and rear.

The contents are not binding and the right is reserved for modifications.

OPTIONAL

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 steering

- Easy steering when parking and on narrow bends.
- Considerable reduction in power required and number of wheel turns thanks to hydraulic boost.
- Complete "feel" for the road in all situations.

Mercedes-Benz automatic transmission

- With the Mercedes-Benz automatic transmission you can drive at speeds dictated by traffic flow, without having to operate the clutch or change gears.
- When overtaking you need only 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 any time by moving the selector lever.

Electrically heated rear window

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

Level control

- The vehicle remains at a constant level, even when it is loaded; the rear of the car is raised automatically according to the load.
- This ensures that full spring travel is always available - whether you drive alone or with a fully loaded car.
- The angle of the headlights remains constant.

Safety belts

- Mercedes-Benz three-point safety belts hold both the upper and lower parts of the body firmly in the seat in an accident.

Radio

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

Safety headrests

- A Mercedes-Benz development which serves comfort and safety.
- Can be adjusted in height or backwards and forwards.
- Provide a wide or narrow contact surface.
- Additional safety mechanism in case they are accidentally knocked out.

Headlight cleaning equipment

- Headlights are kept clean even while driving.
- Operated together with wind-screen wiper unit.
- Every time the windscreen is washed headlights are automatically cleaned if the light is switched on.

Sliding roof

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

Air-conditioning

- The Mercedes-Benz air-conditioning system looks after your physical comfort: in bumper-to-bumper traffic on motorways, in cities during the peak-hour rush.
- Easy operation - first button: on/off; second button: temperature regulator.
- Adjustable louvres for controlling the stream of air.
- The air-conditioning system works on the proven refrigerator principle.

Other extras

Mechanical or electric antenna, MB Tex of leather upholstery, orthopaedic backrests, set of suitcases for better use of space, special paintwork in one or two tones, and much more.

Further details are contained in our catalogues: "Mercedes-Benz Special Equipment", "Selection instead of Changing" and "Mercedes-Benz Automatic Transmission, Power Steering and Air-Conditioning".



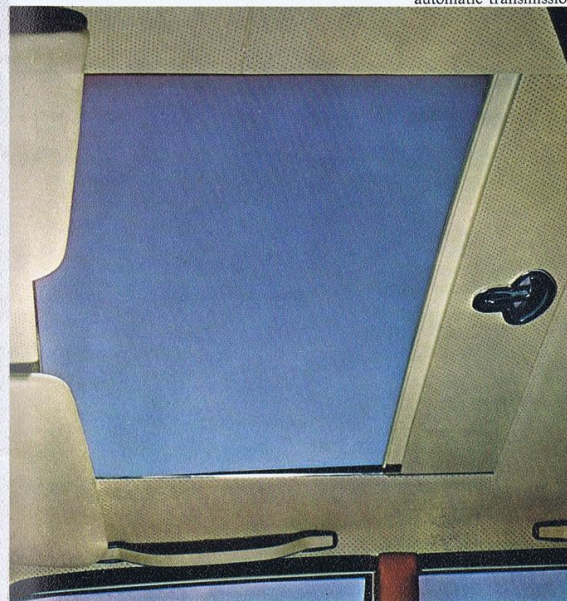
Car radio



Mercedes-Benz automatic transmission



Safety headrests



Sliding roof



Headlight cleaning equipment

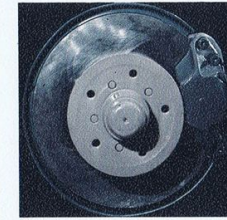
SAFE

Mercedes-Benz has been conscious of its responsibility for road safety longer than the public has been discussing the subject. Safety research began here more than 30 years ago.

Since then it has developed a comprehensive system of safety measures which complement one another.

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; patented 25. 4. 1949.
- 1951/52 development of the first safety design for car bodies in the world; patented 25. 1. 1951; extremely distortion-resistant passenger compartment; yielding, impact-absorbing front and rear sections (crumple zones).
- 1957: heating and ventilation with blower assisted ventilation of the interior; patented 12. 10. 1957.
- 1959: first safety design for car bodies is put into series production.
- 1963: standard dual-circuit braking system.
- 1967: Mercedes-Benz safety steering based on patents of 1954 and 1960; this prevents the feared "impaling effect" of the steering column.
- 1970: presentation of the Anti-Bloc-System; when braking hard - even when cornering - the vehicle holds its course and can still be steered; the braking distance is considerably reduced.



Disk brakes on all four wheels

Active safety

(To avoid accidents.)

This includes safe brakes, a running gear which holds its course as also all measures for keeping the driver alert, making his task easier in traffic and giving him maximum safety under all conditions. For example: comfortable seats, all-round visibility, little effort needed for operation.

Passive safety

(To eliminate or reduce the consequences of an accident.)

This includes interior and exterior safety.

Interior safety protects driver and passengers of the vehicle. It is only possible through a host of individual measures which are all interdependent and come into effect gradually.

- Passenger compartment rigid enough to protect the occupants should the vehicle overturn; yielding, impact-absorbing front and rear sections (crumple zones).
- Anti-burst locks - the doors remain closed even in an accident.
- All parts the occupants could be thrown against are padded, flattened or recessed or designed so that they yield on impact.
- Padded instrument panel yielding in stages.

- Safety steering with large padded boss on the steering wheel; collapsible impact absorber under the padded boss; steering column "telescoping" 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 (optional).
- Wide strips of padding on upper edge of backrest rear panels.
- Armrests yield on impact.
- Flexible operating knobs
- Inside mirror detaches on impact.
- Flush-fitted door handles.
- Flexible grab handles.
- Padded sun visors.
- Centre console yields on impact.
- Safety belts (optional).
- Foam-padded steering column or floor shift lever.

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

- No projecting parts.
- The exterior contour 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.



ECONOMICAL

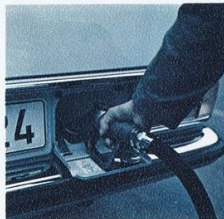
Better utilization of fuel thanks to a sturdy engine design coupled with minimum repair requirements explain the convincing economy and long service life of the Mercedes-Benz 200 D and 220 D.

Mercedes-Benz builds these cars for drivers who consider low costs per kilometre, optimal comfort and safety at high average speeds more important than a top speed which can only rarely be made use of.

Mercedes-Benz built the world's first passenger car with diesel engine in 1936. In September 1971 the 1,000,000th Mercedes-Benz diesel to be manufactured since 1949 left the production line.

Exceptionally low consumption figures

- Under the technical supervision of the ARBO and OAMTC motoring organizations, Austrian automobile journalists subjected the Mercedes diesel to a gruelling series of tests:
- 12 Mercedes 220 D covered a total of 22,000 km in the course of the Großglockner-Felbertauern mountain test at an average speed of 70.94 km/h and with an average consumption rate of only 8.46 l/100 km.



30% better utilization of fuel

- In the city test covering 13.5 km through the centre of Vienna in 24-hour non-stop operation a Mercedes-Benz 220 D achieved the incredibly low consumption rate of only 7.22 l/100 km.
- 50 Mercedes-Benz passenger cars completed the 731.7 km long-distance test route Salzburg - Graz - Vienna - Linz - Salzburg at an average speed of 90 km/h and with an overall average fuel consumption of just 9.92 l/100 km.
- 10 vehicles which were driven at an average speed of 80 km/h attained a result of 7.79 l/100 km.

Minimum repairs

- Maintenance-free injection unit.
- A pneumatic governor on the injection pump limits the maximum engine speed; even on long journeys at top speed it is impossible to overtax the engine.
- The Mercedes-Benz pre-combustion chamber system has shown its worth a million times over: the 1,000,000th diesel proves it. Here lies the secret - this is why Mercedes-Benz diesels are so exceptionally quiet and smooth-running.

Long service life

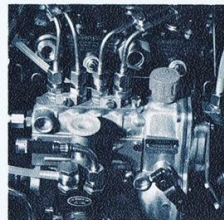
- 78% of the Mercedes-Benz diesel passenger cars sold in the Federal Republic of Germany since 1949 are still in service today.
- Quality backed up by statistics.

High resale prices

- Even as used cars with high mileages the 200 D and 220 D undisputedly fetch the highest prices.
- Every used car dealer is on the look-out for these sturdy, long-lived and extremely economical cars.

Clean

- A correctly adjusted injection pump ensures optimal combustion of the fuel injected.
- Toxic contents in the exhaust gases of the diesel amount to only half of those found in comparable petrol engines as far as nitrous oxide is concerned and to as little as a tenth as regards carbon monoxide.
- These excellent features secure a good market for the diesel even in the future.



Injection pump of the diesel engine

RELIABLE

A driver must be able to expect that his vehicle will start any time, and will do its job reliably and without problems. With this knowledge the driver is relaxed and at ease. Safe reactions and a technically sound vehicle provide the perfect team. Reliability is the result of mature designs, high-quality materials and precise manufacture.

Bodywork

- The self-supporting body is extremely torsion-resistant.
- Frame-floor assembly; central members and box-type side and cross members firmly welded to the floor.
- Four large doors which fit exactly.
- All electrical units are separately earthed; this is expensive but absolutely reliable.

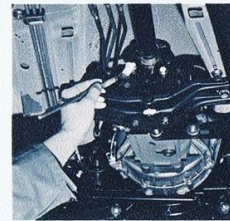
Running gear

- Running gear with high safety reserves.
- Front axle support suspended on the front frame side members by rubber mountings.
- Engine and gearbox resting on the front axle support with two rubber mounts at the front and with one rubber mount on the frame at the rear.

- Hydraulic dual-circuit brakes with vacuum boost; disc brakes all round.
- Every engine, every axle, every gearbox is subjected to extensive tests under all possible conditions.
- In addition to this, every single rear axle undergoes four different tests to see that it is tight after assembly.

Engines

- Engines constructed to last a long time.
- Injection unit unaffected by moisture.
- Forged, inductively hardened crankshaft is, like the 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 for every valve; if one spring fails to work the valve continues to operate with the other spring.
- The shaft of every exhaust valve is filled with sodium. This results in the heat being dissipated.
- Valve seat rings made of chrome-nickel-molybdenum alloy increase resistance to wear.



Manual checking of important screws

Parts supplied by outside contractors

- All parts which Mercedes-Benz does not produce itself, are subjected to a strict test before they are installed although they have already been inspected by the manufacturers.
- In addition, random samples are subjected to severe tests on test stands, corresponding to many years of driving on the road.



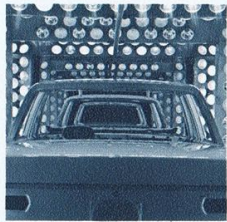
Painting the inside of the engine block

LASTING VALUE

A forward-looking vehicle design, high-class quality of material and workmanship, model continuity which does away with fashion fads - 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 compact-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 with liquid plastic by hand to make sure that corrosive influences have no chance here either.
- 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 for all parts of the bodywork.
- Vehicle underfloor, wheel arches, entry and the lower part of the front are given special protection with a thick, flexible PVC coating.
- The next coating provides a basis 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 the harsh properties of the air.
- Every coat of paint is annealed at temperatures between 130 and 165° C.
- All hollow parts are treated with another special wax which "creeps" and stays put even on vertical surfaces. Corrosive influences resulting from water of condensation are therefore reduced to a minimum.



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

Service

- There is a total of 4,345 service stations in 164 countries in the world.
- Experienced service experts are continually being trained by factory specialists.
- That means safety and support especially on holiday trips.



Standard underseal

- All parts which are installed later (axles, drive shaft, track rods etc.) are, together with the engine compartment and the whole underside of the vehicle, provided with a thick protective wax coating.
- Altogether, approx. 34 kg of paint, underseal and wax are needed per vehicle.
- The axle housings and engine block are coated inside with a special heat and oil-resistant paint.

Service at longer intervals

- A Mercedes-Benz passenger car only has to be brought in for service after 15,000 kilometres.

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

- The Austrian insurance companies are changing their comprehensive and collision insurance system . . .
- A total of 19 types of repairs frequently carried out (e.g. fenders, doors, bumpers) were included in calculations. The result will surprise many drivers.
- Daimler-Benz came out best. In future the Mercedes vehicles, whose body work repairs are 35.3% of the purchase price, will therefore have the best insurance rate in Austria . . .

Two Mercedes-Benz among the best in the world

- A well-known motoring magazine chooses the top ten automobiles from the entire world production.
- 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 fill their intended function, then the best cars in the world are probably all built by Mercedes-Benz." (Source: Road & Track, August 1971)

COMFORTABLE

Comfort is more than a general feeling of ease. Mercedes-Benz comfort is the product of scientific research - the interplay of many factors with the goal of relieving the driver and keeping him alert.

This interplay is planned right from the stage of development and design. Running gear, interior, seating, controls and much more, are exactly coordinated and form an inseparable unit.

Important note

Certain constructional features are repeated in the following chapters under different headings. These repetitions are necessary. For one technical detail often fulfils several functions.

For example, individual wheel location and suspension. It is decisive for:

1. Comfort

Bumps in the road are not transferred to the bodywork, thanks to smooth, even driving behaviour.

2. Safety

Directional stability and active driving safety are decisively influenced.

3. Reliability

Possible speeds can be fully used thanks to precise straight-line stability and constant road adhesion of wheels.

Running gear

- 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 roll of the body on corners.
- Hydraulic telescopic shock absorbers filled with gas.
- Mercedes-Benz recirculating ball steering, very easy to control thanks to steering box which works without friction.
- Steering dampers.

Bodywork

- Roomy interior while exterior dimensions permit good handling in traffic. This bodywork provides the optimal solution for two basically contradictory demands.
- Small turning circle and good all-round visibility.
- Four large doors.
- 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.
- Non-dazzle materials.
- Parcel tray, well-lit glove compartment, pockets on front doors, spacious rear window shelf.
- Four upholstered armrests, centre armrest between rear seats.
- Hard-wearing carpets.

Interior

- Greatest possible freedom of movement.
- Physiologically correct design and arrangement of all switches and levers, almost impossible to confuse.
- Non-dazzle central arrangement of instruments.

Seats

- Anatomically sound design for correct, relaxed sitting position.
- Firm lateral support.
- Infinitely adjustable backrests.
- Any body moisture constantly absorbed.
- Steel spring core with graded, relatively firm spring action, hence no tiring vibrations.
- Sufficient distance from the steering wheel and windscreen.
- Good leg room.
- Plenty of room for head and shoulders.



Folding centre armrest on rear seat

Heating and ventilation

- Draught-free continuous airstream for warm or cold air with additional blower for windscreen, side windows and footwells.
- Air volume and air distribution for warm and cold air infinitely variable up and down, to the left and right.
- Large adjustable fresh air vent.
- Continuous ventilation.
- A total of 9 individually controlled air inlets.

TECHNICAL DATA

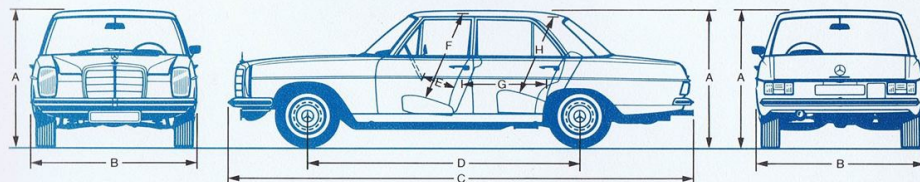
¹⁾ The output given in net b.h.p./DIN is effectively available at the clutch for driving the vehicle, as any other power consumption has already been deducted. Output data given in gr. HP/SAE include the power used for operating auxiliary units not required to operate the engine. The data given in SI units (kW = Kilowatt, Nm = Newton metre) have 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 $\frac{1}{4}$ of maximum speed, 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.

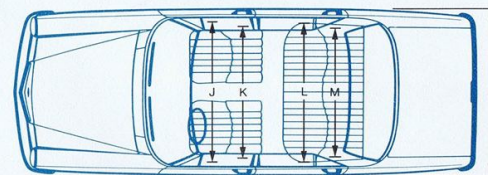
³⁾ The weights quoted are maximum weights, valid within the Federal Republic of Germany. In various countries other figures will apply.

⁴⁾ Dimensions vary acc. to sitting position. The contents are not binding and the right is reserved for modifications.

| | Mercedes-Benz 200 D | Mercedes-Benz 220 D |
|---|--|--|
| Number of cylinders | 4 | 4 |
| Bore/stroke | 87/83.6 mm | 87/92.4 mm |
| Total displacement | 1988 cm ³ | 2197 cm ³ |
| Engine output acc. to SAE | 60 gr. HP/SAE at 4200 rpm | 65 gr. HP/SAE at 4200 rpm |
| Engine output acc. to DIN ¹⁾ | 55 net b.h.p. at 4200 rpm 40 kW at 4200/min | 60 net b.h.p. at 4200 rpm 44 kW at 4200/min |
| Max. torque acc. to SAE | 12.0 mkp/2400 rpm | 13.3 mkp/2400 rpm |
| Max. torque acc. to DIN ¹⁾ | 11.5 mkp/2400 rpm 113 Nm/2400/min | 12.3 mkp/2400 rpm 126 Nm/2400/min |
| Compression | 21 | 21 |
| Oil capacity crankcase max./min. | 4.5/3 litres | 4.5/3 litres |
| Capacity of cooling system | 10.7 litres | 10.3 litres |
| Generator | 14 V/35 A | 14 V/35 A |
| Battery | 12 V/66 Ah | 12 V/88 Ah |
| Max. speed | approx. 130 km/h | approx. 135 km/h |
| Tyres, tubeless | 6.95-14 / 175-14/4 PR | 6.95-14 / 175-14/4 PR |
| Fuel | Diesel | Diesel |
| Fuel consumption acc. to DIN 70 030 ²⁾ | 8.1 litres/100 km | 8.5 litres/100 km |
| Tank capacity | 65 litres | 65 litres |
| incl. reserve | approx. 9 litres | approx. 9 litres |
| Weights | | |
| Kerb weight | 1365 kg | 1375 kg |
| Perm. total weight | 1885 kg | 1895 kg |
| Trailer load with brake ³⁾ | 1200 kg | 1200 kg |
| Trailer load without brake ³⁾ | 720 kg | 725 kg |



| | | |
|---|---|-----------------------------|
| A | Overall height, unloaded | 1440 mm |
| B | Overall width | 1770 mm |
| C | Overall length | 4685 mm |
| D | Wheelbase | 2750 mm |
| E | Steering wheel - driver's seat backrest ⁴⁾ | 340 mm |
| F | Seat height, unloaded, front | 960 mm |
| G | Driver's backrest - rear seat backrest ⁴⁾ | 815 mm |
| H | Seat height at rear | 860 mm |
| J | Width at centre of upholstery, front | 1490 mm |
| K | Width at shoulder height, front | 1410 mm |
| L | Width at centre of upholstery, rear | 1485 mm |
| M | Width at shoulder height, rear | 1405 mm |
| | Track width, front | 1444 mm |
| | Track width, rear | 1440 mm |
| | Turning circle diameter | 10.85 m |
| | Boot space | approx. 0.53 m ³ |



Mercedes-Benz



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ベッツ販売部販売課

good new days

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