

350 SE



450 SE

450 SEL



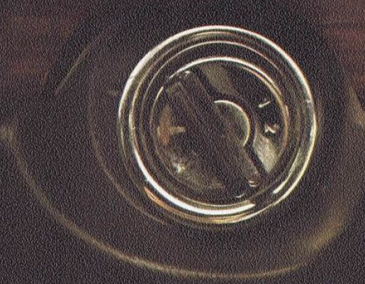
*The Mercedes-Benz S-class
280 S - 280 SE - 350 SE - 450 SE - 450 SEL.
A new dimension in motoring.*

It will be decades before any other form of transport can provide as much freedom as the car, freedom to travel where, when and with whom you wish. You, like millions of other people, do not want to be without your car, you feel it is an essential part of your life. For these reasons we have devoted a great deal of effort over the years toward improvements in the car, and made a contribution towards easier, safer motoring. Mercedes-Benz vehicles have already reached such a high level of technology that any further real improvement seemed almost impossible.

But with the S-class, tangible improvements have been made. In developing these models we have reached the physical and technological limits of current automotive engineering. Higher standards are inconceivable at the present time. But in some aspects we have been able to achieve such significant progress that we can now talk of new dimensions in handling characteristics, safety and comfort. Together, our high standard of technology and your courtesy can make a positive contribution to civilised, personalised motoring.

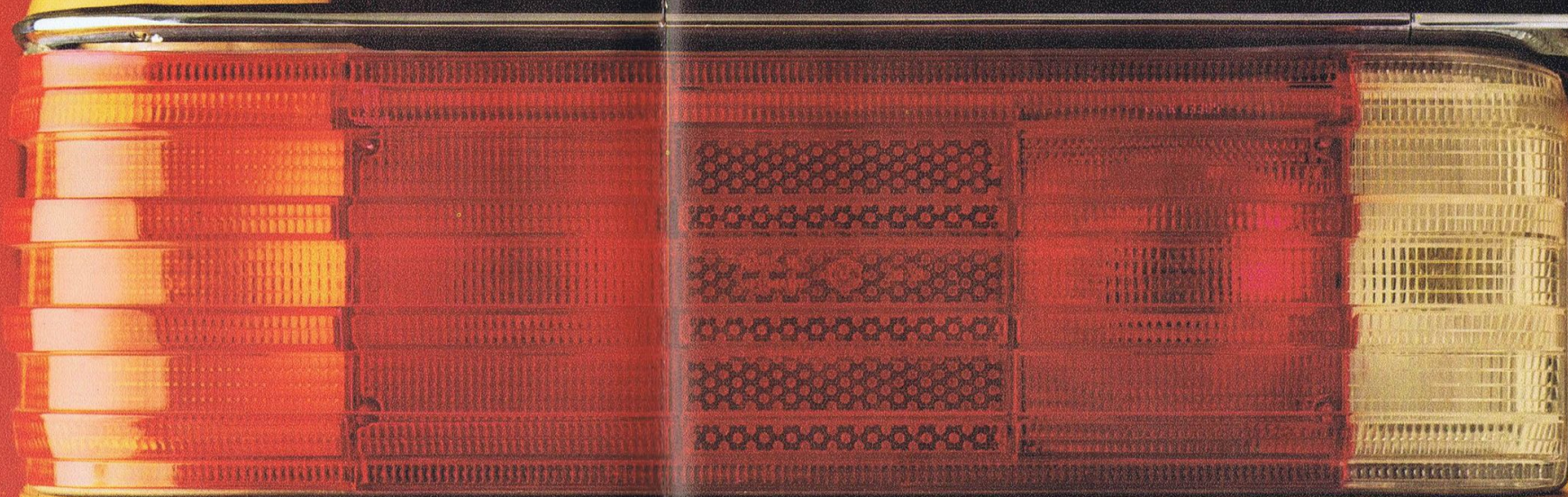








350 SE



350 SE

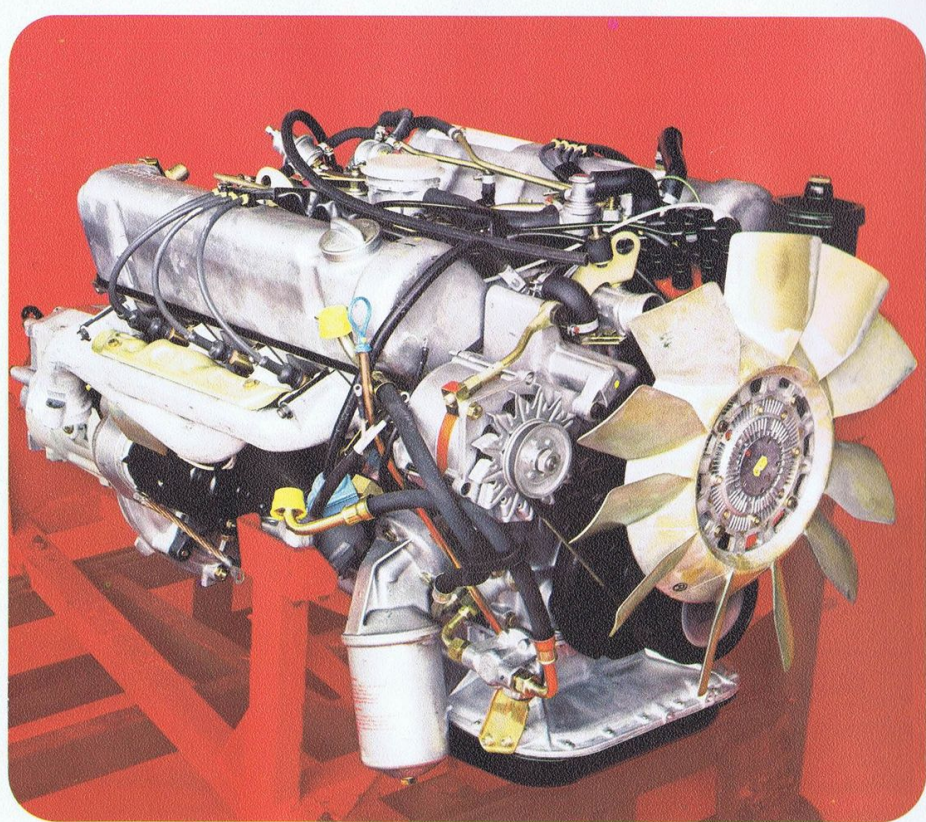
The suspension of the S-class sets new standards in stability, cornering and road-holding. The proven diagonal swing-axle rear suspension is complemented by a new front axle with zero-offset steering, a component which has been developed in the C111 research vehicle. This suspension gives an unrivalled standard of safety. Increased leg-room and seats with even better lateral support provide maximum comfort. The 3,5l and 4,5l eight-cylinder engine has a power-output and flexibility which enable the driver to make full use of opportunities to overtake swiftly and with safety.

But control of power is more important than the power itself. That is why the enlarged disc brakes are cooled by turbo-blades on all four wheels, with additional internal ventilation at the front. The proven Mercedes-Benz safety system is supplemented by new features. Precalculated crumple zones, increased side and roll-over protection, counterbalanced safety door locks, four-spoke safety steering wheel, specially-shaped front pillars to keep the front windscreen and side windows free from rainwater, dirt, etc.

The 350 SE has a 200 DIN/hp, (147 kW), 3,5l V8 engine with a top speed of 205 km/h and accelerates from 0 to 100 km/h in 9,5 seconds. Though these features will only rarely be used in ordinary street traffic. More important than maximum speed and rapid acceleration is the way the car can safely and easily cope with any traffic situation. The way the 350 SE copes is incomparable.






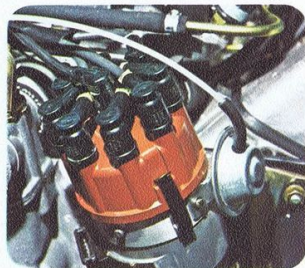



V8 engine with overhead camshafts, electronically controlled fuel injection and transistorised ignition.
350 SE: 200 DIN/hp at 5800 rpm.
147 kW at 5800 min.

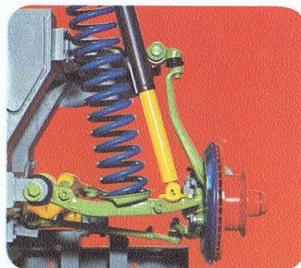



Despite its spacious, comfortable interior, the exterior dimensions of the 350 SE are suited to modern traffic conditions. The seats, which are neither too hard nor too soft and have firm sides, are the result of exhaustive research and are anatomically correct.

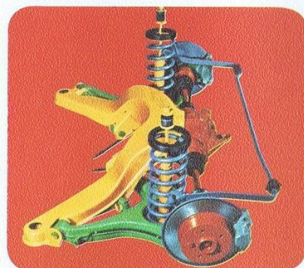
Pictures and text marked  apply to all the S-class models described in this brochure: 350 SE, 450 SE, 450 SEL.



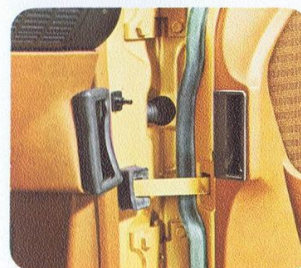
 The high-speed V8 engine is protected from overrevving by a centrifugal cut-off in the distributor.




 The wishbones, with anti-dive control, on the front axle are connected to the bodywork by rubber mountings in order to reduce noise.




The diagonal swing axle and the new front axle make for driving characteristics which would be hard to improve.




 The front doors are linked to the heating and ventilation system by means of air ducts.



 Headrests and inertia reel three point safety belts are standard fittings on the front seats. The seat belts permit full freedom of movement and only lock under sharp braking.



 Warning lights, with symbols, for indicators, high-beam headlights, battery and brakes.

450 SE

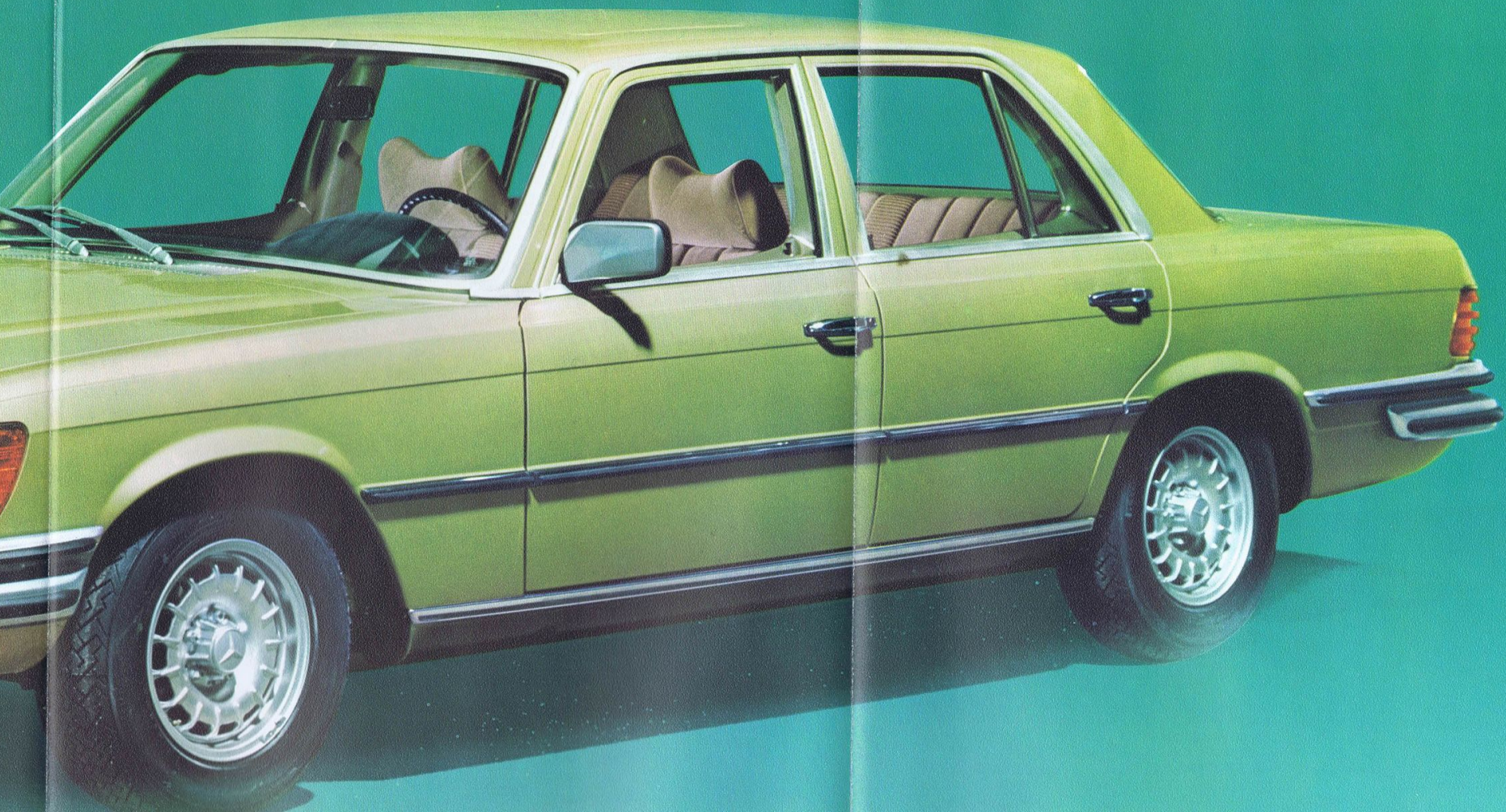
The S-class range, the 280 S, the 280 SE and the 350 SE, has been extended by two new models, the 450 SE and the 450 SEL. Externally the 450 models only differ from the 350 SE in the name on the boot, and the 450 SEL is 10 cm longer. There are, however, marked differences in engine performance, transmission and suspension.

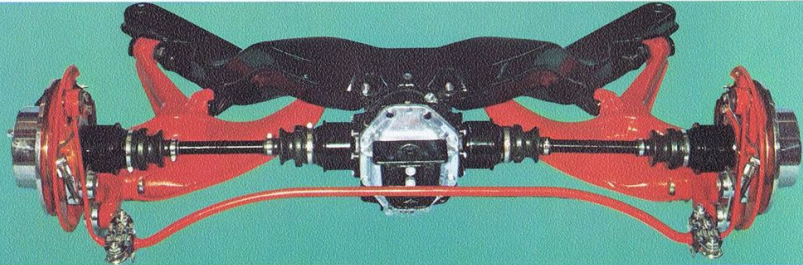
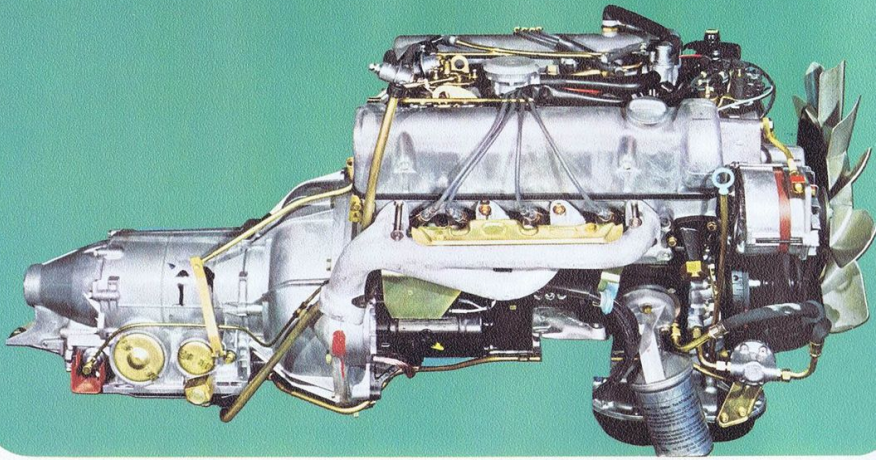
The 4,5l V8 engine with electronically controlled fuel injection produces 225 DIN/hp (165 kW). But it is the way the engine reaches full power, not the increased horse power, that is important. Maximum performance and torque are reached at a much lower r.p.m. than with the 3,5l engine. This means more comfort because there is much less noise. The 4,5l engine is most impressive because of its extraordinary flexibility and first-class acceleration. An automatic 3-speed transmission with torque convertor is a standard fitting on the 450 models.

The rear axle has been adapted to the increased engine performance. An anti-squat device on the diagonal swing axle compensates for the very high starting torque of the 4,5l engine. The semitrailing arms, wheel suspension and anti-roll bar are so arranged that dipping of the rear on acceleration is completely eliminated. On braking the rear end is forced down a little. However, spring travel is not affected and hence driving safety and comfort are increased.

Light metal wheel rims and velours upholstery are optional extras.

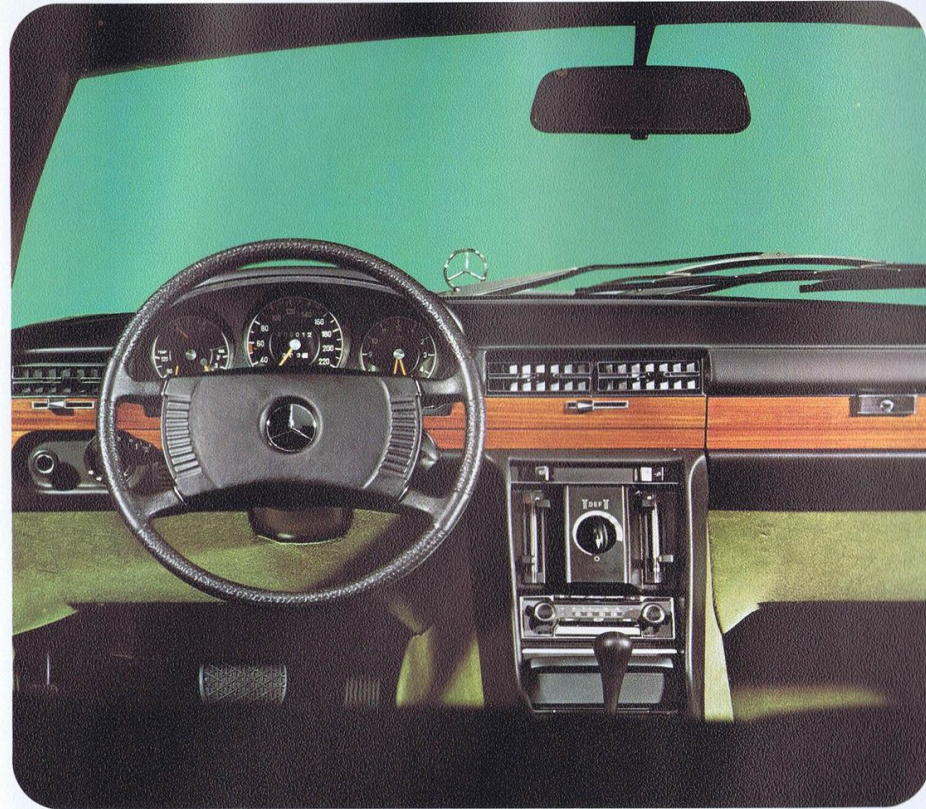






4.5l V8 engine with electronically controlled fuel injection and transistorised ignition, 225 DIN/hp at 5000 rpm (165 kW at 5000/min.)

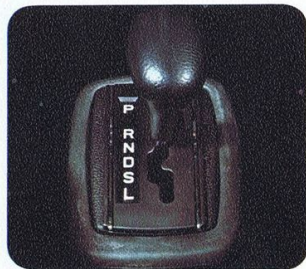
The rear axle of models 450 SE and 450 SEL has been adapted to the increased engine performance and compensates for the starting torque. This means that there is no dipping of the tail end on acceleration.



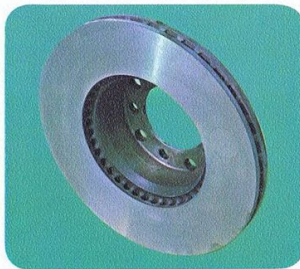
Mercedes-Benz power steering is a standard fitting on the 350 SE, 450 SE and 450 SEL. The hydraulic boost increases with the number of turns required, for example when parking or negotiating sharp bends.

Complete "feel" of the road is constantly maintained. The slightest movement of the steering wheel is directly and accurately transferred to the front wheels.

The radio - built into the central console - is one of the optional extras.



An automatic 3-speed transmission with torque converter is a standard fitting on the 450 models. There is a choice of steering column or floor shift.



Dual-circuit power braking system with disc brakes on all four wheels. Internally ventilated discs at the front.



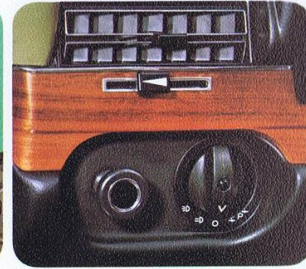
Turbo blades on the rims provide increased cooling for the brake discs.



Both front seats are adjustable fore and aft as well as for backrest angle. The driver's seat can also be adjusted for height. Optional: velours upholstery.



Interior (passenger) safety further improved by means of wide, padded linings on roof pillars, roof frame and doors.



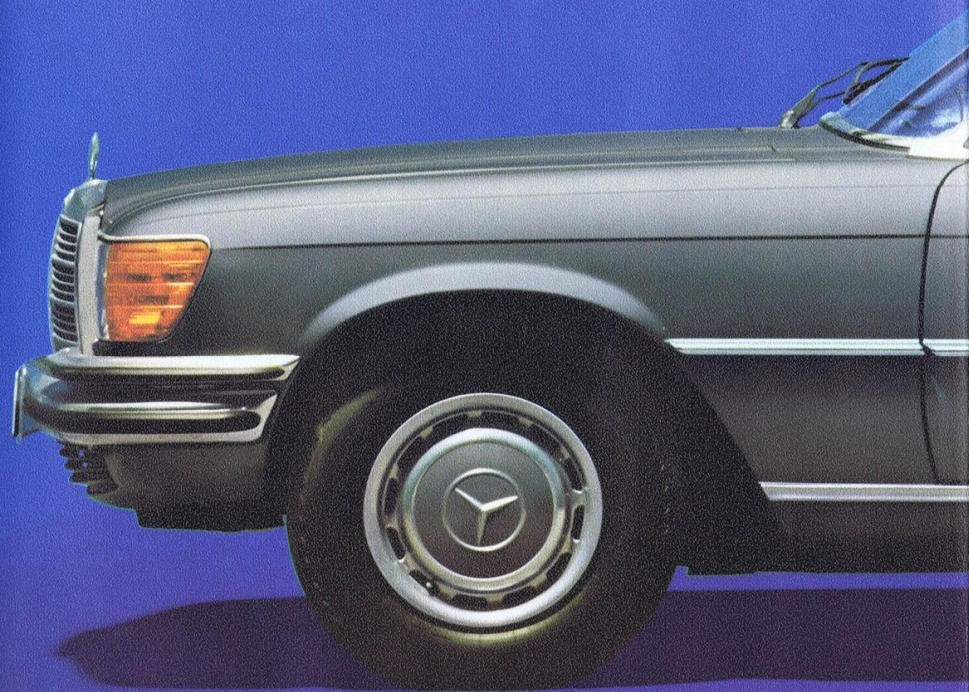
All knobs, switches and levers are flexible or flush-mounted. One central switch for headlights, parking lights, foglamps, rear foglight and side lights.

450 SEL

The 450 SEL has a 10 cm bigger wheelbase, interior and overall length than the 450 SE. The passenger in the back benefits from this extra space. More room in the back also means bigger doors which make getting in and out easier.

The 450 SEL also has the following luxury fittings: The electric window openers for each individual side window can be controlled from the driver's seat. The rear side windows can also be operated directly by passengers in the back by means of individual switches which can, however, be blocked by the driver. Opening the windows accidentally is therefore impossible. The central locking system means that a turn of a key in the driver's door can also lock or open all the other doors and the boot.

Velours upholstery and velours carpets, parcel nets on the back of the front seats, a delay switch for the front interior lights and a contact switch on the rear doors for the rear roof light are all standard.







Large doors make getting in and out considerably easier and more comfortable. For both the passengers and the driver there can be no more comfortable car than the 450 SEL.



This comfort coupled with efficiency makes driving, even in dense traffic, a pleasure.



Electric window openers are a standard fitting on the 450 SEL.



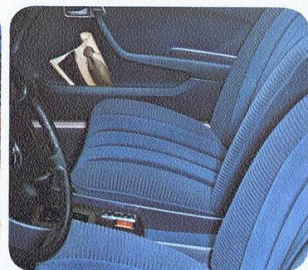
The 450 SEL is 10 cm bigger than the 450 SE. The passengers in the back benefit from this extra space.



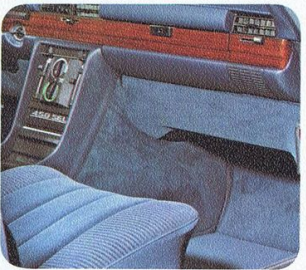
Parcel nets on the back of the front seats are one of the basic features of the 450 SEL.



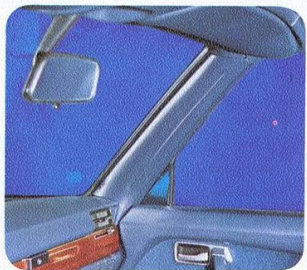
Large, padded boss of the four-spoke safety steering wheel. Non-dazzle instruments located well within the driver's field of vision. Crystal-controlled clock.



The seats have a spring core with progressive spring action, short springs in the middle and longer ones at the sides, to ensure firm lateral support.



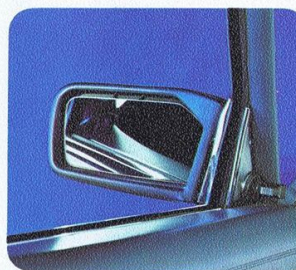
The Mercedes-Benz safety instrument panel was developed after innumerable crash tests. The knee protection below it is new.



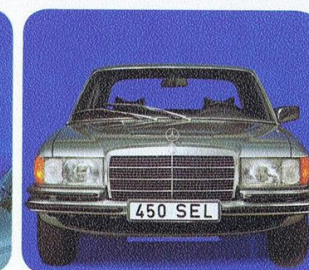
High degree of roll-over safety because of the thoroughly tested roof design, calculated by ESEM (elastostatic element-method).



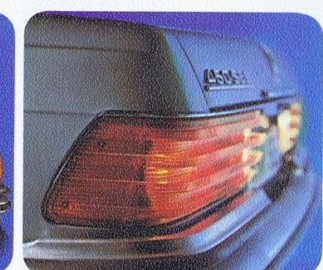
Side windows remain free from dirt, due to newly designed, extra sturdy, roof pillars. Rainwater is directed away from the windows.



When the side window is closed, the exterior view mirror can be adjusted from inside the car.



Two-speed windscreen wipers with intermittent control. Correctly located in the air flow on the screen, there is no danger of "lifting" at high speed.



The rear light unit repels dirt, because of its ridged surface, developed in the wind tunnel.

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 according to DIN 70 020 and 70 030. Fuel consumption according to DIN 70 030. This value is obtained at a consistent speed of 7/8 of maximum, max. 110 kph. (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 basis for comparison.

They do not correspond, however, to the actual amount of fuel consumed, as this varies according to the style 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 other countries different figures may apply.

⁴⁾ Dimensions vary according to seating position.

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	350 SE		450 SE/450 SEL	
Number of cylinders	8		8	
Bore/Stroke	92/65.8 mm	3.62/2.59 ins.	92/65 mm	3.62/3.35 ins.
Total displacement	3,499 cc	213.6 cu. ins.	4,520 cc	275.8 cu. ins.
Engine output acc. to DIN ¹⁾	200 DIN/hp. at 5,800 rpm 147 kW at 5,800 min.		225 DIN/hp. at 5,000 rpm 165 kW at 5,000 min.	
Max. torque acc. to DIN ¹⁾	29.2 mkg at 4,000 rpm 286 Nm at 4,000 min.	211 ft. lbs. at 4,000 rpm	38.5 mkg at 3,000 rpm 378 Nm at 3,000	270 ft. lbs. at 3,000 rpm
Compression ratio	9.5		8.8	
Engine oil capacity max./min.	7.5/5.5 litres	13.2/9.7 Imp. pts.	7.5/5.5 litres	13.2/9.7 Imp. pts.
Capacity of cooling system	13.5 litres	23.8 Imp. pts.	15 litres	26.4 Imp. pts.
Generator	14 V/55 A		14 V/55 A	
Battery	12 V/66 Ah		12 V/66 Ah	
Max. speed	205 kph approx.	127 mph approx.	210 kph approx.	131 mph approx.
Tyres	205/70 HR 14		205/70 VR 14	
Fuel	premium		premium	
Fuel consumption acc. to DIN 70 030 ²⁾	13.0 litres/100 km	22 mp. Imp. gal.	14.5 litres/100 km	20 mp Imp. gal.
Tank capacity incl. reserve	96 litres	21.1 Imp. gals.	96 litres	21.1 Imp. gals.
Weights	13 litres approx.	2.9 Imp. gals.	13 litres approx.	2.9 Imp. gals.
Kerb weight	1,675 kg	3,695 lbs.	450 SE 1,740 kg	450 SEL 1,755 kg
Perm. gross weight	2,195 kg	4,840 lbs.	2,260 kg	2,275 kg
Trailer load with brake ³⁾	1,200 kg	2,645 lbs.	1,200 kg	1,200 kg
Trailer load without brake ³⁾	750 kg	1,655 lbs.	750 kg	750 kg
			1,655 lbs.	1,655 lbs.

BASIC EQUIPMENT 350 SE, 450 SE, 450 SEL

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his brochure describes the basic equipment fitted on cars for the Federal Republic of Germany. In various countries the basic equipment can vary, partly due to differing legal requirements. We request our customers, therefore, to obtain information from their Mercedes-Benz distributors concerning specifications supplied to their own country.

Engine

V8 engine with electronically controlled fuel injection and transistorized ignition.

350 SE: 200 DIN/hp at 5,800 rpm

147 kW at 5,800/min

450 SE/SEL: 225 DIN/hp at 5,000 rpm

165 kW at 5,000/min

Transmission/Clutch

350 SE: Fully synchronized four-speed gearbox with floor shift, self-adjusting diaphragm spring clutch. Optional extra: automatic 3-speed transmission with torque converter.

On the 450 SE/SEL the automatic 3-speed transmission with torque converter is a standard fitting.

Axles

Front axle with double wishbones and anti-dive control.

Rear axle 350 SE: diagonal swing axle with brake torque compensation. Self-levelling device as an optional extra.

Rear axle 450 SE/SEL: diagonal swing axle with brake and starting torque compensation. Self-levelling device as an optional extra.

Brakes

Dual-circuit power braking system, disc brakes on all four wheels, internally ventilated at the front, turbo blades for additional cooling on all four rims. Parking brake with additional brake shoes and brake drums; brake-failure warning light for both circuits.

Suspension

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

Steering

Accurate power-assisted 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.

Bodywork

Frame-floor unit firmly welded to the body. Rigid, torsion-resistant passenger compartment (safety cell), energy-absorbing front and rear sections, fuel tank located over the rear axle, maximum all-round vision, panoramic safety glass windows.

450 SEL: electric window openers.

Four easy-closing doors, rubber strip inserts in decorative mouldings on both sides, bumpers with broad rubber inserts.

Seats

Anatomically contoured seats shaped to give lateral support, seat springing adjusted to vehicle suspension and seating position. Front seats firmly anchored, adjustable forwards and backwards also backrest

angle, driver's seat adjustable for height, fully-reclining front seats. Head rests and automatic safety belts on the front seats.

450 SEL: velours upholstery and parcel nets on the back of the front seats.

Heating and ventilation

Continuous warm or cold air flow, draught-free, with additional blower for windscreen, side windows and front and rear footwells; air volume and air distribution for warm and cold air infinitely and independently variable 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; front doors integrated into the heating and ventilation system. Continuous air venting.

Windscreen

Laminated safety glass; screen washer foot-operated with wiper con-

tact; two-speed windscreen wipers, also intermittent control, operated by the combination switch on the steering column.

Signalling system

Headlight flasher; self-cancelling indicators with fingertip contact for overtaking, operated by the combination switch on the steering column; high-frequency horn; brake lights; hazard warning system.

Lighting system

Parking lights- asymmetric halogen low-beams, halogen high-beam headlights, halogen foglamps; side lights, reversing lights; rear foglight; infinitely variable instrument illumination; luggage compartment light; interior lights with door contacts and hand switch; 450 SEL: a delay switch for the front interior lights and a contact switch on the rear doors for the roof light, illuminated ashtray, glove box and heater controls.

Instruments

Instrument panel padded, yields under impact; speedometer; oil pressure gauge, fuel gauge; water temperature gauge; indicator lights for parking brake, battery, indicators, high-beam and fuel reserve; crystal-controlled clock; mileage recorder; daily mileage recorder. Rev counter as an optional extra.

Locks

Safety locks on all doors; childproof locks on the rear doors; luggage compartment lock; steering wheel lock combined with ignition lock, starter and starter non-repeat unit; master key for the doors, ignition lock, luggage compartment, fuel tank and glove box; second key for doors, ignition lock and fuel tank only. 450 SEL: vacuum-controlled master lock system.

Miscellaneous

Oddments tray between the front seats; pockets on the front doors; rear parcel shelf; 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 with grab handles on the doors; centre armrest between rear seats; cigar lighter; ashtrays front and rear; anchorage points for safety belts at the rear; carpet throughout; (velours carpeting in the 450 SEL); towing lugs front and rear.

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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.

Radio

A car radio does more than provide entertainment. Reports on road conditions, traffic hold-ups, diversions etc., help the driver to avoid annoying delays.

The following models can be installed by the factory: "Europa", "Grand Prix", "Europa Stereo" and "Mexico Cassette Stereo". In addition, for export markets, the "Monte Carlo" model. Other makes can be installed at Mercedes-Benz branches or agencies.

Air-conditioning

The Mercedes-Benz air-conditioning system looks after your physical comfort - in bumper-to-bumper traffic on motorways, in cities during the peakhour rush. The air-conditioning system works on the proven refrigerator principle, with a compressor.

Headlight cleaning equipment

Headlights can be kept clean without having to stop.

The unit operates together with the screenwashers. When the lights are switched on the headlights are automatically cleaned every time the screen-washer is used.

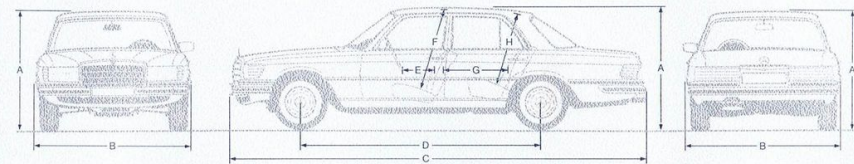
Sliding roof

The electrically-operated steel sliding roof is weather-proof and maintenance-free.

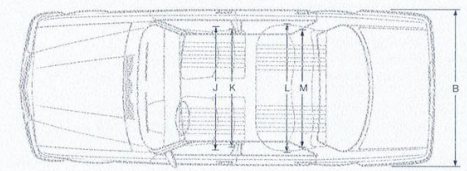
Telephone

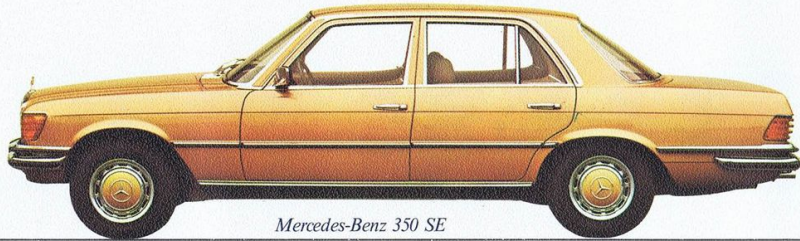
With a car telephone you can be more independent. Important decisions can be made while travelling, and passed on to others. Information on car telephone systems can be obtained from any Mercedes-Benz branch or dealer.

AFTER-SALES SERVICE TAILORED TO INDIVIDUAL NEEDS

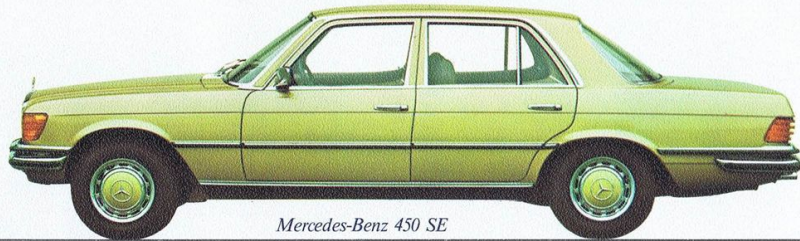


	350 SE / 450 SE		450 SEL	
A Overall height, unladen	1,425 mm	56.1 ins.	1,430 mm	56.3 ins.
B Overall width	1,870 mm	73.6 ins.	1,870 mm	73.6 ins.
C Overall length	4,960 mm	195.3 ins.	5,060 mm	199.2 ins.
D Wheelbase	2,865/2,860 mm	112.8/112.6 inch.	2,960 mm	116.5 ins.
E Steering wheel – driver's seat backrest ⁴⁾	400 mm	15.7 ins.	400 mm	15.7 ins.
F Seat height, unladen, front	970 mm	38.2 ins.	970 mm	38.2 ins.
G Driver's backrest – rear seat backrest ⁴⁾	772 mm	30.3 ins.	872 mm	34.3 ins.
H Seat height at rear	860 mm	33.9 ins.	860 mm	33.9 ins.
J Width at centre of upholstery, front	1,460 mm	57.5 ins.	1,460 mm	57.5 ins.
K Width at shoulder height, front	1,403 mm	55.2 ins.	1,403 mm	55.2 ins.
L Width at centre of upholstery, rear	1,528 mm	60.2 ins.	1,528 mm	60.2 ins.
M Width at shoulder height, rear	1,385 mm	54.5 ins.	1,385 mm	54.5 ins.
Track width, front	1,525 mm	60.0 ins.	1,525 mm	60.0 ins.
Track width, rear	1,505 mm	59.2 ins.	1,505 mm	59.2 ins.
Turning circle diameter	11.44 m	37.53 ft.	11.78 m	38.6 ft.
Boot space	approx. 0.58 m ³	20.4 cu. ft.	approx. 0.58 m ³	20.4 cu. ft.





Mercedes-Benz 350 SE



Mercedes-Benz 450 SE

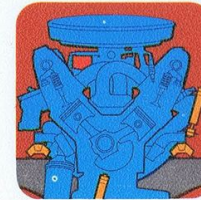


Mercedes-Benz 450 SEL

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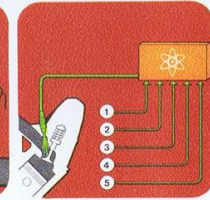
peed is not a question of mere engine power. What is needed to be able to drive fast and attain high cruising speeds are an able driver and suspension which transfers engine power to the road safely.

In the S-class we have succeeded in designing cars with driving characteristics unequalled by any other production car in the world.



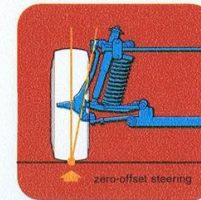
V8 engine

- This modern, short-stroke engine is extremely quiet and has a long life.
- One overhead camshaft to each bank of cylinders ensures accurate valve control even at maximum engine speed.
- With its excellent acceleration values, this engine enables the driver to adapt to any traffic situation at any speed.

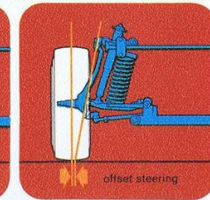


Electronically controlled fuel injection

- The electronic control unit meters the correct amount of fuel immediately.
- All essential information to control engine operation is registered and processed by the control unit.
- This includes (1) suction pipe pressure, (2) engine speed, (3) intake air temperature, (4) engine temperature and (5) the position of the throttle valves.
- This electronic system cannot be seen nor felt.
- You only notice the result. The engine always responds immediately and accelerates swiftly and powerfully from all speed ranges.
- Increased power is produced the second you touch the accelerator pedal.
- Fuel consumption remains low because the control unit issues each cylinder with exactly the right amount of fuel for the specific operating conditions.



zero-offset steering



offset steering



New-type front axle

- Here is a summary of its advantages:
- Precise steering, instant response.
 - Improved stability of the vehicle, because the front wheels tilt when the steering wheel is turned and therefore brace themselves against the road.
 - Straight-line stability is achieved by the special design features, zero-offset steering, wide castor angle, which becomes negative in the same way as the rear axle.

- Greater tyre contact area and improved road-holding due to wide-profile tyres.
- The axle is completely maintenance-free.
- The forged double wishbones can be subjected to high stress and are located so as to give progressively-acting anti-dive control.

Mercedes-Benz diagonal swing axle

- Accurate wheel-tracking is ensured by the semi-trailing arms of the rear axle.
- When one wheel is deflected, by bumps in the road, for example, the other maintains a straight line.
- Together with the newly developed front axle and comfortable but not too soft suspension, this results in driving characteristics which would be hard to improve.

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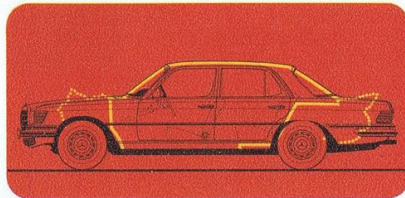
ercedes-Benz has been concerned with automobile safety for more than 30 years - not just since public discussion began on the subject.

Hardly any other automobile manufacturer offers such a complete safety system as Mercedes-Benz, with features which complement one another such as "active safety" - to help in avoiding accidents - and "passive safety" - to eliminate or reduce injuries in the case of an accident.

Straight-line stability, comfort which keeps the driver alert, easily-operated controls and numerous other features make it easy for the driver to drive safely and relaxed. He can 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 most advanced research produces the best results. Today, it is not surprising that one immediately thinks of safety when one hears the name of Mercedes-Benz.



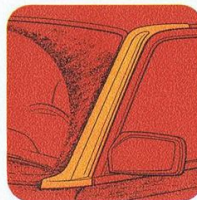
Safety cell

- The Mercedes-Benz safety cell principle dates from 1951.
- New features: greater lateral strength and improved roll-over safety.
- All roof pillars are strengthened at the points where they join the roof and side members.
- Extensive tests have shown that this considerably reduces deformation of the sides in an accident.
- A high degree of roll-over safety has been attained, with the help of ESEM.
- The crumple zones absorb even more distortion energy, the front and rear sections yield progressively - depending on the force of impact - to a precalculated pattern.



Safety fuel tank

- The 96-litre tank is located over the rear axle away from the rear crumple zone.
- The tank is also sealed off from the passenger compartment and boot by bulkheads.
- Predetermined bending points ensure that the filler pipe does not break if this area of the body is deformed.



Clean side windows

- The windscreen wipers move across the entire area in the same direction as the air flow.
- There is therefore no danger of "lifting" even when driving at top speed.
- Large wiper blades ensure that 70% of the windscreen is kept free from dirt.
- The side windows remain clean, because the newly-designed front roof pillars divert most of the rain water from them.



Instrument panel

- The instrument panel - which yields progressively on impact - was designed by biomechanical research.
- The surface is of polyurethane foam padding and drawn sheet metal.
- Under this there are cavities which guarantee progressive yielding and maximum absorption of impact energy.
- The padded steering wheel with its large padded boss, the impact absorber, the collapsible steering column and the steering box which is located well behind the front axle, form a complete system, providing protection for the driver.
- Beneath the instrument panel there is generous knee protection, maximum absorption of impact forces.

C

omfort is more than a cosy feeling. Comfort is safety. Mercedes-Benz comfort is the scientific co-ordination of a number of factors, all aimed at relaxing the driver and keeping him fit, thus helping to overcome the tensions of driving. Right from the original concept - from development and design this harmony is the main objective.

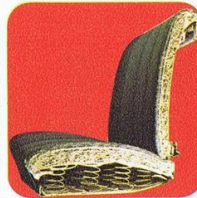
Power train, interior, seats, operating elements and many other features are coordinated and form one integrated unit.

This well-balanced combination of all elements opens up new dimensions of driving comfort and puts the Mercedes-Benz S-class in an exclusive position on the international market.



Spacious interior

- Although the car has fairly large exterior dimensions, it is still easy to handle and has a small turning circle, 11,4 m for the 350 SE/450 SE, 11,8 m for the 450 SEL.
- Good all-round visibility - 87% glass.
- Large doors, easy entry.
- Insulation against vibrations and noise by rubber mountings between suspension and body.



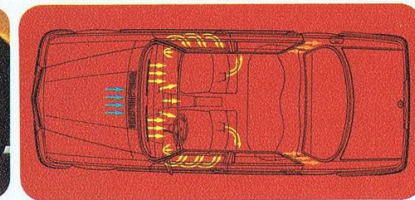
Mercedes-Benz seats

- Anatomically-correct design, the result of exhaustive research. Steel spring core with progressive spring action, short springs in the middle and longer ones at the sides, to ensure firm lateral support.
- Relatively firm springing, so no tiring vibrations.
- Seat frame anchor points, fore and aft front seat adjustment as well as height adjustment of driver's seat, backrest adjustment and side members are designed to be particularly strong.
- Only two out of thirty-six seats survived a test carried out by the Swiss Automobile Club in association with the Cantonal Institute of Technology in Biel. One of these was the Mercedes-Benz seat.
- The seat stability contributes towards interior safety and helps to reduce injuries in the event of an accident.



Mercedes-Benz power-assisted steering

- Easy to steer when parking or negotiating sharp bends.
- Steering effort and the number of turns required are considerably reduced by a hydraulic booster.
- Complete "feel" of the road is retained in all situations.



Heating and ventilation

- Draught-free, continuous flow of warm or cold air with additional booster for the windscreen, side windows and footwell.
- Air volume and air distribution for warm and cold air infinitely and independently variable.
- Large, adjustable fresh air aperture.
- Continuous extraction of stale air.
- A total of 11 adjustable air vents.

M

ercedes-Benz have made a name for themselves for quality workmanship, which is reason enough for us to cultivate this image. That is why one in every ten specialists employed in production is responsible for quality control. These experts have the task of weeding out everything which does not measure up to the required quality standards. Only strict controls like these, at all stages of production, can guarantee the standard of quality which ensures continuing success for Mercedes-Benz. Real quality demands an advanced design concept, which guarantees model continuity uninfluenced by short-lived fashion.



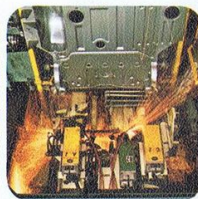
Service

- ⊗ A Mercedes-Benz has to be serviced only once in every 15,000 km.
- ⊗ This says a lot for the design, the quality of materials and workmanship.
- ⊗ So Mercedes-Benz drivers save both time and money.
- ⊗ There are approximately 4,300 Mercedes-Benz service centres in the world. Whichever centre you go to, your car is in good hands.



Brake test stand

- ⊗ The discs are tested to the equivalent of 230 kph.
- ⊗ Once right down to a stop.
- ⊗ Nine times down to 190 kph.
- ⊗ They must survive 50 of these gruelling tests without damage.



Welding

- ⊗ The bodywork is welded together by a completely automatic process at thousands of welding points.
- ⊗ Modern machines carry out the job more accurately and hence more safely than the most skilled specialists.



Crankshaft hardening

- ⊗ Inductive crankshaft hardening means accurately controlled treatment of vital components.



Undersealing

- ⊗ Vehicle underfloor and wheel arches are given a flexible coating to guard against damage caused by stones.
- ⊗ Altogether, approximately 34 kg of paint, underseal and wax are used on every car.



Annealing

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



