

DO NOT DESTROY OR REMOVE: This manual is required by law. Keep until the vehicle is completed by the final stage manufacturer.

SPRINTER

2016

Incomplete Vehicle Document

Manufacturer:
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Incomplete Vehicle Types

Incomplete
Sprinter Van



Sprinter
Chassis Cab



Sprinter
Cutaway



Sprinter
Stripped Chassis



Incomplete Vehicle Specifications

This iVD is assigned to the following specifications:

- VIN
- MY
- Make
- Model
- Month/Year Produced
- GVWR (kg)
- GAWR/Front (kg)
- GAWR/Rear (kg)

Final Stage Manufacturer

Our company and staff congratulate you on the purchase of your new Sprinter! This is the Incomplete Vehicle Document (IVD) for Sprinter incomplete vehicles to comply with 49 CFR Part 568, or Canada Gazette SOR2002-55, Section 6.1, hereafter refer to 49 CFR Part 568 when both regulations are quoted. Your completed Sprinter may also receive a copy of the IVD, intended for your dealer or upfitter when a modification or alteration is done before you purchase the vehicle. The IVD will help upfitters and/or dealers, hereafter identified as upfitter(s), who modify or install equipment in or onto Sprinter vehicles with their regulatory responsibilities. The specifications contained in this book, including regulatory information, are believed to be accurate at the time of publication. Nevertheless upfitters should consult with their counsel to ensure compliance of pertinent laws and regulations. Periodically this book will be updated when new products are introduced and additional information on these products become available. Prior to making any modification to or installing any equipment in or on a Sprinter, please read the Sprinter Body and Equipment Guidelines for more details, and if necessary, consult with your authorized Sprinter dealer and your attorney, when necessary.

STATEMENT OF ACCURACY

Pursuant to 49CFR 568.4(a)(9) Daimler AG certifies that the statements contained in this incomplete vehicle document are accurate as of the date of manufacture of the incomplete vehicle and can be used and relied upon by any intermediate and/or final stage manufacturer as a basis for certification

IMPORTANT:

To rely on the compliance representations in this manual, the incomplete vehicles must be completed as one of the completed vehicle types designated on page 15, and must not exceed the specified GVWR, GAWRs, or the Unloaded Vehicle Weight limits when specified in this document and the Sprinter Body and Equipment Guidelines. This vehicle was certified with a GVWR over 3856 kg [8500 lbs.]. If the GVWR is modified to less than 3856 kg [8500 lbs.], additional Federal and/or Canadian Motor Vehicle Safety Standards (F/CMVSS) may apply.

Introduction

Information in this manual is furnished pursuant to United States and Canadian safety regulations or, in some cases where the information is not required by regulation, is furnished for the convenience of intermediate or final stage vehicle manufacturers. Incomplete vehicles manufactured for sale or importation into the U.S., are specially equipped for the United States. The descriptions and statements contained in the document relate only to motor vehicle safety standards issued under the National Traffic and Motor Vehicle Safety Act of 1966 as amended. An incomplete vehicle manufactured for sale or importation into Canada is specially equipped for Canada. This vehicle conforms to the applicable Canadian Motor Vehicle Safety Standards (CMVSS) on the date of manufacture printed on the cover of this manual. The “Emissions and Safety Information” section of this manual contains information regarding conformity to exhaust emission regulations of the United States, Canada, and the State of California and fuel economy regulations of the United States. This manual should not be relied upon with respect to compliance with any regulation of the Federal Motor Carrier Safety Administration, Federal Highway Administration or regulations issued pursuant to the Occupational Safety and Health Act (OSHA) or any other Federal, state, or local regulations governing the performance or construction of motor vehicles. It is the responsibility of the final stage manufacturer to determine applicability and comply with any Federal, state, or local requirements not detailed in this manual.

IMPORTANT:

UNITED STATES VEHICLES

Daimler AG has endeavored, whenever possible, to state the specific conditions under which an incomplete vehicle may be completed to conform to each applicable Federal Motor Vehicle Safety Standard. These specific statements are intended to aid subsequent stage manufacturers in avoiding instances of inadvertent noncompliance to particular standards. Note that the final responsibility for the compliance of the completed vehicle rests with the final stage manufacturer who is required by law to certify, as prescribed by Title 49, Code of Federal Regulations, Part 567.5, that the completed vehicle conforms to all applicable Federal Motor Vehicle Safety Standards and all applicable federal, state and California emission/noise standards. Daimler AG does not make any representation as to the appropriateness of modifications for any particular application other than expressly stated herein. Intermediate and final stage manufacturers must exercise proper engineering judgment to determine if a modification is appropriate for their specific application.

IMPORTANT

UNITED STATES AND CANADIAN VEHICLES

Alterations to an incomplete vehicle by someone other than Daimler AG, or damage in transit, may affect compliance statements that are furnished in this manual, or representations that are printed on the label that may be affixed to a vehicle.

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Definitions

The following definitions are from Title 49, Code of Federal Regulations (49CFR), Parts 567.3, 568.3, 571.3 and Daimler AG where noted. Canadian definitions are from Canadian Motor Vehicle Safety Regulations (CMVSR), Section 2(1), and are in italics. Daimler AG definitions are for the purpose of this manual only. Some terms are followed by an abbreviation that is used throughout this manual.

Ambulance – is a vehicle for emergency medical care which provides: A driver’s compartment; a patient compartment to accommodate an Emergency Medical Technician (EMT), Paramedic, and two litter patients (one patient on the primary cot and secondary patient on folding litter located on the squad bench) so positioned that the primary patient can be given intensive life-support during transit; equipment and supplies for emergency care at the scene as well as during transport; two-way radio communication; and, when necessary, equipment for light rescue/extrication procedures. The Ambulance shall be designed and constructed to afford safety, comfort, and avoid aggravation of the patient’s injury or illness. (From Federal Specification KKK-A-1822-F). Daimler AG also includes within its definition of ambulance any vehicle that is used for transporting life support equipment, for rescue operations, or for nonemergency patient transfer if the engine of the vehicle is equipped with a “throttle kicker” device, which enables an operator to increase engine speed over normal idle speed when the vehicle is not moving. (Daimler AG)

B-Pillar – is the vehicle body structure located directly rearward of each front door. This structure will include the outer panel, all inner panels or reinforcements which support the door opening, the door latching system, and/or the roof structure. (Daimler AG)

Basic (Stripped) Chassis – an incomplete vehicle, without occupant compartment, that requires the addition of an occupant compartment and cargo-carrying, work performing, or load-bearing components to perform its intended function. (Code: F50) (Daimler AG)

Bus – a motor vehicle with motive power, except a trailer, designed for carrying more than 10 persons. (49CFR571.3)

Bus (Canada) – *a vehicle having a designated seating capacity of more than 10, but does not include a trailer or a vehicle imported temporarily for special purposes. (autobus)*

Chassis Cab – an incomplete vehicle, with completed occupant compartment, that requires only the addition of cargo-carrying, work performing, or load-bearing components to perform its intended functions. (49CFR567.3)

Completed Vehicle – a vehicle that requires no further manufacturing operations to perform its intended function. (49CFR567.3)

Critical Control Item – is a component or procedure which may affect compliance with a Federal regulation or, which could directly affect the safe operation of the vehicle.

Definitions *(continued)*

Cutaway Chassis – an incomplete vehicle that has the back and/or roof of the cab cut out for the intended installation of a structure that permits access from the driver’s area to the back of the vehicle. (Codes: FA1, F28, FW1)(Canada - *châssis tronqué*)

Designated Seating Position – means a seat location that has a seating surface width, as described in §571.10(c) of this part, of at least 330 mm (13 inches). The number of designated seating positions at a seat location is determined according to the procedure set forth in §571.10(b) of this part. However, for trucks and multipurpose passenger vehicles with a gross vehicle weight rating greater than 10,000 lbs., police vehicles as defined in S7 of FMVSS 208, firefighting vehicles, ambulances, and motor homes, a seating location that is labeled in accordance with S4.4 of FMVSS 207 will not be considered a designated seating position. For the sole purpose of determining the classification of any vehicle sold or introduced into interstate commerce for purposes that include carrying students to and from school or related events, any location in such a vehicle intended for securement of an occupied wheelchair during vehicle operation is regarded as four designated seating positions. (49CFR571.3)

Designated Seating Position (Canada) – means a location in a vehicle that is likely to be used as a seating position and that has a seating surface width of at least 330 mm.

Final-Stage Manufacturer – a person who performs such manufacturing operations on an incomplete vehicle that it becomes a completed vehicle. (49CFR567.3)

Gross Axle Weight Rating (GAWR) – the value specified by the vehicle manufacturer as the load-carrying capacity of a single axle system, as measured at the tire-ground interfaces. (49CFR571.3)

Gross Combination Weight Rating (GCWR) – the value specified by the manufacturer as the loaded weight of a combination vehicle. (49CFR571.3)

Gross Vehicle Weight Rating (GVWR) – the value specified by the manufacturer as the loaded weight of a single vehicle. (49CFR571.3)

H-Point – the mechanically hinged hip point of a manikin which simulates the actual pivot center of the human torso and thigh, described in SAE Recommended Practice J826, “Manikins For Use in Defining Vehicle Seating Accommodations,” November 1962. (49CFR571.3)

H-point (Canada) – the mechanically hinged hip point of a manikin that simulates the actual pivot centre of the human torso and thigh, described in SAE Standard J826 APR80, *Devices for Use in Defining and Measuring Vehicle Seating Accommodation*. July 1995 (point H)

Incomplete Vehicle – an assemblage consisting, at a minimum, of chassis (including the frame) structure, power train, steering system, suspension system, and braking system, in the state that those systems are to be part of the completed vehicle, but requires further manufacturing operations to become a completed vehicle. (49CFR567.3)

Definitions *(continued)*

Incomplete Vehicle (Canada) – a vehicle (a) other than a vehicle imported temporarily for special purposes, that is capable of being driven and that consists, at a minimum, of a chassis structure, power train, steering system, suspension system and braking system in the state in which those systems are to be part of the completed vehicle, but requires further manufacturing operations to become a completed vehicle or (b) that is an incomplete trailer. (*véhicule incomplet*)

Incomplete Vehicle Manufacturer – a person [company that (CMVSR)] who manufactures an incomplete vehicle by assembling components none of which, taken separately, constitute an incomplete vehicle. (49CFR567.3)

Intermediate Manufacturer – a person [company (CMVSR)], other than the incomplete vehicle manufacturer or the final stage manufacturer, who [that (CMVSR)] performs manufacturing operations on a vehicle manufactured in two or more stages. (49CFR567.3)

Motor Home – a multi-purpose vehicle with motive power that is designed to provide temporary residential accommodations, as evidenced by the presence of at least four of the following facilities: cooking; refrigeration or ice box; self-contained toilet; heating and/or air conditioning [system that can function independently of the vehicle engine (CMVSR)]; a potable water supply system including a faucet and a sink; and a separate 110-125 volt electrical power supply and/or an LP gas supply. (49CFR571.3)

Multifunction School Activity Bus (MFSAB) – a school bus whose purposes do not include transporting students to and from home or school bus stops. (49CFR571.3)

Multifunction School Activity Bus (MFSAB) (Canada) – means a school bus that is designed to pick up and drop off students under circumstances in which there is no need to control traffic. (*autobus multifonction pour les activités scolaires*)

Multipurpose Passenger Vehicle (MPV) – a motor vehicle with motive power, except a low-speed vehicle or trailer, designed to carry 10 persons or less which is constructed either on a truck chassis or with special features for occasional off-road operation. (49CFR571.3)

Multipurpose Passenger Vehicle (MPV) (Canada) – a vehicle having a designated seating capacity of 10 or less that is constructed either on a truck-chassis or with special features for occasional off-road operation, but does not include an air cushion vehicle, an all-terrain vehicle, a golf cart, a low-speed vehicle, a passenger car, a three-wheeled vehicle, a truck or a vehicle imported temporarily for special purposes. (*véhicule de tourisme à usages multiples*)

School Bus – a bus that is sold, or introduced in interstate commerce, for purposes that include carrying students to and from school or related events, but does not include a bus designed and sold for operation as a common carrier in urban transportation. (49CFR571.3)

School Bus (Canada) – a bus designed or equipped primarily to carry students to and from school. (*autobus scolaire*)

Definitions *(continued)*

Seating Reference Point – the unique design H-point, as defined in SAE J1100 (June 1984), which:

- (a) establishes the rearmost normal design driving or riding position of each designated seating position in a vehicle,
- (b) has X, Y, and Z coordinates established relative to the designed vehicle structure,
- (c) simulates the position of the pivot center of the human torso and thigh, and
- (d) is the reference point employed to position the two dimensional drafting template described in SAE J826 (May 1987).

Seating Reference Point (Canada) – “*seating reference point*” means the unique Design H-Point, as defined in section 3.11.1 of SAE Recommended Practice J1100, *Motor Vehicle Dimensions* (February 2001), that

- (a) establishes the rearmost normal design driving or riding position of each designated seating position, taking into account all modes of adjustment — horizontal, vertical and tilt — in a vehicle,
- (b) has X, Y and Z coordinates, as defined in section 3.3 of SAE Recommended Practice J1100, *Motor Vehicle Dimensions* (February 2001), established relative to the designed vehicle structure,
- (c) simulates the position of the pivot centre of the human torso and thigh, and
- (d) is the reference point employed to position the H-Point template with the 95th percentile leg, as described in section 4.1 of SAE Standard J826, *Devices for Use in Defining and Measuring Vehicle Seating Accommodation* (July 1995), or, if that template cannot be positioned, the reference

point when the seat is in its rearmost adjustment position; (*point de référence de position assise*)

Second Unit Body (SUB) – consists of the body structure and/or all the cargo carrying, work performing, and/or load bearing components and/or equipment installed by a subsequent stage manufacturer on an incomplete vehicle, such that the incomplete vehicle becomes a completed vehicle. (Daimler AG)

Subsequent Stage Manufacturer – a term which means either intermediate or final stage manufacturers or both

Trimmed Seat – a complete functional seat assembly including the seat pedestal, seat track, seat base frame, seat back, recliner mechanism, seat padding, all attaching hardware, and the final trim material (i.e., cloth, leather, or vinyl). (Daimler AG)

Truck – a motor vehicle with motive power, except a trailer, designed primarily for the transportation of property or special purpose equipment. (49CFR571.3)

Truck (Canada) – “*truck*” means a vehicle designed primarily for the transportation of property or special-purpose equipment, but does not include a competition vehicle, a crawler-mounted vehicle, a three-wheeled vehicle, a trailer, a work vehicle, a vehicle imported temporarily for special purposes, a vehicle designed for operation exclusively off-road or a low-speed vehicle; (*camion*)

Unloaded Vehicle Weight (UVW) – the weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo, occupants, or accessories that are ordinarily removed from the vehicle when it is not in use. (49CFR571.3)

Definitions *(continued)*

Unloaded Vehicle Weight (Canada) – *the weight of a vehicle equipped with the containers for the fluids necessary for the operation of the vehicle filled to their maximum capacity, but without cargo or occupants. (poids du véhicule sans charge)*

Untrimmed Seat – the structure including the seat pedestal, seat track, seat base frame, seat back, recliner mechanism, seat padding, and all attaching hardware required for a functional seat assembly without the final trim material (e.g., cloth, leather, or vinyl) and trim material attaching components. (Daimler AG)

Walk-In Van – a step entry city delivery van type vehicle that permits a person to enter the vehicle without stooping. This definition by Daimler AG is based on information appearing in 41 FR 54945, published December 16, 1976, and in 42 FR 34288, published July 5, 1977.

Walk-In Van (Canada) – *a van type of truck in which a person having a height of 1700 mm can enter the occupant compartment in an upright position by a front door. (fourgon à accès en position debout)*

Safety Standards – U.S. and Canada

Standard Number	Part 571 - Federal Motor Vehicle Safety Standards CRASH AVOIDANCE	Bus	MPV	Truck	Equipment (1)
101	Controls and Displays	x	x	x	
102	Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect	x	x	x	
103	Windshield Defrosting and Defogging Systems	x	x	x	
104	Windshield Wiping and Washing Systems	x	x	x	
105	Hydraulic and Electric Brake Systems	x	x	x	
106	Brake Hoses	x	x	x	
108	Lamps, Reflective Devices, and Associated Equipment	x	x	x	x
110	Tire Selection and Rims for vehicles with a GVWR of 10,000 lbs. or less	X(2)	X(2)	X(2)	X(2)
111	Rearview Mirrors	x	x	x	
113	Hood Latch System	x	x	x	
114	Theft Protection		X(2)	X(2)	
115	Vehicle Identification Number (VIN) (Canada Only)	x	x	x	
116	Motor Vehicle Brake Fluids	x	x	x	x
118	Power-Operated Window, Partition, and Roof Panel Systems		X(2)	X(2)	
119	New Pneumatic Tires for Vehicles Other Than Passenger Cars				x(9)
120	Tire Selection and Rims for vehicles with a GVWR of more than 10,000 lbs.	X(9)	X(9)	X(9)	x(9)
124	Accelerator Control Systems	x	x	x	
125	Warning Devices				X(9)
126	Electronic Stability Control Systems	X(2)	X(2)	X(2)	X(2)
138	Tire Pressure Monitoring System	X(2)	X(2)	X(2)	X(2)
139	New pneumatic radial tires for light vehicles				X(2)

Safety Standards – U.S. and Canada *(Continued)*

Standard Number	Part 571 - Federal Motor Vehicle Safety Standards CRASHWORTHINESS	Bus	MPV	Truck	Equipment (1)
201	Occupant Protection in Interior Impact	x(2)(7)	x(2)(7)	x(2)	
202	Head Restraints	x(2)	x(2)	x(2)	
203	Impact Protection for the Driver from the Steering Control System	x(2)	x(2)	x(2)	
204	Steering Control Rearward Displacement	x	x	x	
205	Glazing Materials	x	x	x	X
206	Door Locks and Door Retention Components	X(2)	X(2)	X(2)	
207	Seating Systems	x	x	x	
208	Occupant Crash Protection	x(4)	x(4)	x(4)	x
209	Seat Belt Assemblies	x	x	x	x
210	Seat Belt Assembly Anchorages	x	x	x	x
210.1	User-Ready Tether Anchorages for Restraint Systems and Booster Seats (Canada only)	x(10)			x
210.2	Lower Universal Anchorage Systems for Restraint Systems and Booster Seats (Canada only)	x(10)			x
212	Windshield Mounting	x(2)	x(2)	x(2)	
213.4	Built in Restrain Systems and Booster Cushions (Canada only)	x	x	x	
214	Side Impact Protection	x(2)	x(2)	x(2)	
217	Bus Emergency Exits and Window Retention and Release	x			
219	Windshield Zone Intrusion	x(2)	x(2)	x(2)	

Safety Standards – U.S. and Canada *(Continued)*

Standard Number	Part 571 - Federal Motor Vehicle Safety Standards POST CRASH STANDARDS	Bus	MPV	Truck	Equipment (1)
301	Fuel System Integrity	x(2)	x(2)	x(2)	
302	Flammability of Interior Materials	x	x	x	
403	Platform Lift Systems for Motor Vehicles				x
404	Platform Lift Installations in Motor Vehicles	x	x	x	
Part 565 /565.13	Vehicle Identification Number (VIN) Requirements (U.S. only)	x	x	x	
Part 567	Certification (Label Content & Location)	x	x	x	
1106	Noise Emissions (Canada only)	x	x	x	

(1) This column identifies Standards that have equipment/component requirements.

(2) Applicable to vehicles with a gross vehicle weight rating (GVWR) of 4536 kg [10,000 lbs.] or less.

(3) Applicable to vehicles with a GVWR of 4536 kg [10,000 lbs.] or less and an unloaded vehicle weight of 2495 kg [5500 lbs.] or less.

(4) Injury criteria are applicable to vehicles with a GVWR of 3856 kg [8500 lbs.] or less and an unloaded vehicle weight (UVW) of 2495 kg [5500 lbs.] or less except, in the U.S., walk-in van-type trucks and vehicles designed to be sold exclusively to the U.S. Postal Service and, in Canada, vehicles manufactured for operation by persons with disabilities.

(5) Dynamic Performance Requirements apply to MPVs, trucks and buses with a GVWR of 2722 kg [6000 lbs.] or less. Not Applicable

(6) Applicable to vehicles with GVWR of 3856 kg [8500 lbs.] or less, and to buses, including school bus, with a GVWR of 4536 kg [10,000 lbs.] or less. Not Applicable

(7) The requirements of section S6 of Standard Number 201 (United States) do not apply to buses with a GVWR greater than 3860 kg [8510 lbs.] and walk-in van type trucks.

(8) Canadian 119 requirements are found in the Motor Vehicle Tire Safety Standards.

(9) Applicable to vehicles with a GVWR greater than 4536 kg [10,000 lbs.] (U.S. only).

(10) Applicable to multi-purpose passenger vehicles and trucks with a GVWR of 3856 kg [8500 lbs.] or less and an unloaded vehicle weight of 2495 kg [5500 lbs.] or less, to buses with a GVWR of 4536 kg [10,000 lbs.] or less, and to school buses

General Information

Information in this section is provided pursuant to Title 49, Code of Federal Regulations, Part 568 – “Vehicles Manufactured in Two or More Stages”, and Section 6 of the Canadian Motor Vehicle Safety Regulations (CMVSR) – “Vehicles Manufactured in Stages.” Part 568 specifies that final stage manufacturers must complete vehicles in compliance with all applicable Federal Motor Vehicle Safety Standards and affix a label to each incomplete vehicle that is completed in accordance with 49CFR567.5. Section 6.6 of the CMVSR provides labeling requirements for vehicles that are to be sold in Canada.

General Statement of Conformity

The “Statements of Conformity” section of this manual lists the Federal Motor Vehicle Safety Standards in effect on the date of manufacture of this incomplete vehicle that are applicable to the type(s) of completed vehicles into which this incomplete vehicle may be manufactured. This date is shown on the label affixed to the cover of this manual. These statements, in most cases, apply to specific types of incomplete or completed vehicles and identify GVWR and UVW weight ranges. The incomplete vehicle type is identified by the 1st, 2nd and 3rd digits of the Vehicle Identification Number (VIN). The Completed Vehicle Types chart on page 15 identifies how various incomplete vehicles with an optional prep package may be completed. Each statement of conformity is identified by a safety standard number located at the left margin. Because there may be multiple statements of conformity for each safety standard, use care to select the appropriate statement. Unique CMVSS requirements will be identified at the conclusion of the representations for a particular safety standard.

Compliance statements provided in this manual are of the three following types (49CFR568.4):

Type I • A statement that the vehicle, when completed, will conform to the standard if no alterations are made in identified components of the incomplete vehicle.

Type II • A statement of specific conditions of final manufacture under which the incomplete vehicle manufacturer specifies that the completed vehicle will conform to the standard.

Type III • A statement that conformity with the standard cannot be determined based upon the components supplied on the incomplete vehicle, and that the incomplete vehicle manufacturer makes no representation as to conformity with the standard.

Vehicle Description

INCOMPLETE VEHICLE MANUAL COVER

The cover of this manual depicts the incomplete vehicle configurations for which compliance representations are contained in this manual. Also, a label is affixed to the cover which includes the Vehicle Identification Number (VIN) for the specific vehicle to which this manual belongs. The label identifies the following information which pertains only to the vehicle with the corresponding VIN:

- MY
- Make
- Model
- Month/Year Produced
- GVWR
- GAWR/Front
- GAWR/Rear

INCOMPLETE VEHICLE INFORMATION LABEL

All Sprinter incomplete vehicles manufactured by Daimler AG will have an Incomplete Vehicle Information Label affixed to the driver's seat riser. The 1st, 2nd, and 3rd positions of the Vehicle Identification Number (VIN) will identify the incomplete vehicle type. These three positions are used in the Completed Vehicle Types chart.

The California Air Resources Board (CARB) requires a Vehicle Identification Number (VIN) Label having a noncontact bar code reading wand capability. The bar code located directly below the VIN on the Incomplete Vehicle Information Label, when provided, will comply with this regulation. The Canadian Motor Vehicle Safety Act and Regulations require installation of an Incomplete Vehicle Information Label with the National Safety mark on it on vehicles manufactured for sale in Canada.

OPTIONAL PREP PACKAGES

Incomplete vehicles produced by Daimler AG, in some instances, are equipped with an optional prep package. The Completed Vehicle Types chart on the following pages will identify incomplete vehicles and the optional prep packages that may be required by Daimler AG if final stage manufacturers wish to rely on the Statements of Conformity.

Incomplete Vehicles, Complete Vehicles and Prep Packages

1-3 VIN Positions	Incomplete Vehicle	Completed Vehicles			
		Truck	MPV (Not Ambulance)	MPV (Ambulance)	Bus (Not School Bus)
WDA, WDP	2500 Incomplete Sprinter Van (8,550 GVWR)	X	F02, F03, F07,X14	F10	
WDA, WDP	3500 Incomplete Sprinter Van (9,990 GVWR)	X	F02, F03, F07,X14		F02, F03, F07,X14
WDA, WDP	3500 Incomplete Sprinter Van w/ A50 (9,990 GVWR)	X	F02, F03, F07,X14		F02, F03, F07,X14
WDA, WDP	3500 Incomplete Sprinter Van SuperSingle (10,140 GVWR)	X	F02, F03, F07,X14		F02, F03, F07,X14
WDA, WDP	3500 Incomplete Sprinter Van w/ A50 SuperSingle (10,140 GVWR)	X	F02, F03, F07,X14		F02, F03, F07,X14
WDA, WDP	3500 Incomplete Sprinter Van (11,030 GVWR)	X	F02, F03, F07,X14		F02, F03, F07,X14
WDA, WDP	3500 Incomplete Sprinter Van w/ A50 (11,030 GVWR)	X	F02, F03, F07,X14		F02, F03, F07,X14
WDA, WDP	3500 Cab Chassis (11,030 GVWR)	X	X	F10	X
WDA, WDP	3500 Cab Chassis w/ A50 (11,030 GVWR)	X	X	F10	X
WDA, WDP	3500 Cutaway* (11,030 GVWR)	X	X	F10	X
WDA, WDP	3500 Cutaway* w/A50 (11,030 GVWR)	X	X	F10	X

* Cutaway defined as Cab Chassis with option package F05 or F08

IMPORTANT:

Daimler AG makes no representation that the completed vehicle types listed above are the only vehicle types appropriate for the incomplete vehicles listed. However, if a unit is completed as a vehicle type other than as listed above, the Statements of Conformity may not be applicable.

- A50 = High Capacity Front Axle GAWR
- F02 = Window Fleet Package
- F03 = Window Prep Package
- F05 = Rear Wall Deletion Cutaway
- F07 = Window Prep Package II
- F08 = Lowered Roof Cutaway
- F10 = Ambulance Prep Package
- X14 = Upfitter Prep Package

Statements Of Conformity

FMVSS 101 / CMVSS 101 (Applies to all Sprinter Vans)

This vehicle, when completed, will conform to Standard 101, Controls and Displays provided that no alterations are made to the vehicle controls which are installed on the vehicle and covered by the standard. Alterations include location identification, accessibility, visibility, and/or illumination of the controls.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 102 / CMVSS 102 (Applies to all Sprinter Vans)

This vehicle, when completed, will conform to Standard 102, Transmission Shift Level Sequence, Starter Interlock and Transmission Braking Effect, if no alterations are made to the transmission, transmission controls, connecting linkages and cables, starting motor wiring or plumbing, neutral safety switch and ignition or equivalent switch and related wiring, or shift level position identifications.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 103 / CMVSS 103 (Applies to all Sprinter Vans, except code F50)

This vehicle, when completed, will conform to Standard 103, Windshield Defrosting and Defogging Systems, if no alterations are made to the windshield defrosting and defogging systems, controls, wiring plumbing, vehicle heater assembly, or the restriction or redirecting of airflow to the windshield.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 104 / CMVSS 104 (Applies to all Sprinter Vans, except code F50)

This vehicle, when completed, will conform to Standard 104, Windshield Wiper and Washing System, if no alterations are made to the windshield wiper arms, blades, washer, control, wiring, plumbing, or fluid flow from the washer nozzle to the windshield.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 105 / CMVSS 105 (Applies to all Sprinter Vans)

This vehicle, when completed, will conform to Standard 105, Hydraulic Brake System, if none of the gross axle (GAWR) or gross vehicle weight ratings (GVWR) is exceeded or if no alterations are made to affect the braking system, hydraulic system components and fittings, the antilock system components or electrical circuitry, tire size and wheelbase. In addition, the center of gravity after modifications, or the combined centers of gravity of all added items by subsequent manufacturers must conform to requirements of the Sprinter Body and Equipment Guidelines on **Extreme Permissible Positions of Centre of Gravity & Calculation of Centre of Gravity after Modifications.**

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity – (FMVSS 105 Continued – Center of Gravity)

Calculations

Center of gravity

The overall height of the center of gravity (vehicle with equipment/complete body but without load) must be kept as low as possible.

The position of the center of gravity in the longitudinal direction of the vehicle is specified with reference to a vehicle axle.

The center of gravity height is specified with reference to the center of the wheel hub or the road surface.

Mercedes-Benz recommends that you have the position of the center of gravity checked by a recognized and experienced testing institution.

Daimler AG can provide the support you may need. If the center of gravity is determined by the body manufacturer, the procedures described under chapter 10.1.1 "Determination of the center of gravity in the x-direction" and chapter 10.1.2 "Determination of the center of gravity in the z-direction", of the Body and Equipment Guidelines, must be followed and services of qualified persons must be used so as to achieve realistic and useful results.

Determination of the center of gravity in the x-direction

CG coordinates in x-direction
(Front / rear axle load distribution)

Procedure:

The vehicle should be weighed with its complete equipment/body but without load.

Inflate the tires to the tire pressure specified for the maximum permissible axle load on each axle.

Completely fill all fluid reservoirs (fuel tank, washer fluid reservoir and, if installed, hydraulic tank, water tank etc.).

Shut off the engine on the scales, shift the transmission to neutral and release the brakes.

The vehicle must be parked horizontally on level ground for weighing.

First weigh the individual axle loads (front and rear axle loads) and then the gross vehicle weight.

Using these measurements, the position of the center of gravity in the longitudinal direction of the vehicle can be calculated using equations (3) and (4).

Use (2) to check the results from (3) and (4).

Statements Of Conformity – (FMVSS 105 Continued – Center of Gravity)

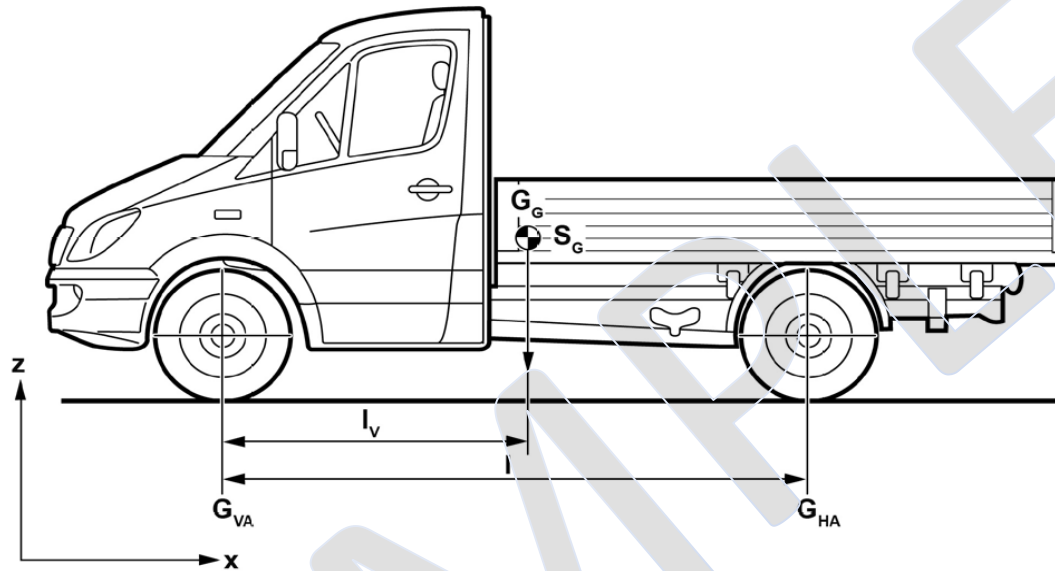


Figure: Axle load calculation

$$G_G = G_{HA} + G_{VA} \quad (1)$$

$$l = l_V + l_H \quad (2)$$

Calculation of center of gravity in the x-direction

$$l_V = \frac{G_{HA} * l}{G_G} \quad (3)$$

$$l_H = \frac{G_{VA} * l}{G_G} \quad (4)$$

Weights:

G_G Gross weight of the vehicle

G_{VA} Front axle load on empty vehicle (specification or weighting of the chassis in question)

G_{HA} Rear axle load of the empty vehicle

(Specification or weighing of the respective chassis)

Dimensions:

l_V – Distance of overall center of gravity of empty vehicle from front axle

l_H – Distance of overall center of gravity of empty vehicle from rear axle

l – Wheelbase

S_G – Overall vehicle center of gravity

NOTE: Practical determination of the center of gravity height may only be carried out by appropriately qualified staff using suitable and calibrated scales.

In order to reduce measurement errors, each measurement value should be determined at least three times and the average should be calculated from these three values. This value is then used to perform the calculation as per equations (3) and (4).

Statements Of Conformity – (FMVSS 105 Continued – Center of Gravity)

Determination of the center of gravity in the z-direction

Center coordinates in z-direction (height of center of gravity h_s for the overall vehicle)

For determination of the overall center of gravity height of the vehicle h_s by the body manufacturer, Mercedes-Benz recommends the following procedure after completion of the vehicle:

After conversion, the vehicle should be weighed on a plate-type scale or suitable wheel load scale in two different chassis positions in succession. Here, the axle loads measured when the vehicle stands horizontal and level (GVA and GHA, see 9.1.1 „Determination of the center of gravity in the x-direction“) and the axle loads for an axle raised by h' (QHA or QVA) must be determined. The lift height h' should be as large as possible in accordance with the front and rear overhang angle of the vehicle (also known as the angle of approach/departure). The target value is $h' > 600$ mm.

In order to reduce measurement errors, at least six individual measurements must be performed for each vehicle axle when measuring the axle load: three per axle when the vehicle is in a level state and three when an axle is raised. Based on the three measurements in each condition, an average should be calculated for each axle. The mean value must be calculated from these three values and this mean value must then be used when calculating with equations (5) to (7). In order to improve the accuracy of the final result, the axle load change should be determined both with a raised rear axle and with a raised front axle.

NOTE: In order to avoid erroneous measurements, please note:

When weighing with the vehicle level, the vehicle must be exactly horizontal. Any height differences between the axles caused by the scales must be compensated for accordingly.

The axle to be weighed must be blocked to prevent suspension jounce and rebound when rising to the required lift height.

No part of the vehicle may bottom out when rising to the required lift height.

All vehicle wheels must be able to roll: shift mechanism in neutral position, all brakes including parking brake released, chocks placed at a sufficient distance from the wheels, if necessary.

For turning (in order to weigh the other axle), move the vehicle under its own power so that any stresses in the vehicle are relaxed.

Make sure that no objects inside the vehicle can move during the measurements.

If the vehicle suspension cannot be blocked owing to its design or space restrictions, further axle load measurements must be taken at different raised positions (e.g. 600 mm, 700 mm and 800 mm). Here, errors can again be limited by averaging. The center of gravity height is equal to the arithmetic mean of the individual center of gravity heights for each raised position.

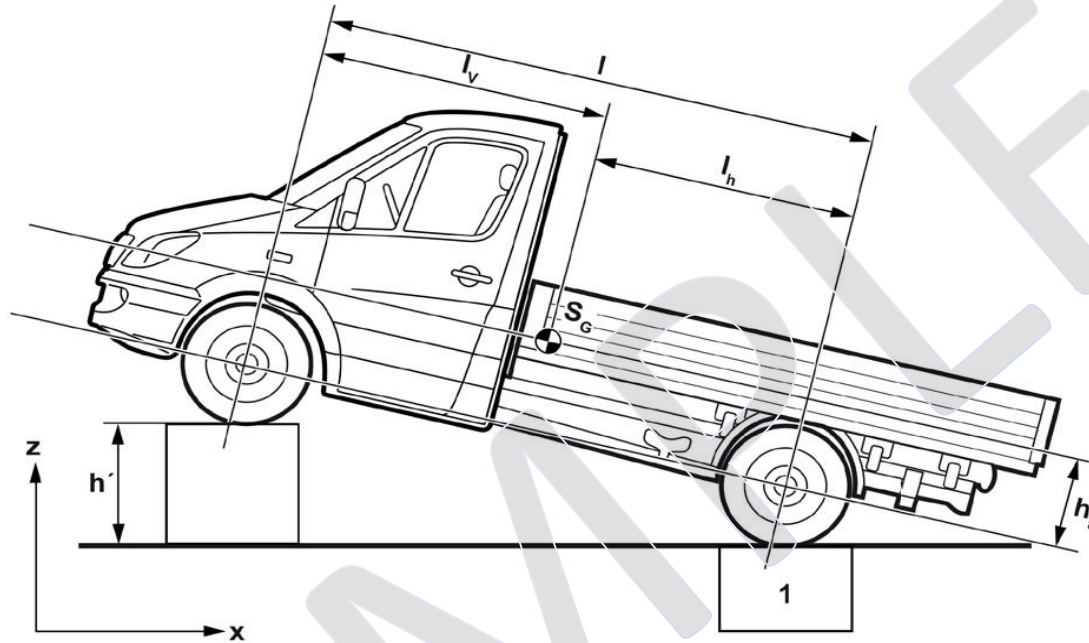
Statements Of Conformity – (FMVSS 105 Continued – Center of Gravity)

Example of procedure

1. The vehicle must be weighed with complete attachments and body, and without load.
2. Inflate tires up to the interior tire pressure that is specified for the relevant maximum permissible axle load.
3. Fill up all fluid reservoirs (fuel tank, window washing fluid reservoir, or if necessary, hydraulic reservoir, water tank etc.) completely.
4. On the scales, switch off the engine, shift the transmission to neutral and release the brakes.
5. Position the vehicle with the rear axle at a horizontal and level position on the scales and determine the axle load.
6. Raise the front axle (VA) by the value h' , at least 600 mm. Increasing the height h' while taking the other boundary conditions of the vehicle into account improves the final result. The value h' must be determined for all individual measurements with raised axle and should be identical wherever possible. As an alternative to measuring the raised height h' , the angle α between the wheel hubs can be determined.
7. Determine the resulting axle load shift QHA at the rear axle on the scales.
8. Lower the vehicle, turn it around and repeat the corresponding measurement on the front axle (initially GVA with the vehicle level, and then QVA with the rear axle raised).
9. Perform steps 4 to 7 three times in total (with blocked suspension).
10. Using the calculated values, the height of center of gravity can be calculated using equations (5) to (7).
11. When calculating using the equations (3) to (9), all length measurements must be used in millimeters (mm) and all weights must be used in deca Newton
12. ($1\text{daN} = 10\text{ N}$). $G = 1\text{ daN} = 10\text{ N}$ is the weight force corresponding to the mass $m = 1\text{ kg}$
13. Lift the raised axle further (by 100 mm, for example) and measure the height of center of gravity again so as to confirm the measurement result.

NOTE: Practical determination of the center of gravity height may only be carried out by appropriately qualified staff using suitable and calibrated measuring equipment and measurement tools.

Statements Of Conformity – (FMVSS 105 Continued – Center of Gravity)



N60.00-2312-00

Figure: Determining the height of the center of gravity

$$h_s = h_a + r_{stat} \quad (5)$$

- r_{stat} Static tire radius
- Q_{VA} Front axle load with vehicle raised at rear
- Q_{HA} Rear axle load with vehicle raised at front
- h_s Height of center of gravity above road surface
- h_a Height of center of gravity above wheel center
- h' Height by which the vehicle was raised
- S_G Overall vehicle center of gravity
- 1 Weighing device

Formulae for raised front axle:

$$h_s = \left(\frac{l}{h'} * \frac{Q_{HA} - G_{HA}}{G_G} * \sqrt{l^2 - h'^2} \right) + r_{stat} \quad (6)$$

Formulae for raised rear axle:

$$h_s = \left(\frac{l}{h'} * \frac{Q_{VA} - G_{VA}}{G_G} * \sqrt{l^2 - h'^2} \right) + r_{stat} \quad (7)$$

NOTE: The wheelbase “l” is defined by the vehicle model designation

NOTE: The determined center of gravity must not exceed the specified threshold values given in “Maximum permissible position of the center of gravity”

Statements Of Conformity

FMVSS 106 / CMVSS 106 (Applies to all Sprinter Vans)

This vehicle, when completed, will conform to Standard 106, Brake Hoses, if no alterations are made to the hydraulic brake hoses, brake hose assemblies, or the brake hose fittings including the labeling on these components.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

FMVSS 108 / CMVSS 108 (Applies to all Sprinter Cargo Vans)

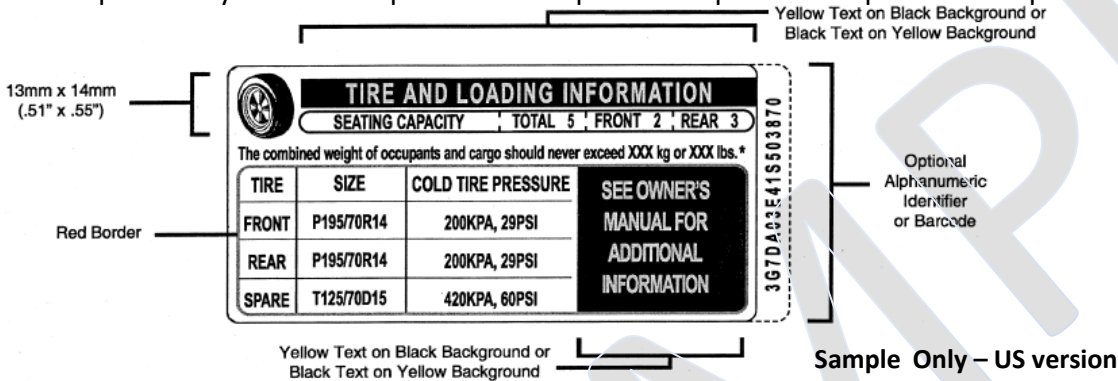
This vehicle, when completed, will conform to Standard 108, Lamps, Reflective Devices, and Associated Equipment, if no alterations are made to lamp assemblies and/or their mountings, or reflective devices and/or their mountings and no obstructions are installed which limit visibility of any items.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

FMVSS 110 / CMVSS 110 (Applies to all Sprinter Cargo Vans)

The completed Sprinter as delivered conforms to Standard 110, Tire Selection and Rims for vehicles with a GVWR of 10,000 lbs. or less, specifically concerning Section 4.3, Placard Requirement, if no alterations are made to affect tire, GVWR, seating capacity, or combined weight of occupants and cargo. Sprinter cab chassis as delivered by Daimler AG are exempt from the Standard 110 placard requirement. With the exception of the cab chassis rated over 10,000 lbs. GVWR, the final stage manufacturer assumes the responsibility for the compliance of the placard requirement upon the completion of the vehicle.



49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 111 / CMVSS 111 (Applies to all Sprinter Vans, except code F50)

This vehicle, when completed, will conform to Standard 111, Rearview Mirrors, if no alterations are made to mirrors, mounts, locations or cab structures, and no obstructions are installed which limits the full function of these mirrors.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

FMVSS 113 / CMVSS 113 (Applies to all Sprinter Vans, except code F50)

This vehicle, when completed, will conform to Standard 113, Hood Latch Systems, if no alterations are made in the hood latches, including the attachments to the hood latches.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 114 / CMVSS 114 (Applies to all Sprinter Cargo Vans)

This vehicle, when completed, will conform to Standard FMVSS 114, Theft Protection or CMVSS 114 Locking and Immobilizer Systems, if no alterations are made to the steering column lock, transmission shift linkage, ignition switch interlock or the audible key-left-in warning systems. Standard 114 is not applicable to Sprinters rated above 10,000 lbs. GVWR.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

CMVSS 115 (Applies to all Sprinter Vans)

(For Canada only) This vehicle, when completed, will conform to Standard 115, Vehicle Identification Number, if no alterations are made to the VIN plate, or the VIN plate mounting or location, or the visibility of the VIN plate through the windshield. The alterer assumes the regulatory responsibility concerning any deviations from the original intent of the VIN coding, as a result of his actions.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

FMVSS 116 / CMVSS 116 (Applies to all Sprinter Vans)

This vehicle, when completed, will conform to Standard 116, Motor Vehicle Brake Fluids, if no alterations, substitutions, or introduction of foreign materials are made to the brake fluid. Use only heavy duty fluid, DOT 4+, if additional fluid is needed.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 118 / CMVSS 118 (Applies to all Sprinter Cargo Vans)

If so equipped, this vehicle, when completed, will conform to Standard 118, Power-Operated Window, Partition, and Roof Panel Systems, if no alterations are made to the power window and related electrical systems. Additional compliance with the Standard 118 is necessary, if subsequent alterations or installations are made. Standard 118 is not applicable to Sprinters rated above 10,000 lbs. GVWR.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 120 / CMVSS 120 (Applies to all Sprinter Vans)

This vehicle, when completed, will conform to Standard 120, Tire Selection and Rims for vehicles with a GVWR of more than 10,000 lbs., if the GAWR or GVWR are not exceeded, and no alterations or substitutions are made to tires, rims or labeling.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 124 / CMVSS 124 (Applies to all Sprinter Vans)

This vehicle, when completed, will conform to Standard 124, Accelerator Control Systems, if no alterations are made to any components of the throttle control or fuel metering system.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 126 / CMVSS 126 (Applies to all Sprinter Cargo Vans)

This vehicle, when completed, will conform to Standard 126, Electronic Stability Control (ESC), if none of the gross axle (GAWR) or gross vehicle weight ratings (GVWR) are exceeded, and if no alterations are made to affect the braking system, hydraulic system components and fittings, the anti-lock system components or electrical circuitry, engine management, traction control, tire size & rim, wheelbase, steering system or suspension system. In addition, the center of gravity after modifications, or the combined centers of gravity of all added items by subsequent manufacturers must conform to requirements outlined in the Body & Equipment Guidelines on Calculation of Center of Gravity after Modifications. Standard 226 is not applicable to Sprinters rated above 10,000 lbs. GVWR.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

FMVSS 138 / CMVSS 138 (Applies to all Sprinter Cargo Vans)

This vehicle, when completed, will conform to Standard 138, Tire Pressure Monitoring System, if no alterations are made to any components of the tire pressure monitoring system or the rims. Standard 138 is not applicable to Sprinters rated above 10,000 lbs. GVWR.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 139 / CMVSS 139 (Applies to all Sprinter Cargo Vans)

This vehicle, when completed, will conform to Standard 139, New pneumatic radial tires for light vehicles, if the GAWR or GVWR are not exceeded, and no alterations or substitutions are made to tires, rims or labeling. Standard 139 is not applicable to Sprinters rated above 10,000 lbs. GVWR.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 201 / CMVSS 201 (Applies to all Sprinter Cargo Vans)

This vehicle, when completed, will conform to Standard 201 and Standard 201u, Occupant Protection In interior Impact, if no alterations are made to the structure of the occupant compartment and if the following components, as provided by Daimler AG, are not removed, relocated, altered, or modified in any way:

- Instrument panel
- Interior compartment doors
- Overhead tray (when equipped)
- Headliner
- Sun visors
- Arm rests.

Standard 201 is not applicable to Sprinters rated above 10,000 lbs. GVWR.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 202 / CMVSS 202 (Applies to all Sprinter Cargo Vans)

This vehicle, when completed, will conform to Standard 202 and Standard 202a, Head Restraints, if no alterations are made to the seat or head restraint. Standard 202 and Standard 202a are not applicable to Sprinters rated above 10,000 lbs., GVWR.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

FMVSS 203 / CMVSS 203 (Applies to all Sprinter Cargo Vans)

This vehicle, when completed, will conform to Standard 203, Impact protection for the driver from the steering control system, if no alterations are made to the steering control system or any of its components. Standard 203 is not applicable to Sprinters rated above 10,000 lbs. GVWR.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 204 / CMVSS 204 (Applies to all Sprinter Vans)

This vehicle, when completed, will conform to Standard 204, Steering Control Rearward Displacement, if the maximum unloaded vehicle weight is less than 5,500 lbs. and no alterations are made to the steer control or any other frontal component system, including but not limited to the steering wheel, steering column assembly, front structure, bumper attaching parts, or any other frontal components.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 205 / CMVSS 205 (Applies to all Sprinter Vans, except code F50)

This vehicle, when completed, will conform to Standard 205, Glazing Materials, if no alterations or replacements are made in the glazing material installed in the windshield or windows of the cab and if additional glazing materials installed by a subsequent stage manufacturer conforms to the requirements of Standard 205.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 206 / CMVSS 206 (Applies to all Sprinter Cargo Vans)

This vehicle, when completed, will conform to Standard 206, Door Locks and Door Retention Components, if no alterations are made to the door assembly, door latches, door hinges, door locks, door latch posts, door hinge posts, other attachments or supporting cab structure. Standard 206 is not applicable to Sprinters rated above 10,000 lbs. GVWR.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 207 / CMVSS 207 (Applies to all Sprinter Vans, except code F50)

This vehicle, when completed, will conform to Standard 207, Seating Systems, if no alterations are made to the seats, seat tracks, seat adjusters, restraining devices, release and adjustment controls, seat risers and supports, or the cab floor and supporting structure. Any seating system added to this vehicle must conform to applicable requirements of this Standard.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 208 / CMVSS 208 (Applies to all Sprinter Vans, except code F50)

This vehicle, when completed, will conform to Standard 208, Occupant Crash Protection, if no alterations are made to the seat locations, seat belt assemblies, seat belt anchorages, seats, seating anchorages, cab and supporting structure, cab underbody, or if no change is made in the number of designated occupants' seating positions provided. No actions are taken which would impair the integrity of the belt and seat belt warning systems. Any rear seats installed by Daimler AG that are temporarily removed for any reason are returned to their original location and condition in the vehicle. The Air Bag Supplemental Restraint System (Driver, Passenger, Seats, Canopy Air Curtain) as installed by Daimler AG is not removed, relocated, modified or altered in any way. The Air Bag Supplemental Restraint System Information Labels that are affixed to the front visors are visible and not altered, modified, or removed. If the Air Bag Supplemental Restraint System Information Labels are not affixed to the front visors but shipped in dunnage, the following is necessary to meet Standard 208: The information label must be permanently affixed to each visor in an upright position readable from the driver's or passenger's seating position. If the label is not visible when the visor is stored (up position), an Air Bag Alert Label shall be placed on the visible surface of the visor as specified in Section 4.5.1(c) of Standard 208. If the information label and/or the visor is not included on a Prep package, Daimler AG makes no representation. Any seat belt assemblies added to this vehicle must conform to the applicable requirements of this Standard.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	<hr/> <hr/> <hr/>
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

FMVSS 209 / CMVSS 209 (Applies to all Sprinter Vans, except code F50)

This vehicle, when completed, will conform to Standard 209, Seat Belt Assemblies, if no alterations are made to the seat belt assemblies, seat belt anchorages and attachments, or the cab structure to which the anchorages are attached. No action is taken that would impair the integrity of the seat belt system provided. Any seat belt assemblies added to a vehicle must conform to the requirements of this Standard.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

FMVSS 210 / CMVSS 210 (Applies to all Sprinter Vans, except code F50)

This vehicle, when completed, will conform to Standard 210, Seat Belt Assembly Anchorages, if no additional occupant seats or seat belt assembly anchorages are installed, or if no alterations are made to the anchorages or related structure components. No alterations are made to the front seat belt anchorages, front seat belt assemblies, floor pan, floor pan reinforcements, or body mounts. No window or roof modifications are completed on vehicle.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 212 / CMVSS 212 (Applies to all Sprinter Cargo Vans)

This vehicle, when completed, will conform to Standard 212, Windshield Mounting, if maximum unloaded vehicle weight does not exceed 5,500 lbs. or no alterations are made to the windshield or the windshield mounting system. This Standard is not applicable to Sprinters rated above 10,000 lbs. GVWR.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

FMVSS 214 / CMVSS 214 (Applies to all Sprinter Cargo Vans)

The door of the vehicle, when the vehicle is completed, will conform to Standard 214, Side Impact Protection, if no alterations are made to the doors, door frames, door latches, door hinges or its mountings, other door components or front seating systems. This Standard is not applicable to Sprinters rated above 10,000 lbs. GVWR. Any seating system added to this vehicle must conform to applicable requirements of this Standard.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

FMVSS 217 / CMVSS 217 (Applies to all Sprinter Vans)

This incomplete vehicle does not comply with Standard 217, Bus Emergency Exits and Window Retention and Release, Section 5.1. Daimler AG makes no representation as to compliance to any other portion of this Standard. Any windows, doors, additional components, or emergency exits and required emergency exit labels added to this vehicle by the final stage manufacturer must meet the requirements of this Standard.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

FMVSS 219 / CMVSS 219 (Applies to all Sprinter Cargo Vans)

This vehicle, when completed, will conform to Standard 219, Windshield Zone Intrusion, if maximum unloaded vehicle weight does not exceed 5,500 lbs. or if no alterations are made to the hood mounting system, or the "protected zone" of the windshield is not penetrated. This Standard is not applicable to Sprinters rated above 10,000 lbs. GVWR.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 301 / CMVSS 301 (Applies to all Sprinter Cargo Vans)

This vehicle, when completed, will conform to Standard 301, Fuel System Integrity, if the maximum unloaded vehicle weight does not exceed 5,500 lbs., or if no alterations are made to the fuel system or fuel filler pipe assembly. For cab chassis equipped with a body in accordance with the upfitter information book, the maximum unloaded vehicle weight is 7,400 lbs. This Standard is not applicable to Sprinters rated above 10,000 lbs. GVWR.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

FMVSS 302 / CMVSS 302 (Applies to all Sprinter Vans)

This vehicle, when completed, will conform to Standard 302, Flammability of Interior Materials, if no alterations are made to any interior materials or if no non-conforming interior materials are added to the interior of the vehicle.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 403 / CMVSS 403 (Applies to all Sprinter Vans)

This incomplete vehicle does not comply with Standard 403, Platform Lift Systems for Motor Vehicles. Daimler AG makes no representation as to conformity with this Standard.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 404 / CMVSS 404 (Applies to all Sprinter Vans)

This incomplete vehicle does not comply with Standard 404, Platform Lift Installations in Motor Vehicles. Daimler AG makes no representation as to conformity with this Standard.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

FMVSS 1106 / CMVSS 1106 (Applies to all Sprinter Vans, except code F50)

(For Canada only) This vehicle, when completed, will conform to Standard 1106, Noise Emissions, if no alterations are made to any noise emission related components, such as engine calibrations including governor settings, exhaust system components, air induction system components, radiator shield, fan and fan drive, noise shields, tires, or acoustical absorptive material, etc.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Statements Of Conformity

Part 565/565.13 (Applies to all Sprinter Vans)

This vehicle, when completed, will conform to Part 565, Vehicle Identification Number (VIN) Requirements, if the vehicle identification number printed on the label affixed to the cover of this manual is mounted and displayed in accordance with the requirements of this Standard. This vehicle, when completed, will conform to Part 565.13, General Requirements, if the Vehicle Identification Number tag mounted on the top of the instrument panel is not removed, altered, or modified and no actions are taken by the subsequent stage manufacturer that would obstruct the readability of the Vehicle Identification Number tag mounted on the top of the instrument panel.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers	
Manufacturer's Name:	
Manufacturer's Address:	
List changes that should be made in the IVD to reflect changes made to the vehicle:	
The statements contained in this addendum are accurate as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Statements Of Conformity

Part 567 (Applies to all Sprinter Vans)

This incomplete vehicle does not comply with the intermediate and final stage manufacturer requirements of Part 567 - Certification, nor the Canadian Motor Vehicle Safety Regulations, Section 6.6 – Final-stage Manufacturer's Compliance Label. It is the responsibility of the intermediate and final stage manufacturers to provide additional labeling to meet these requirements. Daimler AG makes no representation as to conformity.

49 CFR Part 568.5 Modifications Addendum - to be entered only by Intermediate Manufacturers

Manufacturer's Name:

Manufacturer's Address:

List changes that should be made in the IVD to reflect changes made to the vehicle:

The statements contained in this addendum are accurate as of the date of manufacture:

YES NO

Canadian Vehicles

VEHICLE IDENTIFICATION

Refer to the “Vehicle Description” section of this manual for additional information. Incomplete vehicles produced by Daimler AG require, for certain applications, optional Prep Packages which are listed on the Completed Vehicle Types charts.

DAYTIME RUNNING LAMP (DRL)

Compliance representations for CMVSS 108, Lighting System and Retro reflective Devices, are in the “Statements of Conformity” section of this manual.

CANADIAN RADIO FREQUENCY INTERFERENCE (RFI) INFORMATION

All vehicles powered by spark ignition engines (e.g.: gasoline, natural gas, or propane engines) and manufactured in Canada or for sale or use in Canada are subject to the Canadian “Regulations for the Control of Interference to Radio Reception” per Interference-Causing Equipment Standard (ICES-002) and applicable test method according to “CAN/CSA-C108.4-M06”. Violation of these regulations is punishable by fine or imprisonment. This Daimler-built incomplete vehicle (if other than a Basic (Stripped) Chassis) was designed and manufactured to be capable of meeting the regulatory requirements or such modifications thereof as may have been authorized by the Department of Communications. However, because Daimler AG has no control over how this incomplete vehicle is completed by subsequent stage manufacturers, Daimler AG does not represent that the completed vehicle incorporating

the Daimler-built components will comply with applicable requirements.

The following information is supplied to subsequent stage manufacturers to help them avoid increasing the RFI emissions of this vehicle in the course of completing it. For any completed vehicle, additional measures may be needed to adequately suppress RFI emissions. Affected components could include spark plugs, ignition wires, ignition coils, ground straps, ignition component shields, accessory drive belts, instrument voltage regulator suppressor assembly, and ignition coil suppressor assembly.

More specifically:

- All components required to suppress RFI emissions, which are removed during service, repair, or completion of the vehicle, must be reinstalled in the manner in which they were installed by Daimler AG.
- Shields on ignition coils must remain installed.
- Replacement spark plugs, ignition wires, and ignition coils must be equivalent in their RFI suppression properties to original equipment.
- Electrical grounds on all components must be retained.
- Metallic components installed on the body or chassis must be grounded to the chassis.
- Electrical circuits added to the vehicle must not be installed near the high voltage ignition components.
- Engine compartment wiring must not be rerouted in any manner.

Emissions and Safety Information

Emissions and Safety Information

A complete Sprinter van or a cab chassis delivered by Daimler AG to its dealer or upfitter is certified by Daimler AG to comply with the U.S. and California, or Canadian emissions and safety standards at the time of manufacture. If this vehicle is altered after the delivery by Daimler AG, the upfitter or dealer assumes the regulatory responsibility for recertification. This section provides general information concerning applicable emissions and safety standards at the time of the vehicle manufacture. It is written to assist upfitters to better understand the U.S. Environmental Protection Agency's (U.S. EPA) exhaust emissions and noise standards, the California Air Resources Board (CARB) emissions standards, the **Federal Motor Vehicle Safety Standards (FMVSS)** and the **Canadian Motor Vehicle Safety Standards (CMVSS)**. Daimler AG neither approves nor recommends any modifications or additions to the Sprinter vehicle which may cause noncompliance with any EPA, CARB, FMVSS, or CMVSS standards; or renders the vehicle unsafe. Upfitters should, however, consult with an attorney concerning interpretations of the applicable laws and regulations, and determine if the modification made to the Sprinter may affect the final certification and compliance of the vehicle. Further, it is the upfitters responsibility to ensure their modifications do not render the vehicle unsafe for operation.

Exhaust Emission Control Information

All Sprinter vehicles are equipped with one 50-state

certified Mercedes-Benz engine. This engine is certified to comply with the U.S. EPA's and the Environment Canada's heavy-duty diesel engine exhaust emission standards and additional California on-board diagnostic II regulations, as inherently low emission vehicle (iLEV), under Title II, Section 206 of the Clean Air Act and 40 CFR Parts 86 & 88 regulations, and to comply with Section 1961, Title 13 of the California Code of Regulations, as ultra-low emission vehicle (ULEV) for medium-duty vehicle (MDV) applications. Proof of either one of the aforementioned certification is shown by an exhaust emission control label, i. e., an "Important Engine Information" label, see Sprinter Operator's Manual, affixed to the rocker cover of the engine. Provisions of the EPA regulations require that the emission-related components function in-use over the prescribed full useful life period as certified, i.e., 8 years or 110,000 miles, whichever occurs first. To be certain that these components function properly, the end users are required to use appropriate fuels and lubricants, and maintain these components properly in accordance with the Operator's Manual and Service Booklet. In addition, engine calibrations, such as fuel output settings, injection timings, emission control device calibration and location, charge air and cooling system calibration and location are prohibited from any alterations from certified configurations. Provisions of the Clean Air Act also prohibit any persons, including dealers, and/ or upfitters, to remove or render inoperative any devices or elements of design installed in a motor vehicle engine in compliance with the regulations.

Emissions and Safety Information

Vehicle Noise Emission Control Information

The Noise Control Act of 1972 and the 40 CFR Part 205 U.S. EPA regulations, "Transportation Equipment Noise Emission Controls", require new medium and heavy trucks over 10,000 lbs. GVWR to comply with an exterior drive-by noise standard of 80 dB(A). In Canada, CMVSS 1106 Noise Emissions Standard requires the aforementioned exterior drive-by noise standard to be applicable to vehicles at 10,000 lbs. GVWR and below as well, with an additional interior sound level certification at 90 dB(A) to be applicable to trucks or cab chassis with a GVWR of over 10,000 lbs. GVWR. Noise emission label requirements, however, are only applicable to the U.S. vehicles over 10,000 lbs. GVWR. All type 906 Sprinters delivered by Daimler AG to our dealers and upfitters, with the exception of the vehicles with either Code FW1 (deletion of cab rear wall), Code F28 (deletion of cab rear wall and roof) or Code F50 (Stripped Chassis), comply with the aforementioned applicable U.S. EPA and Canadian noise emission standards. Since all complete Sprinters and cab chassis rated below 10,000 lbs. do not have to comply with the U.S. noise standard, they will not be affixed with the noise emission label. Only cab chassis with a GVWR of over 10,000 lbs. GVWR which are required to comply with the U.S. noise emission standard will be affixed with a noise emission label. Compliance to the 40 CFR Part 205 and subsequent labeling will be required if any alterations which result in an increase in the GVWR of the vehicles above 10,000 lbs., or any alterations made to the noise

related components, see below. Upfitters/final stage manufacturers should consult with their attorney to ensure the compliance with the regulations and Act, including the noise labeling requirement. The law and regulations prohibit tampering with noise control devices or components. Specifically, the removal or rendering inoperative of any devices or elements of design incorporated into any new vehicle for the purpose of noise control is not permitted. Such devices or elements are identified as noise emission related components, such as engine calibrations including governor settings, exhaust system components, air induction system components, radiator shield, fan or fan drive, noise shields, tires or acoustical absorptive material, etc. The regulations also require maintenance of the noise control system performance in use, to comply with the U.S. EPA 40 CFR Part 202, or DOT 49 CFR Part 325, Exterior Noise Emission Standards for Interstate Motor Carrier.

Vehicle Safety Standards Information

The National Traffic and Motor Vehicle Safety Act of 1966 and the FMVSS regulations in the U.S., and the Motor Safety Act of 1993 and the CMVSS regulations in Canada identify certain vehicle safety requirements and their certification responsibilities for the various stages of vehicle manufacturing. Therefore, upfitters need to review all regulatory requirements carefully, and consult with an attorney to ensure the compliance with applicable standards.

Reference Information

Body and Equipment Guidelines

Throughout this manual you will find references to information found in the Body and Equipment Guidelines. Additional Design Recommendations and specifications are also provided to assist subsequent stage manufacturers in completing chassis cab and incomplete vehicles. The Body and Equipment Guidelines can be accessed via the web at www.upfitterportal.com or <http://daimlervansupfitterportal.com/>, for Canada <http://daimlervansupfitterportal.com/en-ca/>

Daimler Vans Upfitter Portal

To find additional resources and information, such as contact information and to submit information requests, please visit the Daimler Vans Upfitter Portal at www.upfitterportal.com or www.daimlervansupfitterportal.com, for Canada <http://daimlervansupfitterportal.com/en-ca/>