

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

NE PAS DETRUIRE NI RETIRER : Ce manuel est imposé par la loi.
Il doit être conservé jusqu'à l'achèvement du véhicule par le fabricant final.

Metris

Incomplete Vehicle Document



Order no. T447 0113 13 Part no. 447 584 53 05 Edition 2020-01

Mercedes-Benz



Publication details

Internet

Further information on Mercedes-Benz vehicles and on Mercedes-Benz AG can be found on the following websites:

<http://www.daimler.com>

for the USA at:

<http://www.mbusa.com>

for Canada at:

<http://www.mercedes-benz.ca>

Documentation team

You are welcome to forward any queries or suggestions you may have regarding these Operating Instructions to the technical documentation team to the following address:

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Vehicle manufacturer

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Final-stage manufacturer

We would like to congratulate you on having purchased your new vehicle.

This is the incomplete vehicle document (IVD) for incomplete vehicles, which is necessary in accordance with 49 CFR Part 568 or the Canadian legal document SOR2002-55, section 6.1, in the following "49 CFR Part 568", if both regulations are stipulated. A copy of the IVD may also be created for your finished vehicle. This is intended for your dealer or supplier if any modifications or changes are undertaken before you purchase the vehicle. The IVD supports suppliers and/or dealers who change or attach equipment to vehicles in compliance with the applicable regulations. The specifications contained in this booklet, including information on applicable regulations, are accepted as being correct at the time of publication. Suppliers should, however, contact their advisers to ensure compliance with the relevant laws and regulations. This booklet is regularly revised when new products are introduced and there is additional information on these products. Before any modifications to or installation of equipment in a vehicle is carried out, please read the guidelines for vehicle bodies and equipment (Body and Equipment Guidelines) for further details and, if necessary, you should consult your authorized Metris dealer and your legal adviser.

The IVD applies to the following incomplete vehicle types:

- Metris passenger transporters
- Metris Cargo Van

DECLARATION OF ACCURACY

In accordance with 49 CFR 568.4(a)(9), Mercedes-Benz AG confirms that the information regarding the date of manufacture of the incomplete vehicle contained in this document on the incomplete vehicle is correct and each intermediate and final stage manufacturer can use and rely on this information.

Important: in order to rely on the warranty for the compliance with regulations in this manual, the incomplete vehicles must be completed as one of the completed vehicle types designated in the "Vehicles and preparation packages" section. They must not exceed the specified values for GVWR, GAWRs or curb weight, provided that they are specified in this document and the Body and Equipment Guidelines.

Introduction

The information included in this manual is provided to intermediate or final-stage manufacturers in accordance with the safety regulations of the United States of America and Canada, as well as, in some cases, where this is not legally required. Incomplete vehicles manufactured for sale in or import to the USA are specially equipped. The descriptions and data in the document exclusively refer to the vehicle safety standards according to the latest version of the National Traffic and Motor Vehicle Safety Act from 1966. An incomplete vehicle manufactured for sale in or import to Canada is specially equipped for Canada. This vehicle meets the requirements of the current Canadian Motor Vehicle Safety Standards (CMVSS) as of the production date printed on the cover of this manual. The chapter on "Emission and safety information" of this manual contains information on conformity to the emissions regulations in the United States of America, Canada and the State of California as well as the fuel consumption regulations in the United States of America. You should not refer to this manual for obtaining information on complying with any Federal Motor Carrier Safety Administration regulations, Federal Highway Administration regulations, or regulations regarding the Occupational Safety and Health Act (OSHA) or other state, national or communal regulations regarding the performance or the construction of vehicles. The final-stage manufacturer is responsible for clarifying the applicability and compliance with state, national or communal regulations which are not mentioned in detail in this manual.

IMPORTANT: (US vehicles) Mercedes-Benz AG has taken as much care as possible to indicate the specific conditions where possible, according to which an incomplete vehicle may be completed in such a way that it fulfills all applicable US vehicle safety standards (Federal Motor Vehicle Safety Standard). These specific details should help subsequent-stage manufacturers avoid cases of inadvertent non-compliance with certain standards. It should be noted that final responsibility for conformity to the complete vehicle lies with the final-stage manufacturer, who, in accordance with Title 49, Code of Federal Regulations, Part 5675, is legally obligated for confirming that the complete vehicle fulfills all the requirements of the valid US vehicle safety standards and state, national and Californian emissions and noise protection standards. Mercedes-Benz AG does not provide assurances regarding the situa-

bility of modifications to a particular application, provided that these are not mentioned in detail herein. Intermediate or final-stage manufacturers are obliged to determine the suitability of a modification for its specific usage on the basis of their own technical judgment.

IMPORTANT: (US and Canadian vehicles) modifications to an incomplete vehicle other than those performed by Mercedes-Benz AG or transport damage may affect indications of conformity contained in this manual or the assurances printed on a marking affixed on a vehicle.

Definitions

The following definitions come from Title 49, Code of Federal Regulations (49 CFR), Parts 567.3, 568.3, 571.3 or from Mercedes-Benz AG, as specified below. Canadian definitions come from Canadian Motor Vehicle Safety Regulations (CMVSR), section 2(1) and are indicated by the additional comment "valid for Canada". Mercedes-Benz AG definitions pertain only to content in this manual. Some concepts define abbreviations used in this manual.

Ambulance – is a vehicle for medical assistance, which provides: a driver's compartment; a patient compartment for a paramedic, medical attendant and two patients on stretchers (one patient on the main stretcher and a second patient on the folding stretcher on the bench seat) so positioned that the patient who is of greater priority can be cared for during transportation; equipment and supplies for emergency care on site as well as during transportation; a two-way radio; and, if necessary, light rescue equipment. The ambulance is designed and constructed in such a way that safety and comfort are guaranteed and deterioration of the patient's injuries or illness can be avoided. (From Federal Specification KKK-A-1822-F). The Mercedes-Benz AG definition of an ambulance also includes all vehicles used for transporting Environmental Control and Life Support Systems, equipment, transporting emergency or regular patients. A driver can increase the maximum engine speed at normal idling speed if the vehicle's engine is equipped with a "kick-start" system, provided that the vehicle does not move. (Mercedes-Benz AG)

B-pillar – is the bodywork structure located directly rearward of each front door. This structure includes the outer panel, all inner panels or reinforcements that support the door opening, the door locking system and/or the roof structure. (Mercedes-Benz AG)

Completed vehicle – a vehicle that requires no further manufacturing operations to perform its intended function. (49 CFR 567.3)

Critical code item – a component or a process which may effect conformity to a federal regulation or which could directly impair the safe operation of the vehicle.

Designated seating position (valid for USA) – a seat location that has a seating surface width, as described in § 571.10(c) of this part, of at least 13 in (330 mm). The number of designated seating positions at a seat location is determined

according to the procedure set forth in § 571.10(b).

For the sole purpose of determining the classification of any vehicle sold or introduced into interstate commerce for purposes that include transporting students to and from school or educational events, any location in such a vehicle intended for securing an occupied wheelchair during vehicle operation is regarded as four designated seating positions. (49 CFR 571.3)

Designated seating position (valid for Canada) – a location in a vehicle that is likely to be used as a seating position and, thus, has a seating surface width of at least 13 in (330 mm).

Final-stage manufacturer – a person who performs such manufacturing operations on an incomplete vehicle that it becomes a completed vehicle. (49 CFR 567.3)

Gross axle weight rating (GAWR) – the predetermined value for the load-bearing capacity of a single-axle system specified by a vehicle manufacturer, as measured at points where the tire is in contact with the ground. (49 CFR 571.3)

Gross combination weight rating (GCWR) – the value specified by the manufacturer as the loaded weight of a combination vehicle. (49 CFR 571.3)

Gross vehicle weight rating (GVWR) – the value specified by the manufacturer as the loaded weight of a single vehicle. (49 CFR 571.3)

H-point (valid for USA) – the mechanically hinged hip point of a test dummy 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. (49 CFR 571.3)

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

Incomplete vehicle (valid for USA) – an assembly consisting, at a minimum, of chassis (including the frame) structure, drivetrain, 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. (49 CFR 567.3)

Incomplete vehicle (valid for Canada) – a vehicle, (a) with the exception of a vehicle which has been temporarily imported for special purposes, is operational and consists of at least a chassis structure, drivetrain, steering system, suspension system and brake system; these systems are in the condition in which they will be installed in the complete vehicle. The vehicle is considered incomplete until it has undergone further manufacturing processes or (b) is an incomplete trailer.

Manufacturer of an incomplete vehicle – a person, [company, which (CMVSR)] who manufactures an incomplete vehicle by assembling components; none of these components constitute an incomplete vehicle on their own. (49 CFR 567.3)

Intermediate manufacturer – a person [company (CMVSR)], with the exception of the manufacturer of an incomplete vehicle or the final-stage manufacturer, who [which (CMVSR)] performs manufacturing processes on a vehicle manufactured in two or more phases. (49 CFR 567.3)

Multi-purpose passenger vehicle (MPV) (valid for USA) – an engine-driven vehicle, with the exception of slow vehicles or trailers, which is used for transporting a maximum of ten (10) people. This vehicle has been built on a truck chassis or has optional equipment for occasional off-road usage. (49 CFR 571.3)

Multi-purpose passenger vehicle (MPV) (valid for Canada) – a vehicle with a maximum capacity of ten seats which has been built on a truck chassis or has optional equipment for occasional off-road usage. This does not include hovercraft, all-terrain vehicle, golf cart, slow vehicle, passenger vehicle, three-wheeled vehicle, truck or vehicle which was temporarily imported for special purposes.

Seating reference point (valid for USA) – the specifically designed H-point in accordance with the definition in SAE J1100 (June 1984).

The H-point has the following characteristics:

- (a) establishes the rearmost normal driving and passenger position of each designated seat position in a vehicle for the design;
- (b) has X, Y and Z coordinates established relative to the designed vehicle structure;
- (c) simulates the pivot center of the torso and thigh joints; and

- (d) is the reference point employed to position the two-dimensional template described in SAE J826 (May 1987).

Seat reference point (valid for Canada) – "Seat reference point" describes the specific design H-point in accordance with the definition in section 3.11.1 of the SAE Recommended Practice J1100, Motor Vehicle Dimensions (February 2001).

The H-point has the following characteristics:

- (a) establishes the rearmost normal driving and passenger position of each designated seating position, which includes consideration of all modes of adjustment, horizontal, vertical and tilt, in a vehicle;
- (b) has X, Y and Z coordinates established in accordance with the definition in section 3.3 of the SAE Recommended Practice J1100, Motor Vehicle Dimensions (February 2001), which are established relative to the vehicle;
- (c) simulates the pivot center of the torso and thigh joints; and
- (d) is the reference point employed to position the H-point template with the 95th percentile in accordance with the description in section 4.1 of the SAE standard J826, Devices for Use in Defining and Measuring Vehicle Seating Accommodation (July 1995); or, if this template could not be created, the reference point, where the seat is in the rearmost position.

Second Unit Body (SUB) – consists of the bodywork structure and/or any components and/or equipment used for transporting or carrying loads and performing tasks, which are installed on or in an incomplete vehicle by a subsequent-stage manufacturer in order to bring an incomplete vehicle to completion. (Mercedes-Benz AG)

Subsequent-stage manufacturer – means either an intermediate or final-stage manufacturer or both.

Completed seat – a complete, functional seat assembly including a seat pedestal, seat guide rail, seat base, seat backrest, seat backrest adjuster, seat padding, all mounting devices and the final upholstering material (i.e. cloth, leather, vinyl). (Mercedes-Benz AG)

Truck (valid for USA) – an engine-driven vehicle, with the exception of a trailer, used primarily for transporting goods or special equipment. (49 CFR 571.3)

Truck (valid for Canada) – "truck" describes a vehicle designed primarily for transporting goods or special equipment. This does not include competition vehicles, caterpillar vehicles, three-wheeled vehicles, trailers, work vehicles, vehicles temporarily imported for special purposes, vehicles designed exclusively for off-road driving or slow vehicles; (Camion)

Unladen vehicle weight (UVW) (valid for USA) – the weight of a vehicle which is filled to the maximum level with all operating fluids required for vehicle operation, but is without loads, vehicle occupants or accessories which are usually removed from the vehicle when it is not in use. (49 CFR 571.3)

Unladen vehicle weight (UVW) (valid for Canada) – the weight of a vehicle which is filled to the maximum level with all operating fluids required for vehicle operation, but is without loads or vehicle occupants.

Incomplete seat – the structure including a seat pedestal, seat guide rail, seat base, seat backrest, seat backrest adjuster, seat padding, all mounting devices required for a functional seat assembly without the final upholstering material (e.g. cloth, leather, vinyl) and upholstery attaching materials. (Mercedes-Benz AG)

Safety standards – USA and Canada

Standard number	Part 571 – Federal Motor Vehicle Safety Standards	MPV	Truck	Equip-ment ¹
101	Controls and displays	X	X	
102	Transmission shift position sequence, starter interlock, and transmission braking effect	X	X	
103	Windshield defrosting and de-fogging systems	X	X	
104	Windshield wiping and washing systems	X	X	
105	Hydraulic and electric brake systems	X ²	X ²	
106	Brake hoses	X	X	
108	Lamps, reflective devices, and associated equipment	X	X	X
110	Tire selection and rims and motor home/recreation vehicle trailer load carrying capacity information for motor vehicles with a GVWR of 10000 lbs (4536 kg) or less	X ³	X ³	X ³
111	Rear mirror	X	X	
113	Hood latch system	X	X	
114	Anti-theft prevention	X ³	X ³	
115	Vehicle identification number (VIN) (Canada only)	X	X	
116	Motor vehicle brake fluids	X	X	X
118	Power-operated window, partition, and roof panel systems	X ³	X ³	
119	New pneumatic tires for motor vehicles other than passenger vehicles			X ⁴
124	Accelerator control systems	X	X	
126	Electronic stability control systems for light vehicles	X ³	X ³	
135	Light vehicle brake systems	X ⁵	X ⁵	
138	Tire pressure monitoring system	X ³	X ^{3, 6}	

1 This column contains standards with requirements for equipment and components.

2 Applies to vehicles with a gross vehicle weight rating (GVWR) of more than 7716 lbs (3500 kg).

3 Applies to vehicles with a gross vehicle weight rating (GVWR) of 10000 lbs (4536 kg) or less.

4 Applies to all vehicles with a gross vehicle weight rating (GVWR) above 10000 lbs (4536 kg) and for tires with a tire tread depth of 18/32 in (14 mm) or greater, when installed to vehicles with a gross vehicle weight rating (GVWR) of less than 10000 lbs (4536 kg).

5 Applies to vehicles with a gross vehicle weight rating (GVWR) of 7716 lbs (3500 kg) or less.

6 Applies to vehicles with single tires on the rear axle.

Standard number	Part 571 – Federal Motor Vehicle Safety Standards	MPV	Truck	Equipment ¹
139	New pneumatic radial tires for light vehicles			X ³
201	Occupant protection in interior impact	X ³	X ³	
202a	Head restraints	X ³	X ³	
203	Impact protection for the driver from the steering control system	X ³	X ³	
204	Steering control rearward displacement	X ⁷	X ⁷	
205	Glazing materials	X	X	X
206	Door locks and door retention components	X ³	X ³	
207	Seating systems	X	X	
208	Occupant crash protection	X	X	
209	Seat belt assemblies	X	X	X
210	Seat belt assembly anchorages	X	X	
210.1	User-ready tether anchorages for restraint systems and booster seats (Canada only)	X ⁸	X ⁸	
210.2	Lower universal anchorage systems for restraint systems and booster seats (Canada only)	X ⁸	X ⁸	
212	Windshield mounting	X ³	X ³	
213.4	Built-in restraint systems and built-in booster seats (Canada only)	X	X	
214	Side impact protection	X ³	X ³	
216a	Roof crush resistance	X ³	X ³	
219	Windshield zone intrusion	X ³	X ³	
226	Ejection mitigation (of vehicle occupants)	X ³	X ³	
301	Fuel system integrity	X ³	X ³	
302	Flammability of interior materials	X	X	
403	Platform lift systems for motor vehicle			X
404	Platform lift installations in motor vehicles	X	X	

¹ This column contains standards with requirements for equipment and components.

³ Applies to vehicles with a gross vehicle weight rating (GVWR) of 10000 lbs (4536 kg) or less.

⁷ Applies to vehicles with a GVWR of 10000 lbs (4536 kg) or less and an unloaded vehicle weight (UVW) of 5500 lbs (2495 kg) or less.

⁸ Applies to vehicles with a GVWR of 8500 lbs (3856 kg) or less and an unloaded vehicle weight (UVW) of 5500 lbs (2495 kg) or less.

Standard number	Part 571 – Federal Motor Vehicle Safety Standards	MPV	Truck	Equip-ment ¹
Part 565/565.13	Vehicle identification number (VIN) requirements (USA only)	X	X	
Part 567	Certification (label, content & position)	X	X	
1106	Noise emissions (Canada only)	X	X	

¹ This column contains standards with requirements for equipment and components.

General notes

The information contained in this section are provided in accordance with Title 49, Code of Federal Regulations, Part 568 - "Vehicles Manufactured in Two or More Stages", and according to section 6 of the Canadian Motor Vehicle Safety Regulations (CMVSR) - "Vehicles Manufactured in Stages". Part 568 specifies that final stage manufacturers must complete the vehicles in compliance with all applicable federal motor vehicle safety standards and that every incomplete vehicle, completed in accordance with 49 CFR 567.5, must bear a label. Section 6.6 of the CMVSR specifies the label regulations for vehicles that are designated for sale in Canada.

General declaration of conformity

The "Conformity declaration" section of this manual contains a list of federal motor vehicle safety standards, which are valid, at the manufacturing date of this incomplete vehicle, for the type of completed vehicle this incomplete vehicle is to become.

A label with this date is affixed to the title page of this manual.

These declarations apply, in most cases, to certain types of incomplete or completed vehicles and specify the range of weights for the GVWR and UVW. The type of incomplete vehicle is indicated by the first, second and third digits/characters of the vehicle identification number (VIN). The table with vehicle types for completed vehicles shows the various ways in which incomplete vehicles can be completed with an optional preparation packet. On the left side of every conformity declaration there is a safety standard number that identifies the declaration. Because there are several conformity declarations that can correspond to a safety standard, great care must be taken when choosing the correct declaration. Individual CMVSS requirements are listed in the summary of guarantees for each specific safety standard.

Declarations pertaining to compliance with requirements that are contained in this manual can be found in the following three forms (49 CFR 568.4):

Type I – A declaration that the vehicle will comply with the standard after it is completed, provided certain clearly identified components of the incomplete vehicle are not modified.

Type II – A declaration regarding specific conditions for final-stage manufacturing, on the basis of which the manufacturer of the incomplete vehicle declares that the completed vehicle will be in compliance with the standard.

Type III – A declaration that conformity with the standard cannot be determined, on the basis of the components contained within the incomplete vehicle, and that the manufacturer of the incomplete vehicle does not give any guarantees regarding conformity with the standard.

INCOMPLETE VEHICLE – MANUAL TITLE PAGE

A label is affixed to the title page that contains the vehicle identification number (VIN) for the specific vehicle to which this manual belongs.

The label contains the following information, which applies only to the vehicle with the same VIN:

- MY
- Make
- Model
- Production month/year
- GVWR
- GAWR/front
- GAWR/rear

INCOMPLETE VEHICLE – INFORMATION LABEL

A vehicle information label is affixed to the seat pedestal of all incomplete vehicles manufactured by Mercedes-Benz AG. The first, second and third digits/characters of the vehicle identification number (VIN) indicate the incomplete vehicle type. These three characters are used to list the types of incomplete vehicles.

The California Air Resources Board (CARB) has requested a label with the vehicle identification number (VIN) in the form of a barcode, which can be read by a contactless barcode scanner pen. A barcode affixed directly below the VIN on the incomplete vehicle's information label, if such a label is present, will fulfill this requirement.

The Canadian Motor Vehicle Safety Act and Regulations require an information label to be attached for an incomplete vehicle, designated for sale in Canada, and that it includes the national safety symbol.

OPTIONAL PREPARATION PACKETS

In some cases, incomplete vehicles produced by Mercedes-Benz AG are equipped with an optional preparation packet. The completed vehicle types listed on the following pages show the incomplete vehicles and the optional preparation packets that can be requested from Mercedes-Benz AG if final-stage manufacturers wish to make use of the conformity declarations.

Vehicles and preparatory packages			
VIN characters 1-3	Incomplete vehicle	Completed vehicles	
		Truck	MPV
WDA	Metris people carrier		Z5U
WDA	Metris Cargo Van	Z5U	
WDA	Metris Cargo Van	ZU8 + R (includes Z5U)	

IMPORTANT: Mercedes-Benz AG provides no assurance that the completed vehicle models listed above are the only vehicle models that are suitable for the listed incomplete vehicles. However, if a unit is completed as a vehicle model other than those listed above, it is possible that the declarations of conformity do not apply to it.

Declarations of conformity

FMVSS 101/CMVSS 101

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 101 for controls and displays, provided that no modifications are

made to the vehicle controls which are installed in the vehicle and fall within the geographic area of validity of the standard. Examples of modifications are modifications to the position marking, accessibility, visibility and/or lighting of the controls.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 102/CMVSS 102

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 102 for the gear lever order, starter lockout and the transmission brake effect, provided that no modifications are

undertaken to the transmission, the transmission control, the connecting rods and cables, the cables or solder connections on the starter, the neutral safety switch and the ignition lock or to a corresponding switch and its wiring or the markings of the gear lever order.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 103/CMVSS 103

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 103 for windshield de-icing and anti-mist systems, provided

that no modifications are made to the windshield de-icing and anti-mist systems, the controls, the wiring, the vehicle heating system or to limiting or redirecting the air distribution to the windshield.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 104/CMVSS 104

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 104, for windshields, windshield wipers and windshield washers, provided that no modifications are made to the components of the windshield wipers and windshield washer system including the wind-

shield wiper arms, the wiper blades, the rear window washer system, the controls, the wiring, connections or to the fluid distribution of the spray nozzle for the windshield.

The Body/Equipment Mounting Directive must always be consulted before any modification to the windshield wipers and windshield washer system.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 105/CMVSS 105

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 105 for hydraulic brake systems, provided that no values of the gross axle weight rating (GAWR) or the gross vehicle weight rating (GVWR) are exceeded, or changes are made which could affect the brake system, the components and connections of the hydraulic system, the components of the anti-lock braking system or to the electrical circuitry,

the tire size and the wheelbase. Furthermore, the center of gravity must fulfill the "Body and Equipment Guidelines" requirements after modifications or the combined center of gravity of all additional elements added by subsequent manufacturers for the maximum permissible positions of the center of gravity and calculation of the center of gravity after modifications "**Maximal Extreme Permissible Positions of center of gravity & Calculation of Center of Gravity after Modifications**".

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 106/CMVSS 106

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 106, brake

hoses, provided that no modifications to the hydraulic brake hoses, the brake hose groups or the brake hose mounting fixtures, including the lettering on these components are undertaken.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 108/CMVSS 108

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 108, bulbs, reflective equipment and the accompanying equipment, provided that no modifications are carried out to the bulb groups and/or their

mountings, or the reflective equipment and/or mounting and no obstacles are installed which restrict the visibility of elements.

The Body/Equipment Mounting Directive must always be consulted before any modification to the lighting system.

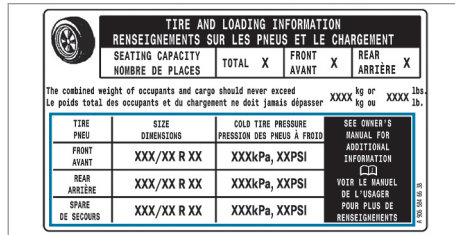
49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 110/CMVSS 110

Statement

In delivery condition, the complete vehicle complies with the requirements of Standard 110, tire selection and rims for vehicles with a GVWR of a maximum of 10,000 lbs (4,536 kg), in particular in relation to section 4.3, badge obligation provided that no modifications are made that affect the tires, the GVWR, the seating capacity or the gross weight of vehicle occupants and load.



Example only – US version

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 111/CMVSS 111

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 111, rearward view, provided that no modifications are made to the mirrors or cameras, their mountings, brack-

ets, installation locations or cab structures or cable harnesses and no obstacles are installed which restrict the operation of these mirrors.

The Body/Equipment Mounting Directive must always be consulted before any modification to rear-view equipment.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 113/CMVSS 113

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 113, hood lock-

ing mechanism, provided that no modifications have been made in and to the hood locking mechanism.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 114/CMVSS 114

Statement

After completion, this vehicle will fulfill the requirements set out in standard FMVSS 114, protection against theft or CMVSS 114, locking

and immobilizer systems, provided that no modifications are made to the steering column lock, the gearshift lever, the ignition lock or the acoustic warning signal systems for a key which is inserted in an open door.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

CMVSS 115

Statement

(For Canada only) After completion, this vehicle will fulfill the requirements set out in Standard 115, vehicle identification number (VIN), provided that no modifications are made to the

VIN badge or to the mounting or the location of the VIN badge or the visibility of the VIN badge through the windshield. The equipment supplier accepts legal responsibility for all deviations from the original purpose of the VIN coding arising from their actions.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 116/CMVSS 116

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 116, vehicle-brake fluids, provided that the brake fluid has not been substituted or replaced, or foreign substances have been added to it.

Only use brake fluid approved by Mercedes-Benz according to MB-Freigabe or MB Approval 331.0. Information about approved brake fluids can be obtained from any qualified specialist workshop or on the Internet at <https://bevo.mercedes-benz.com>.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 118/CMVSS 118

Statement

With this equipment, this vehicle will fulfill the requirements set out in Standard 118, power win-

dows, power-operated partitions and roof subsystems, provided that no modifications are made to the power window lifting system and connected electrical systems.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 124/CMVSS 124

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 124, accelera-

tor pedal systems, provided no modifications are made to components of the throttle valve control or to the fuel allocation system.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 126/CMVSS 126

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 126, electronic stability control (ESC), provided that neither the gross axle weight rating (GAWR) nor the gross vehicle weight rating (GVWR) is exceeded, and provided that no modifications are made which could affect the brake system, components and parts of the hydraulic system, components or

electrical integrated circuits of the anti-lock brake system, engine control system, traction control, tire size and rim, wheelbase, steering system or suspension system. Furthermore, the center of gravity must fulfill the requirements of the "Body & Equipment Guidelines on Calculation of Center of Gravity after Modifications" after modifications or the combined center of gravity of all additional elements added by subsequent-phase manufacturers.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 135/CMVSS 135

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 135, braking systems for lightweight vehicles, provided that neither the gross axle weight rating (GAWR) nor the gross vehicle weight rating (GVWR) is exceeded, and provided that no modifications are made which could affect the brake system, components and parts of the hydraulic system, components or electrical integrated circuits of the anti-lock brake system, engine control system, traction control, tire size and rims, wheelbase, steering or suspension system.

ded, and provided that no modifications are made which could affect the brake system, components and parts of the hydraulic system, components or electrical integrated circuits of the anti-lock brake system, engine control system, traction control, tire size and rims, wheelbase, steering or suspension system.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 138/CMVSS 138

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 138, tire pressure monitoring system, provided no modifications are made to components of the tire pressure monitoring system especially the valves

including the sensors, the corresponding control units or the rims. No additional modifications can be made to the underbody, cable harness or the attachments which could affect radio communication between wheels, antennas and control units.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 139/CMVSS 139

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 139, new radial

pneumatic tires for light vehicles, provided that the GAWR or the GVWR is not exceeded and no modifications or replacements are made to the tires, rims or identification.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 201/CMVSS 201

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 201, vehicle occupant safety in interior impact, provided that no modifications are made to the structure of the occupant space, and if the following components, which have been provided by Mercedes-Benz AG, have not been removed, installed elsewhere, altered or modified:

- Instrument panel
- Doors of the inner stowage compartment
- Overhead console (if included in the equipment)
- Headliner
- Sun visors
- Seats
- Arm rests
- Pillar trim
- Windows
- Grab handles
- Roof rails

Any rear seats installed by Mercedes-Benz AG which are removed for whatever reason must be returned to their original state and to their original position in the vehicle.

- First seat row, right seat:
 - x = 82.7 in (2,100 mm), y = 18.7 in (474 mm), z = 21.9 in (556.2 mm)
- First seat row, left seat:
 - x = 82.7 in (2,100 mm), y = -18.1 in (-460 mm), z = 18 in (456.2 mm)
- Second seat row, right seat:
 - x = 119.1 in (3,025 mm), y = 18.1 in (460 mm), z = 18 in (456.2 mm)
- Second seat row, left seat:
 - x = 119.1 in (3,025 mm), y = -18.1 in (-460 mm), z = 18 in (456.2 mm)

Fulfillment of the regulation regarding the instrument panel is exclusively limited to the supplied condition by Mercedes-Benz AG and excludes retrofitted components.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 202a/CMVSS 202

ard 202a, head restraints, provided that no modifications are made to the seat or head restraint.

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 202 and Stand-

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 203/CMVSS 203

protection for the driver from steering system controls, provided that no modifications are made to the steering system or steering system components.

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 203, impact

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 204/CMVSS 204

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 204, rearward displacement of steering system, provided that the maximum unladen vehicle weight is less than

5,000 lbs (2,268 kg) and no modifications have been made to Steering Assist or another front component system including, but not limited to, the steering wheel, steering column, front structure, bumper mounting components or other front components.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 205/CMVSS 205

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 205, glazing materials, provided that no modifications or replacements are made to the glazing material which was used for the windshield or the cab win-

dows, and if additional glazing material has been installed by a subsequent-phase manufacturer fulfills the requirements set out in Standard 205. The Body/Equipment Mounting Directive must always be consulted before any modification to the glazing components.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 206/CMVSS 206

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 206, components for door locks and door suspensions, provided that no modifications are made to the door

assembly, door locks, door hinges, door locking system, door locking bars, door hinge pins, other mountings or changes to the B or C-pillar including the lock striker located on the B-pillar as well as the cargo compartment sliding door structure.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 207/CMVSS 207

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 207, seating systems, provided that no modifications are made to seats, seat guide rails, seat adjusting

devices, restraint systems, release and setting controls, seat riser and seat base or to the cab floor and the supporting structure. An additional seating system installed in this vehicle must fulfill the relevant requirements of this standard.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 208/CMVSS 208

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 208, occupant impact protection, provided that no modifications are made to the seat positions, the seat belt arrangements, the seat belt anchorage points, the cab and supporting structure, or to the sub-structure or if the number of designated seat positions for vehicle occupants is changed.

No measures are taken which could impair the integrity of the belt and seat belt warning systems or the airbag supplemental restraint system.

This is especially the case provided no modifications are made to the following:

- seat assembly (including seat foam, seat structure, seat base)
- cockpit with cockpit crossmember
- steering column and steering wheel

- driver's airbag and co-driver's airbag
- seat belts, driver's side and co-driver's side
- A-pillar trim, B-pillar trim and door trim
- crossmember 1 with front sensor
- airbag control unit including bracket
- floor coverings
- longitudinal frame member

Any rear seats installed by Mercedes-Benz AG which are removed for whatever reason must be returned to their original state and to their original position in the vehicle.

The seat reference points for this position are as follows:

- first seat row, right seat:
 - x = 82.7 in (2,100 mm), y = 18.7 in (474 mm), z = 21.9 in (556.2 mm)
- first seat row, left seat:
 - x = 82.7 in (2,100 mm), y = -18.1 in (-460 mm), z = 18 in (456.2 mm)

- second seat row, right seat:
x = 119.1 in (3,025 mm), y = 18.1 in (460 mm), z = 18 in (456.2 mm)
- second seat row, left seat:
x = 119.1 in (3,025 mm), y = -18.1 in (-460 mm), z = 18 in (456.2 mm)

The airbag supplemental restraint system (driver, occupants, seats, air curtains), as installed by Mercedes-Benz AG, is not removed, installed elsewhere or otherwise modified or changed. The information labels for the airbag supplemental restraint system which were affixed to the front sun visors are visible and not changed, modified or removed. If the information labels for the airbag supplemental restraint system are not affixed

to the front sun visors, but are additionally included in the delivery, then the following is necessary in order to fulfill the requirements of standard 208: the information label must be permanently affixed to each sun visor when in an upright position so that it is legible from the driver's or co-driver's seat. If the label is not visible when the sun visor is folded up, an airbag warning label as found in section 4.5.1(c) of standard 208 must be affixed to the visible surface of the sun visor. Mercedes-Benz AG assumes no liability if the information label and/or the sun visor are not contained in a preparation package. Additional seat belt arrangements in the vehicle must fulfill the relevant requirements of this standard.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 209/CMVSS 209

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 209, seat belt arrangements, provided that no modifications are made to the seat belt arrangements, seat belt

anchorage points and mountings or to the cab structure to which the anchorages are mounted. No measures are taken which could impair the integrity of the provided seat belt systems. Possible seat belt arrangements installed in the vehicle must fulfill the requirements of this standard.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 210/CMVSS 210

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 210, seat belt anchorage points, provided that no additional occupant seats or anchorages for seat belt arrangements are installed or if no modifications

are made to the anchorages or the connecting structural components. No modifications are made to the seat belt anchorage points of the front seats, the front seat belt arrangements, the floor panel, the floor panel reinforcements or the body mountings.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 212/CMVSS 212

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 212, windshield

mounting, provided that the maximum unladen vehicle weight is less than 5,000 lbs (2,268 kg) and no modifications are made to the windshield or to the windshield mounting system.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 214/CMVSS 214

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 214, provided that no modifications are made to the:

- doors, door frames, door locks, door hinges or mountings, other door components
- assembly of all of the seats (including the seat base and side airbag connection), as well as no modifications which can influence the function of the side airbag (e.g. additional protective covers, other seat covers)
- cockpit crossmember
- steering column and steering wheel

- seat belts, driver's side and co-driver's side
- side airbag, driver's side and co-driver's side
- A-pillar trim, B-pillar trim and door trim on the driver's side and co-driver's side, for long window curtain airbags, also the C-pillar trim and D-pillar trim
- headliner (with a long front and rear window curtain airbag)
- grab handles
- air vents

An additional seating system installed in this vehicle must fulfill the relevant requirements of this standard.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 216a/CMVSS 216

Statement

After completion, the vehicle will fulfill the requirements set out in Standard 216 and Stand-

ard 216a, provided that no modifications are made to the roof structure, A-pillar or B-pillar.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 219/CMVSS 219

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 219, deformation of the windshield, provided that the maxi-

mum unladen vehicle weight is less than 5,000 lbs (2,268 kg) and if no modifications have been made to the hood-retaining system or the hood or if nothing has penetrated into the "protected zone" of the windshield.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 226/CMVSS 226 (with the exception of ZU8 + R (includes Z5U))

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 226, vehicle occupant protection from ejection from the vehi-

cle, provided that no modifications are made to the airbag sensor system (control unit, sensors in the doors and in the bodyshell), window airbag, pillar trim, door trim, air vents, grab handles, side wall trim and headliner.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 301/CMVSS 301

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 301, integrity of

the fuel system, provided that the maximum unladen vehicle weight is less than 5,000 lbs (2,268 kg) and no modifications have been made to the fuel system or the tank filler neck layout.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 302/CMVSS 302

Statement

After completion, this vehicle will fulfill the requirements set out in Standard 302, flammabil-

ity of interior materials, provided that no modifications are made to the interior materials or if no non-conforming interior materials are used in the vehicle interior.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 403/CMVSS 403

Statement

This incomplete vehicle does not fulfill the requirements of Standard 403, platform lift sys-

tems for vehicles. Mercedes-Benz AG states no assurances for conformity with this standard.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 404/CMVSS 404

Statement

This incomplete vehicle does not fulfill the requirements of Standard 404, platform lift sys-

tem in vehicles. Mercedes-Benz AG states no assurances for conformity with this standard.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Part 565/565.13

Statement

After completion, this vehicle will fulfill the requirements set out in part 565, vehicle identification number (VIN), provided that the vehicle identification number, which is printed on the affixed label on the cover of this manual and is, in accordance with the requirements of this standard, affixed and visible.

After completion, this vehicle will fulfill the requirements set out in part 565.13, general requirements, provided that the label with the vehicle identification number, which is affixed to the instrument panel, is not removed, altered or modified and no measures have been taken by the subsequent-phase manufacturer which would impede the readability of the vehicle identification number label on the instrument panel.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

Part 567

Statement

This incomplete vehicle fulfills neither the requirements of the intermediate or final-stage manufacturers from part 567 – certification – nor the requirements of the Canadian Motor Vehicle

Safety Regulations, Section 6.6 – safety label. Intermediate and final-stage manufacturers are responsible for the additional identification in order to meet these requirements. Mercedes-Benz AG states no assurances for conformity.

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be made in the incomplete vehicle document (IVD) in order to reflect the changes made to the vehicle:	
The statements contained in this addendum are correct as of the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

VEHICLE IDENTIFICATION

You can find further information in the "Vehicle description" section of this manual. Optional preparation packets are necessary for certain uses of incomplete vehicles manufactured by Mercedes-Benz AG, which are listed under the types of incomplete vehicles.

CANADIAN RADIO FREQUENCY INTERFERENCE (RFI) INFORMATION

All spark ignition engines (e.g. gasoline, natural gas or propane gas engines), which are produced in Canada or are designated for sale or use in Canada, are subject to the "Regulations for the Control of Interference to Radio Reception", according to Standard ICES-002 for interference causing devices, and are also subject to any applicable test methods, according to "CAN/CSA-C108.4-M06". The punishment for any violation of these regulations may be fines or imprisonment. This incomplete vehicle, manufactured by Mercedes-Benz AG (provided as it is not a basic chassis (dismantled)) has been designed and manufactured to fulfill the regulatory requirements, or any modifications thereto, which have been authorized by the Department of Communications. However, because Mercedes-Benz AG does not have any control over how this incomplete vehicle is completed by subsequent manufacturers, Mercedes-Benz AG does not guarantee that the completed vehicle, which contains components built by Mercedes-Benz AG, fulfills the applicable requirements. The following information will be made available to subsequent manufacturers, in order to help them avoid increasing this vehicle's RFI emissions over the course of the completion process. For every vehicle delivered, additional measures may be required to adequately eliminate RFI emissions. Affected components are, for example, spark plugs, ignition lines, ignition coils, ground straps, shielding for ignition components, drive belts, suppressors for instrument voltage regulators and suppressors for the ignition coil.

In detail:

- All components which are necessary to eliminate RFI emissions and which must be removed during maintenance and repair work, or when the vehicle is being completed, must

be installed exactly as they were originally installed by Mercedes-Benz AG.

- The shielding for ignition components must not be removed.
- Replacement spark plugs, ignition lines and ignition coils must have the same RFI eliminating characteristics as the OEM part.
- The ground connection of all components must not be removed.
- Metallic components that are installed on the body or chassis must be earthed on the chassis.
- Additional electrical circuits installed on the vehicle must not be installed near high-voltage ignition components.
- The wiring in the engine compartment must not be altered in any way.

Emission and safety information

For complete vans or chassis with cab, which are delivered by Mercedes-Benz AG to dealers or equipment suppliers, Mercedes-Benz AG confirms compliance with the emission and safety standards of the USA and of the state of California or Canada at the time of manufacture. If this vehicle is modified after delivery by Mercedes-Benz AG, the equipment supplier or dealer accepts legal responsibility for the new certification. This chapter contains general information regarding applicable emission and safety standards at the time the vehicle was manufactured. This chapter was written to provide equipment suppliers with a better understanding of the exhaust gas emissions and noise standards of the U.S. Environmental Protection Agency (US EPA), of the emissions standards of the California Air Resources Board (CARB), of the **Federal Motor Vehicle Safety Standards (FMVSS)** and of the **Canadian Motor Vehicle Safety Standards (CMVSS)**. Mercedes-Benz AG issues neither permission nor a recommendation for modifications or supplements to vehicles which may cause a breach of EPA, CARB, FMVSS or CMVSS standards, or which could jeopardize the safety of the vehicle. Equipment suppliers should, however, consult a legal advisor regarding the interpretation of the applicable laws and regulations, and determine if the modifications carried out on the vehicle may jeopardize the final certification and compliance of the vehicle. In addition, the equipment suppliers are also responsible for ensuring that modifications do not affect the safe operation of the vehicle.

Information on the exhaust emission control

All vehicles are equipped with a certified 50-state Mercedes-Benz engine. This engine is certified in accordance with the US EPA and the Canadian environmental conservation standards for emissions from light-duty gasoline engines, as well as in accordance with the additional Californian on-board diagnosis II regulations as a vehicle with inherently low-emission values (ILEV) according to title II, paragraph 206 of the Clean Air Act and the regulations 40 CFR parts 86 & 88. Evidence for one of the aforementioned certifications is shown on an emission control label, i.e. an "vehicle emission control information" label (see Operating Instructions), which is affixed on the cylinder head cover of the engine. According to EPA

regulations, the emissions-related components must remain, as certified for the entire specified period of use, operational, i.e. 15 years or 150,000 miles (241,400 km), depending which comes first. To make sure that the components are functioning properly, end consumers must use suitable fuels and lubricants and maintain these components professionally in accordance with the requirements of the Operating Instructions and the Maintenance Booklet. Moreover, it is forbidden to modify engine calibrations such as fuel emission settings, injection timing, settings and location of components of the emission control system, settings and location of the charge air and cooling systems in a manner which deviates from the certified configurations. The regulations of the Clean Air Act also forbid that persons, including dealers and/or equipment suppliers, remove or deactivate component systems or elements in a vehicle engine which relate to compliance with regulations.

Information on the limitation of the vehicle noise emissions

The Noise Control Act from 1972 and the US EPA regulations 40 CFR part 205, "Transportation Equipment Noise Emission Controls", demand that new medium and heavy duty trucks with a GVWR of more than 10,000 lbs (4,536 kg) comply with an external vehicle noise limit of 80 dB(A). In Canada the CMVSS 1106 Noise Emissions Standard dictates that the above-mentioned external driving noise limit standard also applies to vehicles with a GVWR of 10,000 lbs (4,536 kg) and also includes trucks or a chassis with a cab with a GVWR of more than 10,000 lbs (4,536 kg) which additionally requires a certification for an interior driving noise limit of 90 dB(A). The requirements for noise emission labels, however, only apply to US vehicles with a GVWR of more than 10,000 lbs (4,536 kg).

All Mercedes-Benz AG vehicles which are delivered to our dealers and equipment suppliers fulfill the above-mentioned applicable noise emission standards of the EPA and Canada.

Since not all complete vehicles and chassis with a GVWR of less than 10,000 lbs (4,536 kg) are required to fulfill the US noise emission standard, no noise emission label will be affixed to these.

Only chassis with a cab with a GVWR of more than 10,000 lbs (4,536 kg) which are bound to comply with the US noise emission standard will have a noise emission label affixed to them. Com-

pliance with the label requirements from 40 CFR part 205, and subsequent labeling are required when modifications are made which raise the GVWR of the vehicles to more than 10,000 lbs (4,536 kg) or if modifications are made to components relevant to noise; see below. Equipment suppliers/final-stage manufacturers should consult a legal advisor to ensure compliance with the regulations and laws, including the prescribed noise emissions labeling. The law and regulations prohibit the manipulation of devices or components relevant to the noise emission limit. In particular, it is forbidden to remove or deactivate constructive devices or elements which have been installed in a new vehicle to reduce noise emissions. These devices or elements are marked as relevant components for noise emissions. These include, for example, engine and well as engine speed governor settings, exhaust system components, air injection components, cooler protective cover, fan and hydrostatic fan drive, sound barriers, tires or sound-absorption material etc. The regulations also require that the performance of the systems used for limiting noise emission are upheld in order to fulfill the requirements of US EPA 40 CFR part 202 or 49 CFR part 325, "Exterior Noise Emission Standards for Interstate Motor Carrier".

Information on vehicle safety standards

The National Traffic and Motor Vehicle Safety Act of 1966 and the FMVSS regulations in the USA, as well as the Motor Safety Act of 1993 and the CMVSS regulations in Canada define specific vehicle safety requirements and the respective responsibility for their certification in the different phases of vehicle production. That is why equipment suppliers must carefully check all regulatory requirements and consult a legal advisor in order to guarantee compliance with the valid standards.

Body and Equipment Guidelines

In this handbook, you will find repeated references to the information contained in the "Body and Equipment Guidelines". Additional construction recommendations and specifications are also provided to support subsequent manufacturers in the production of chassis with cabs and incomplete vehicles. You can find the Body and Equipment Guidelines on the Internet at <https://www.upfitterportal.com>.

Daimler Vans Upfitter Portal

Visit the "Daimler Vans Upfitter Portal," <https://www.upfitterportal.com> to access additional resources and information such as contact information and submit requests for information

Vehicle dealers

In the USA:

Mercedes-Benz USA, LLC

1 Mercedes-Benz Dr

Sandy Springs, GA 30328

<https://www.mbusa.com>

<http://www.mbsprinterusa.com/>

<https://www.freightlinersprinterusa.com>

Customer Assistance Center:

1-877-762-8267

In Canada:

Mercedes-Benz Canada, Inc.

98 Vanderhoof Avenue

Toronto, ON M4G 4C9

<https://www.mercedes-benz.ca>

Customer Relations Department:

1-800-387-0100

