



**I**ndividual 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 200 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 "backlash" 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.

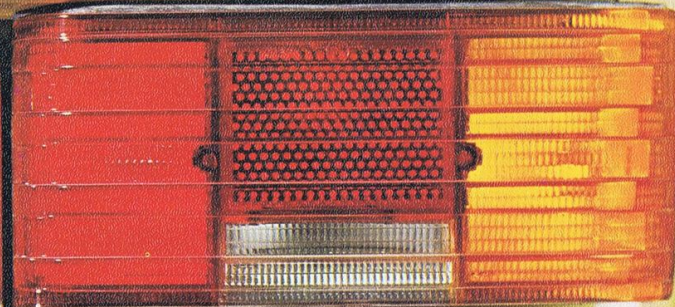


220 D





220 D





The Mercedes-Benz  
Diesel range:  
200 D - 220 D - 240 D

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he 200 D, 220 D, and 240 D are each a combination of comfort and economy. In addition, all the well-known advantages of Mercedes-Benz, safety, advanced technology, reliability and lasting value, but the operating costs are no more than those of much smaller cars. They hold their prices very well, this is clearly shown by the consistently good trade-in allowances they command. A customer will decide on the Mercedes-Benz diesel if, on long journeys he expects Mercedes-Benz comfort and safety combined with the maximum economy.

More than one million customers have decided in favour of the diesel. Cool, level-headed decisions. "Mobile Money Box" is the expression coined by the Motoring Press for the Mercedes-Benz diesels. Only those who are unaware of the facts still accuse the diesel of today of shortcomings which were eliminated years ago. Acoustically you can confuse it with a petrol model. In the course of time Mercedes-Benz designers have improved not only the performance but also the smoothness and have reduced vibration to such an extent that you can hardly tell a diesel from its petrol-driven counterparts. This is why it is said that Diesel success is a Mercedes-Benz success.

The smooth, quiet running characteristics result from the use of high quality materials and decades of engineering experience. Mercedes-Benz are not only the oldest motor-car manufacturers but also produced the first diesel-powered cars in the world. The first vehicle of this type was introduced as long ago as 1936.

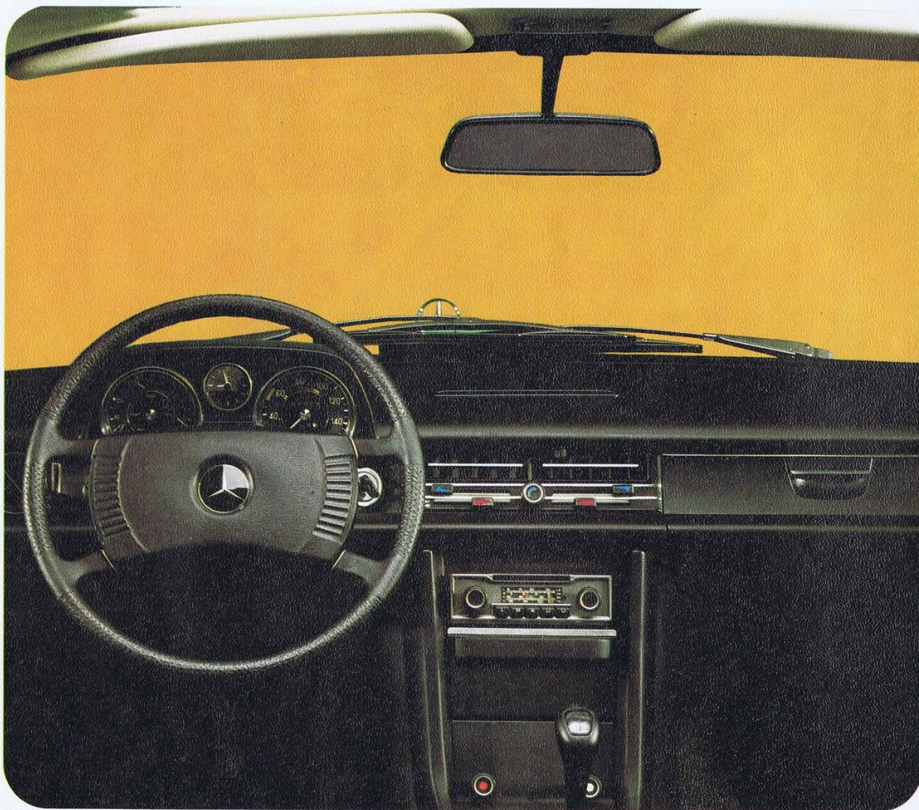
The bodywork and running gear, the amount of space, seating comfort and manoeuvrability in the diesel range are absolutely identical with the corresponding Mercedes-Benz petrol versions. The same running gear can easily accommodate the high-performance engine of the 280 E which develops 185 DIN/hp. All three diesel models therefore have tremendous reserves of safety because the running gear can more than cope with the engine output of this range.

Anyone looking for a safe car which combines maximum comfort, low running costs, high reliability, rugged durability and high trade-in allowance really has no alternative - it must be a Mercedes-Benz diesel.



The radial-ply tyres illustrated are an optional extra.





■ The Mercedes-Benz safety instrument panel was developed as a result of innumerable crash tests. The surface is of polyurethane foam on extruded sheet metal. Underneath there are energy-absorbing cavities so that the instrument panel can deform in stages depending on the force of impact. Particularly important: there are no hard, protruding parts in the cavities.

Radio in the centre console can be supplied as an optional extra.



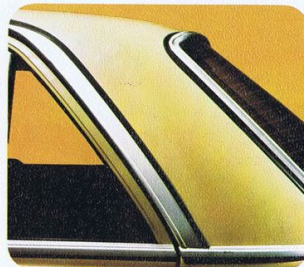
■ The anatomically contoured seats, shaped to give lateral support, are neither too soft nor too hard. Safety seat belts and head-rests are standard fittings on the front seats.

Mercedes-Benz is the only car manufacturer in the Federal Republic of Germany which has been fitting them as standard since April 1973.

Pictures and texts marked thus ■ apply to all the models described in this brochure: 200 D, 220 D, 240 D.



■ The illuminated and easily accessible luggage compartment has a capacity of approx. 18.7 cu. ft. A sizeable amount of holiday luggage can be comfortably accommodated.



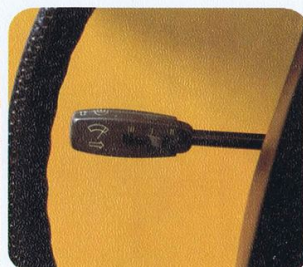
■ There is forced ventilation of the interior by means of slits in the very sturdy, rear roof pillars. A rain-runnel above the rear window diverts water to the side.



■ Side windows remain free from dirt, due to a newly designed surface on the front roof pillars. Rainwater is diverted away from the windows.



■ The safety seat-belts, which roll up automatically, allow complete freedom of movement. Only when the the seat-belt is subjected to stress or the vehicle suddenly decelerates does the belt lock itself.



■ The combination switch on the steering column operates headlight flasher, headlight switch, indicator switch fingertip contact for changing lanes, windscreen wiper switch with intermittent control and two wiper speeds.



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

# O

n the outside only a model number on the boot lid distinguishes the three vehicles of the diesel range from each other - a marked difference, however, will be obvious during a test drive. What they do have in common is the maximum comfort, space and seating accommodation which are unsurpassed in their class. Also the world famous Mercedes-Benz safety design and unequalled manoeuvrability.

In addition to their legendary economy and lasting value, the high trade-in prices, reliability and long service life are further factors which will influence your decision to buy one of the three diesels. 78% of all Mercedes-Benz diesel cars sold since 1949 are still on the road today.

## 200 D    220 D    240 D

This is the most economical vehicle in the diesel range: 35 mp Imp. gal. (Din 70 030).

The top speed of 81 mph is also the cruising speed giving high average speeds on long runs.

And yet this 4 cylinder, 1988 cc diesel engine, developing 55 DIN/hp, can never be pushed beyond its capabilities.

On all three engines, there is a monitoring device on the injection pump which automatically limits maximum revs.

Because of its larger capacity, 2197 cc, the 4 cylinder diesel engine in the 220 D develops 60 DIN/hp (44 kW).

Maximum torque is 12.8 mkp (126 Nm), compared to 11.5 mkp (113 Nm) in the 200 D.

The marked improvement in acceleration, however, particularly at low and medium engine speeds, is more important than the higher top speed (about 3 mph).

But fuel consumption remains low at 33 mp Imp. gal. (DIN 70 030).

A lively newcomer to the range - the Mercedes-Benz 240 D, a car matured over the years but now powered by a new four cylinder diesel engine.

This engine sets new standards for diesel cars: 65 DIN/hp (48 kW) from a total piston displacement of 2404 cc.

Of particular interest is the economy in relation to output. Driving the different diesel models at the same speed has demonstrated that consumption in this car is no more than that of the 220 D.

Only when the greater power of the 240 D is used on motorways will there be marginally higher consumption.

Maximum torque (14.0 mkp, 137 Nm) is reached at only 2400 rpm. Acceleration from 0 - 62 takes 24.6 secs., a very good time for a diesel when you consider the overall weight (3065 lbs) of this car, which was designed with safety and comfort in mind.

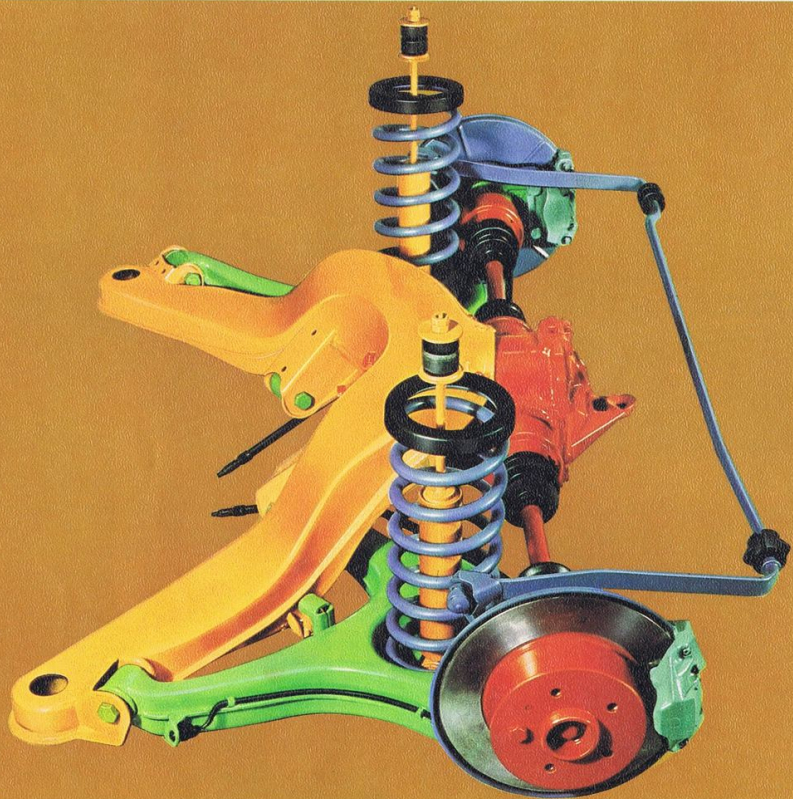
The cruising speed of 86 mph makes it more economical on long runs.

The maximum comfort which distinguishes all Mercedes-Benz models makes even long journeys a pleasure.



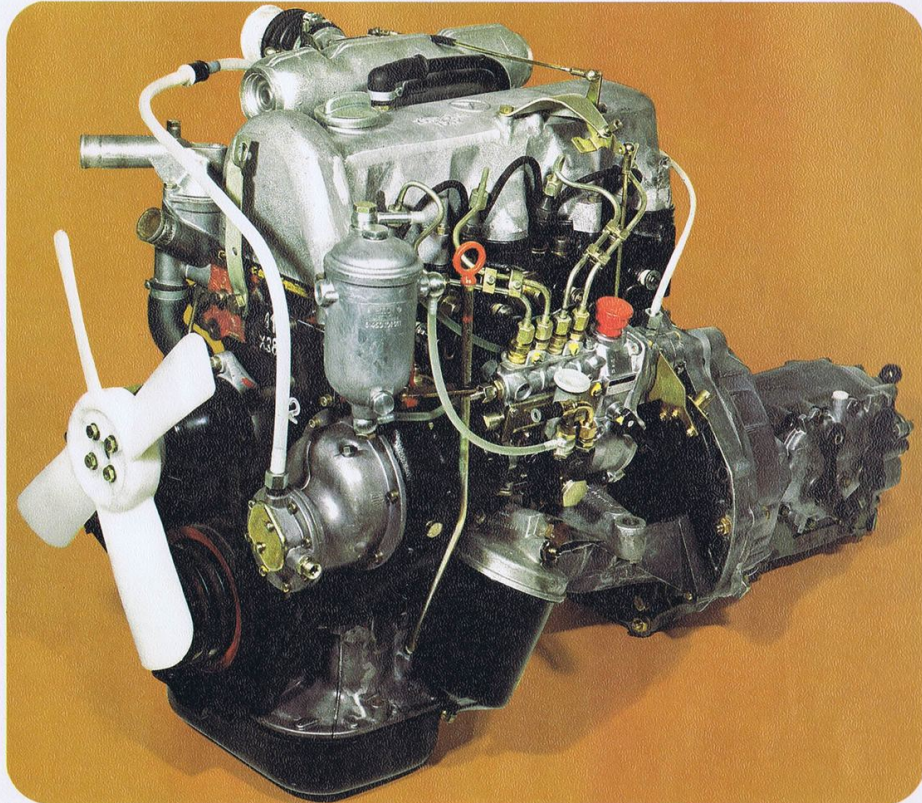
The electrically heated rear window illustrated is an optional extra.



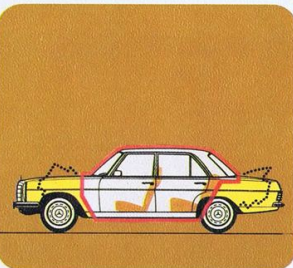


■ The Mercedes-Benz diagonal swing axle ensures that the driving wheels hold the road under all conditions. When one spring is compressed, when driving over bumps in the road for example, the other is unaffected and maintains a straight line. The axle is so designed that the rear wheels present a slightly negative camber.

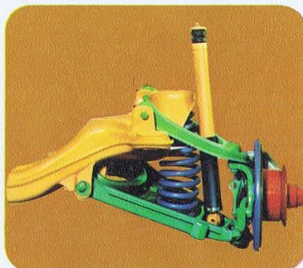
Negative camber ensures good lateral road holding, i.e. very good cornering stability.



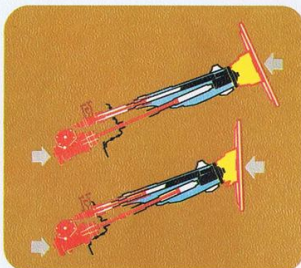
A lively newcomer to the Mercedes-Benz diesel range – the 4-cylinder diesel engine in the 240 D develops 65 DIN/hp at 4200 rpm (48 kW at 4200/min). To guarantee good acceleration, maximum torque, 14.0 mkp (137 Nm), is reached at only 2400 rpm.



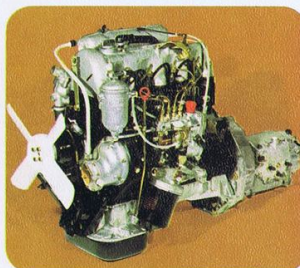
■ The crumple zone principle of the bodywork: rigid passenger compartment (safety cell), with deformable front and rear sections to absorb impact energy.



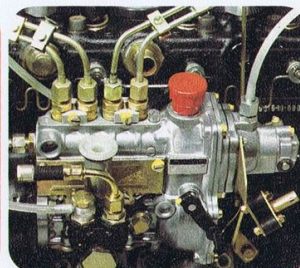
■ Individual wheel location and suspension – at the front, double wishbones with anti-dive control.



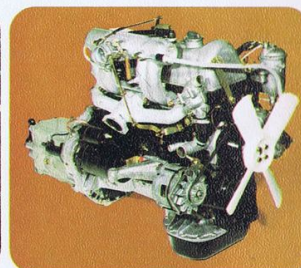
■ Principle of the Mercedes-Benz safety steering. Above: original condition. Below: deformation following an accident, showing deformed impact-absorber under the padded boss, and the "telescoped" steering column.



The economical 4-cylinder diesel engine in the Mercedes-Benz 200 D: 35 mp Imp. gal. (DIN 70 030).



■ The injection pump on all three diesel engines is fitted with a pressure monitor. It automatically limits the maximum engine speed. Therefore the engines can never be pushed beyond their capabilities.



The 220 D has a top speed of approx. 84 mph. As this is also its cruising speed, very acceptable averages are possible.

## TECHNICAL DATA

<sup>1)</sup> 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.

<sup>2)</sup> 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.

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

<sup>4)</sup> Dimensions vary acc. to sitting position.

The contents of this brochure are not binding and the right is reserved to make modifications without notice.

	200 D	220 D	240 D
Number of cylinders	4	4	4
Bore/stroke	87/83.6 mm	87/92.4 mm	91/92.4 mm
Total displacement	1988 cc	2197 cc	2404 cc
Engine output acc. to DIN <sup>1)</sup>	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	65 net b.h.p. at 4200 rpm 48 kW at 4200/min
Max. torque acc. to DIN <sup>1)</sup>	11.5 mkp at 2400 rpm 113 Nm at 2400/min	12.8 mkp at 2400 rpm 126 Nm at 2400/min	14.0 mkp at 2400 rpm 137 Nm at 2400/min
Compression	21	21	21
Oil capacity crankcase max./min.	5.0/3.5 litres, 8.8/6.2 Imp. pts.	5.0/3.5 litres, 8.8/6.2 Imp. pts.	5.0/3.5 litres, 8.8/6.2 Imp. pts.
Capacity of cooling system	10.7 litres, 18.8 Imp. pts.	10.3 litres, 18.1 Imp. pts.	10.0 litres, 17.6 Imp. pts.
Generator	14 V/35 A	14 V/35 A	14 V/35 A
Battery	12 V/66 Ah	12 V/88 Ah	12 V/88 Ah
Max. speed	approx. 130 km/h, 81 mph	approx. 135 km/h, 84 mph	approx. 138 km/h, 86 mph
Tyres, tubeless	6.95–14/175–14/4 PR	6.95–14/175–14/4 PR	6.95–14/175–14/4 PR
Fuel	Diesel	Diesel	Diesel
Fuel consumption acc. to DIN 70 030 <sup>2)</sup>	8.1 litres/100 km, 35 mp Imp. gal.	8.5 litres/100 km, 33 mp Imp. gal.	9.5 litres/100 km, 30 mp Imp. gal.
Tank capacity	65 litres, 14.3 Imp. gals.	65 litres, 14.3 Imp. gals.	65 litres, 14.3 Imp. gals.
incl. reserve	approx. 9 litres, 2.0 Imp. gals.	approx. 9 litres, 2.0 Imp. gals.	approx. 9 litres, 2.0 Imp. gals.
Weights			
Kerb weight	1375 kg 3030 lbs.	1385 kg 3055 lbs.	1390 kg 3065 lbs.
Perm. total weight	1895 kg 4175 lbs.	1905 kg 4200 lbs.	1910 kg 4210 lbs.
Trailer load with brake <sup>3)</sup>	1200 kg 2645 lbs.	1200 kg 2645 lbs.	1200 kg 2645 lbs.
Trailer load without brake <sup>3)</sup>	725 kg 1600 lbs.	730 kg 1610 lbs.	750 kg 1655 lbs.

## BASIC EQUIPMENT 200 D - 220 D - 240 D

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, 240 D engine

Diesel system; four-cylinder in-line with 1,988 cc, 2,197 cc or 2,404 cc. 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 extra: 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 extra: 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 separate 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 extra: 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, 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.

### Seats

Anatomically contoured seats shaped to give lateral support, seat springing adjusted to vehicle suspension and sitting position, front seat adjustable forwards or backwards plus backrest angle, firmly anchored, reclining seat fittings. Three-point inertia reel safety belts which roll up automatically and safety head-rests on the front seats.

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### 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. Large fresh-air inlet 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 extra: halogen H 4 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, crystal-controlled, total mileage recorder, daily mileage recorder.

### Signalling system

Headlight flasher, self-cancelling indicators and finger-tip 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 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, exterior mirror adjustable from inside, 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 at the back, carpets throughout, towing lugs front and rear.

## OPTIONAL EXTRAS



If you want to personalise 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 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.

Gear changing takes place without interruption of the power flow. It is possible to override the automatic transmission any time by operating the selector lever.

### 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.

### Telephone

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

### Radio

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

### Sliding roof

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

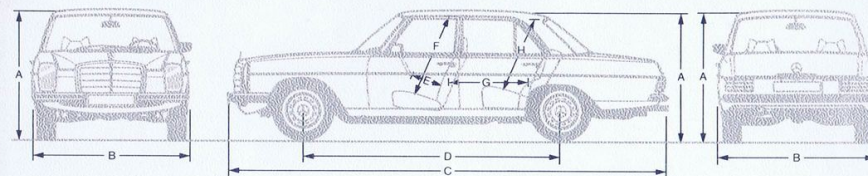
### Other extras

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

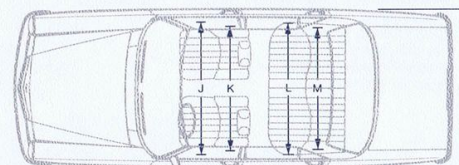
### Further details

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	1770 mm
C	Overall length	4680 mm
D	Wheelbase	2750 mm
E	Steering wheel - driver's seat backrest <sup>4)</sup>	400 mm
F	Seat height, unladen, front	965 mm
G	Driver's backrest - rear seat backrest <sup>4)</sup>	755 mm
H	Seat height at rear	860 mm
J	Overall seat width front	1490 mm
K	Width at 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 <sup>3</sup>





## 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 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.

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

### Active safety

(To avoid accidents) This includes safe brakes, running gear which holds its course, as well as 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 interdependent 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.

⊗ Wide strips of padding on upper edge of backrest rear panels.

⊗ Interior mirror springs out on impact.

⊗ Flush-fitting door handles.

⊗ Flexible grab-handles.

⊗ Padded sun visors.

⊗ Centre console deforms on impact.

⊗ Safety belts and head-rests.

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.



Mercedes-Benz safety system.

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.

B

etter utilization of fuel thanks to sturdy engine design coupled with minimum repair requirements explain the convincing economy and long service life of the Mercedes-Benz Diesel.

Mercedes-Benz build these cars for drivers who consider low costs per mile, optimum 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 ARBÖ and ÖAMTC 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.

⊗ 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 longdistance 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 precombustion 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 Mercedes-Benz diesels undisputedly fetch the highest prices.

⊗ Every used car dealer is on the look-out for these sturdy, longlived and extremely economical cars.

#### Clean

⊗ A correctly adjusted injection pump ensures optimum 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 will secure a good market for the diesel in the future.

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.

⊗ 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 test for sealing after assembly.

#### Engines

⊗ Engines constructed to last a long time.

⊗ Injection unit unaffected by moisture

⊗ Overhead camshafts.

⊗ Forged, inductively-hardened crankshaft.

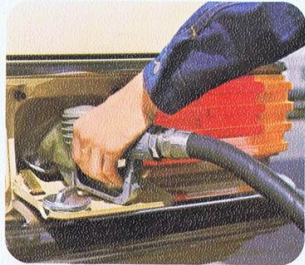
⊗ Every valve turns a fraction of a revolution on every stroke. This makes burnt spots between valve seat and valve disc practically impossible.

⊗ The shaft of every exhaust valve is filled with sodium. This reduces the temperature of the reinforced valve seats.

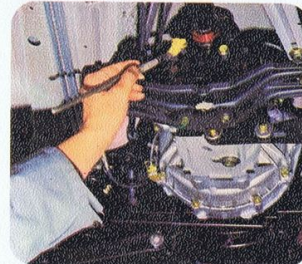
#### Parts supplied by outside contractors

⊗ 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 driving on the road.



With one full tank any of the three Mercedes-Benz diesels will cover approx. 30% more miles than comparable petrol-driven cars.



Important bolts are checked individually by hand - the paint seal indicates they have been passed.

F

Forward-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 way 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 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 motoring 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

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 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.

#### Bodywork

☉ Roomy interior yet exterior dimensions permit good handling in traffic.

This bodywork provides the optimum answer to basically contradictory demands.

☉ Small turning circle and good all-round visibility.

☉ Large doors; getting in and out is easy and comfortable.

☉ Windscreen wipers with two speeds and intermittent control.

☉ Side windows largely free of dirt thanks to the aerodynamically designed deflectors on the front pillars.

#### Important note

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

Constant wheel-adhesion ensures that the engine power is reliably transmitted to the road.

☉ 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 the engine and passenger compartments.

#### Interior

☉ Design from the inside outwards, hence greatest possible freedom of movement inside with exterior dimensions permitting good handling in traffic.

☉ Little effort required for operation so that the driver does not become tired.

☉ All switches and levers designed and positioned in a manner which is logically and physiologically sound; they are easy to locate and almost impossible to confuse.

☉ Non-dazzle, central arrangement of instruments in a cluster in the top section of the instrument panel.

☉ Outside mirror can be adjusted from the inside.

☉ 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.

#### Seats

☉ Headrests and inertia reel three-point safety belts which roll up automatically.

☉ 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 windscreen.

☉ Ample leg room.

☉ Plenty of room for head and shoulders.

#### Heating and ventilation

☉ Draught-free continuous air-stream of 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 upwards and downwards.

☉ Separate heating controls for left and right sides.

☉ Infinitely adjustable wide-range spherical vents for warm and cold air on the right and left of the dashboard.

☉ Large fresh air inlets in the middle of the dashboard adjustable in all directions.

☉ Continuous ventilation.



It is a comforting thought, particularly on holiday – there are approx. 4300 service stations in 165 countries.



All control switches and instruments are designed to be within easy reach and within the driver's field of vision. They are also laid out in a way which avoids confusion.

Mercedes-Benz

