

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.

Sprinter

Incomplete Vehicle Document



Mercedes-Benz



9070048099

Order no. T907 0371 13 Part no. 907 004 80 99 Edition B-2021

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>

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As at 12.08.21

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Final-stage manufacturer

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

This is the incomplete vehicle document (IVD) for incomplete Sprinter 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 be created for your finished Sprinter. 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 Sprinter 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 or installation of equipment is carried out in or to a Sprinter, please read the guidelines for Sprinter vehicle bodies and equipment (Sprinter Body and Equipment Guidelines) for further details and, if necessary, you should consult your authorized Sprinter Dealer and your legal adviser.

The IVD applies to the following incomplete vehicle types:

- Incomplete Sprinter Van
- Sprinter chassis with cab
- Sprinter Cutaway
- Sprinter disassembled chassis

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 Sprinter Body and Equipment Guidelines. This vehicle has been certified with a permissible gross vehicle weight (GVWR) of over 8500 lbs (3856 kg). If the GVWR is modified to less than 8,500 lbs (3,856 kg) additional federal safety standards and/or Canadian vehicle safety standards (Canadian Motor Vehicle Safety Standards) (F/CMVSS) may apply.

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 567.5, 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 suitability 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)

Basic chassis (disassembled) — an incomplete vehicle, without the occupant space, that requires the addition of an occupant space and components for loading, carrying out work or bearing loads in order to fulfill its intended function. (Code: F50) (Mercedes-Benz AG)

Bus — an engine-driven vehicle, with the exception of a trailer, used for transporting more than ten (10) people (49 CFR 571.3).

Bus (valid for Canada) — a vehicle with a designated seating capacity of more than 10, but excluding a trailer, or a vehicle which is imported temporarily for special purposes. (Autobus)

Chassis with cab — an incomplete vehicle, with a completed occupant space, that requires only the addition of the components for loading, carrying out work or bearing loads in order to perform its intended function (49 CFR 567.3).

Complete 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.

Cutaway Chassis — an incomplete vehicle that has the rear section and/or roof of the cab cut out in order to install a structure which enables passage from the driver's area into the rear section of the vehicle (codes: FA1, F28, FW1).

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 trucks and multi-purpose passenger vehicles with a gross vehicle weight rating (GVWR) of more than 10,000 lbs (4,536 kg), police vehicles according to definition in S7 of the FMVSS 208, fire engines, ambulances and motor caravans, a seating location that is marked in accordance with S4.4 of FMVSS 207 will be considered a designated seat position.

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 manufacturing processes on an incomplete vehicle such that it become a complete 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), drive train, 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. (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, drive train, 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).

Motor caravan — an engine-driven multi-purpose vehicle which can be temporarily used as a home and has at least four of the following facilities: cooking area; refrigerator or coolbox; chemical toilet; heating and/or air-conditioning system [a sys-

tem which can be operated independently of the engine (CMVSR)]; a water supply system including installing and sink and a separate 110 - 125 V power supply and/or LP gas supply (49 CFR 571.3).

Multifunction School Activity Bus (MFSAB) — a school bus which is not intended for transporting pupils to and from home or a bus stop to school (49 CFR 571.3).

Multifunction School Activity Bus (MFSAB) (valid for Canada) — a school bus which has been designed for transporting pupils to and from school under certain conditions for which monitoring the traffic is not necessary.

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.

School bus — a bus which has been sold, or introduced in interstate commerce, for purposes such as transporting pupils to and from school or to and from educational events. However, this vehicle is not a bus designed for sale and for use as a means of transport in city traffic (49 CFR 571.3).

School bus (valid for Canada) — a bus designed and equipped for transporting pupils to school.

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 body-work 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 upholstery 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 upholstery material (e.g. cloth, leather, vinyl) and upholstery attaching materials. (Mercedes-Benz AG)

Walk-In Van — a van used for delivering goods in urban areas. A person can enter this vehicle without having to bend over. This definition from Mercedes-Benz AG is based on information from 41 FR 54945, published on the 16th December 1976, and from 42 FR 34288, published on the 5th July 1977.

Walk-In Van (valid for Canada) — a van with a front door high enough for a person who is 5.6 ft (170 cm) tall to be able to enter the occupant space upright.

Safety standards – USA and Canada

Standard number	Part 571 – Federal Motor Vehicle Safety Standards	Bus	MPV	Truck	Equip-ment ¹
101	Controls and displays	X	X	X	
102	Transmission shift position 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 ²	X ²	X ²	
106	Brake hoses	X	X	X	
108	Lamps, reflective devices, and associated equipment	X	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	X ³
111	Rear visibility	X	X	X	
113	Hood latch system	X	X	X	
114	Anti-theft protection		X ³	X ³	
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 ³	X ³	
119	New pneumatic tires for vehicles other than passenger cars				X ⁴
120	Tire selection and rims for vehicles with a GVWR of more than 10000 lbs (4536 kg)	X ⁴	X ⁴	X ⁴	X ⁴
124	Accelerator control systems	X	X	X	
126	Electronic stability control systems for light vehicles	X ³	X ³	X ³	

- 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 vehicles with a gross vehicle weight rating (GVWR) more than 10000 lbs (4536 kg) (USA only).

Standard number	Part 571 – Federal Motor Vehicle Safety Standards	Bus	MPV	Truck	Equipment ¹
138	Tire pressure monitoring system	X ³	X ^{3, 5}	X ³	
139	New pneumatic radial tire for light vehicles				X ³
201	Occupant safety in Interior Impact	X ^{3, 6}	X ³	X ³	
202	Head restraints	X ³	X ³	X ³	
203	Impact protection for the driver from the steering control system	X ³	X ³	X ³	
204	Steering control rearward displacement	X	X	X	
205	Glazing materials	X	X	X	X
206	Door locks and door retention components	X ³	X ³	X ³	
207	Seating systems	X	X	X	
208	Occupant crash protection	X ⁷	X ⁷	X ⁷	X
209	Seat belt assemblies	X	X	X	
210	Seat belt assembly anchorages	X	X	X	
210.1	User-ready tether anchorages for restraint systems and booster seats (Canada only)	X ⁸			
210.2	Lower universal anchorage systems for restraint systems and booster seats (Canada only)	X ⁸			
212	Windshield mounting	X ³	X ³	X ³	
213.4	Built-in restraint systems and built-in booster seats (Canada only)	X	X	X	
214	Side impact protection	X ³	X ³	X ³	
216a	Roof crush resistance	X ³	X ³	X ³	

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.

⁵ Applies to vehicles with single tires on the rear axle.

⁶ The requirements in section S6 from standard number 201 (United States of America) do not apply to buses with a gross vehicle weight rating (GVWR) of more than 8,510 lbs (3,860 kg) and walk-in vans.

⁷ Injury criteria apply to vehicles with a gross vehicle weight rating (GVWR) of a maximum of 8,500 lbs (3,856 kg) and an unladen vehicle weight (UVW) of a maximum of 5,500 lbs (2,495 kg); in the USA, this excludes walk-in vans and vehicles intended exclusively for sale to the U.S. Postal Service; in Canada, this excludes vehicles manufactured for persons with disabilities.

⁸ Applies to multi-purpose passenger cars and trucks with a maximum gross vehicle weight (GVWR) of 8500 lbs (3856 kg) and an unladen weight (UVW) of 5500 lbs (2495 kg), buses with a maximum gross vehicle weight (GVWR) of 10000 lbs (4536 kg) and school buses.

Standard number	Part 571 – Federal Motor Vehicle Safety Standards	Bus	MPV	Truck	Equip-ment ¹
217	Emergency bus exits and safety and release system for windows	X			
219	Windshield zone intrusion	X ³	X ³	X ³	
226	Ejection mitigation (of vehicle occupants)	X ³	X ³	X ³	
301	Fuel system integrity	X ³	X ³	X ³	
302	Flammability of interior materials	X	X	X	
403	Platform lift systems for motor vehicle				X
404	Platform lift installations in motor vehicles	X	X	X	
Part 565/565.13	Vehicle identification number (VIN) requirements (USA only)	X	X	X	
Part 567	Certification (label, content & position)	X	X	X	
1106	Noise emissions (Canada only)	X	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.

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 Sprinter 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 preparation packages					
VIN characters 1-3	Incomplete vehicle	Completed vehicles			
		Truck	MPV (excluding ambulances)	MPV (ambulances)	Bus (excluding school buses)
W1X	Incomplete Sprinter 1500 van (8,550 GVWR) 2WD	X	IO1, IO2		
W1X	Incomplete Sprinter 2500 van (9,100 GVWR) 2WD	X	IO1, IO2, IO6, IO7	IO5	IO1, IO2
W1X	Incomplete Sprinter 2500 van (9,100 GVWR) 4WD	X	IO1, IO2, IO6, IO7	IO5	IO1, IO2
W1X	Incomplete Sprinter 3500 van (9,990 GVWR) 2WD (SuperSingle or DRW)	X	IO1, IO2	IO5	IO1, IO2
W1X	Incomplete Sprinter 3500XD van (11,030 GVWR) 2WD (SuperSingle or DRW)	X	IO1, IO2	IO5	IO1, IO2
W1X	Incomplete Sprinter 3500XD van (11,030 GVWR) 4WD	X	IO1, IO2	IO5	IO1, IO2
W1X	Incomplete Sprinter 4500 van (12,125 GVWR) 2WD	X	IO1, IO2	IO5	IO1, IO2
W1X	Incomplete Sprinter 3500XD as cab on chassis (11,030 GVWR) 2WD (SuperSingle or DRW)	X	X	IO5	X
W1X	Incomplete Sprinter 4500 as cab on chassis (12,125 GVWR) 2WD	X	X	IO5	X
W1X	Incomplete Sprinter 3500XD cutaway (11,030 GVWR) 2WD	X	X	IO5	X
W1X	Incomplete Sprinter 4500 cutaway (12,125 GVWR) 2WD	X	X	IO5	X

- IO1 = Windows All Around Package
- IO2 = Window Prep package
- IO5 = Ambulance Prep Package
- IO6 = Partition Prep Package
- IO7 = Camera Prep Package

those listed above, it is possible that the declarations of conformity do not apply to it.

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

Declarations of conformity

FMVSS 101 / CMVSS 101

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 101, Controls and Dis-

plays, provided that no modifications are made to the vehicle controls that 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 – to be completed by intermediate manufacturers only

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 102, Transmission Shift Position Sequence, Starter Interlock, and Trans-

mission Braking Effect, provided that no modifications are made to the transmission, transmission control, connecting rods and cables, cables or solder connections on the starter, neutral safety switch and 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 – to be completed by intermediate manufacturers only

Manufacturer's name:	
Manufacturer's address:	

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Entry of modifications that 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 103 / CMVSS 103

Validity

Applies to all Sprinter vans except code F50.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 103, Windshield

Defrosting and Defogging Systems, provided that no modifications are made to the windshield de-icing and defogging systems, controls, wiring or vehicle heating system or to the limiting or redirection of the air distribution to the windshield.

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans except code F50.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 104, Windshield Wiping

and Washing Systems, provided that no modifications are made to the components of the windshield wiper and windshield washer system, including the windshield wiper arms, wiper blades, rear window washer system, controls, wiring, connections or fluid distribution of the spray nozzle for the windshield.

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

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 105, Hydraulic and Electric Brake Systems, provided that no values of the gross axle weight rating (GAWR) or gross vehicle weight rating (GVWR) are exceeded or modifications are made that affect the brake system, the components and connections of the hydraulic sys-

tem, the components of the anti-lock braking system or the electrical circuitry, tire size and wheel-base. Furthermore, the center of gravity after modifications or the combined centers of gravity of all additional elements added by subsequent manufacturers must fulfill the requirements of the "Sprinter Body and Equipment Guidelines" for the maximum permissible positions of the center gravity and calculation of the center of gravity after modifications ("**Maximal Extreme Permissible Positions of Center of Gravity and Calculation of Center of Gravity after Modifications**").

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 – to be completed by intermediate manufacturers only

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

**Calculations
Center of gravity**

The overall height of the center of gravity (vehicle with equipment/complete vehicle body but unladen) must be kept as low as possible. The position of the center of gravity in the longitudinal direction of the vehicle is indicated by the reference point of the vehicle axle. The height of the center of gravity is displayed with the reference point of the center of the wheel hub or the road surface. Mercedes-Benz AG recommends that the position of the center of gravity be checked by an accredited and experienced testing body. Mercedes-Benz AG can help in an advisory capacity if necessary. If the center of gravity is determined by the body manufacturer, sections 10.1.1 "Determination of the Center of Gravity on the X-Axis" and 10.1.2 "Determination of the Center of Gravity on the Z-Axis" of the Body and Equipment Guidelines must be adhered to and the services of qualified personnel must be sought in order to obtain realistic and usable results.

Determination of the center of gravity on the x-axis
CG coordinates on x-axis (load distribution on front/rear axle)

Process:

- The vehicle should be weighed with complete equipment/body but unladen.
- Pump up the tires to the pressure specified for the maximum gross axle weight rating on each axle.
- Completely fill all fluid reservoirs (fuel tank, windshield washer system and, if present, hydraulic reservoir, water tank, etc.).
- Switch off the engine on the scales, shift to neutral position and apply the brakes and then release them.
- The vehicle must be parked horizontally on a flat surface for it to be weighed.

- Weigh the individual axle loads (front and rear axle loads) first and then the gross vehicle weight.
- The position of the center of gravity in a longitudinal direction of the vehicle can be calculated with these measurement results using equations (3) and (4).
- Check the results of (3) and (4) using (2).

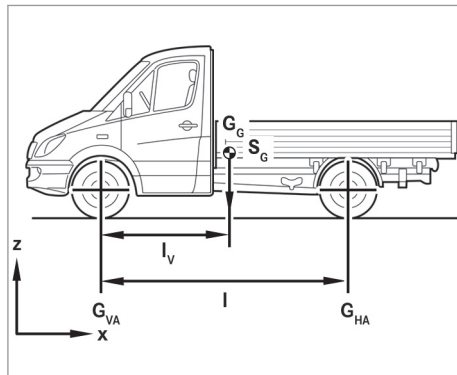


Illustration: axle load calculation

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

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

Calculation of the center of gravity on the x-axis

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

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

Weights:

G_G – gross vehicle weight

G_{VA} – front axle load with the vehicle unladen (specification or weighing of the respective chassis)

G_{HA} – rear axle load with the vehicle unladen (specification or weighing of the respective chassis)

Dimensions:

l_V – distance to the front axle of the overall center of gravity of the empty vehicle

l_H – distance to the rear axle of the overall center of gravity of the empty vehicle

l – wheelbase

G_G – overall center of gravity of the vehicle

WARNING: the practical determination of the height of the center of gravity can be carried out only by appropriately qualified staff and with the help of suitable and calibrated scales. To reduce measurement errors, each measurement should be carried out at least three times and then the average should be calculated from these three values. This value will then be used for carrying out the calculation with equations (3) and (4).

Determination of the center of gravity on the z-axis

Center of gravity coordinates on the z-axis (height of the center of gravity (h_S) for the entire vehicle)

For the body manufacturer to determine the height of the center of gravity of the entire vehicle (h_S), Mercedes-Benz AG recommends the following process after completion of the vehicle:

After reconstruction, the vehicle should be weighed on platform scales or a suitable wheel load scales in two different chassis positions in succession. As part of this, the axle loads of the vehicle must be determined in a horizontal and level position (G_{VA} and G_{HA} ; see 9.1.1 "Determination of the Center of Gravity on the X-Axis" and the axle loads of an axle raised to h' (Q_{HA} or Q_{VA}). The h' lifting height should be as high as possible in

accordance with the front and rear overhang angles of the vehicle (also referred to as the front/rear angle of approach/departure). The target value is $h' > 23.6$ in (> 600 mm).

To reduce measurement errors, at least six measurements must be carried out when the axle load for each vehicle axle is measured: three for each axle on a horizontal, stationary vehicle and three for each axle on a raised axle. Based on the three measurements in each position, a mean value should be calculated for each axle. The mean value is to be determined from these three values and then used for determining equations (5) to (7). To ensure that the end result is accurate as possible, the axle load change should be determined with both a raised rear axle and a raised front axle.

NOTE:

Note the following to avoid measurement errors:

- When the horizontally stationary vehicle is being weighed, the vehicle must be positioned exactly horizontally. Any differences in height between the axles that are caused by the scales must be compensated for accordingly. The axle to be weighed must be locked in order to prevent spring compression and spring action of the mountings when the vehicle is raised to the necessary lifting height.
- No vehicle parts may be in contact with the ground when the vehicle has been raised.
- All vehicle wheels must be able to roll: shift to neutral; all brakes including the parking brake are released; if necessary, brake pads are placed at a suitable distance from the wheels. To turn the vehicle (in order to determine the weight of the other axle), move the vehicle under its own power so that all existing tension in the vehicle is released.
- To turn the vehicle (in order to determine the weight of the other axle), move the vehicle under its own power so that all existing tension in the vehicle is released.
- Make sure that there are no free-moving objects in the vehicle during the measurements.
- If the vehicle suspension cannot be locked for design reasons or due to limited space, further axle load measurements must be performed in different raised positions (e.g. 23.6 in (600 mm), 27.6 in (700 mm) and 31.5 in (800 mm)). Errors can be limited by using an average in this case as well. The height of the center of gravity corresponds to the arithmetic

mean of the individual center-of-gravity heights in each raised position.

Procedure examples

1. The vehicle must be weighed with all its attachments and the add-on equipment but remain unladen.
2. Pump up the tires to the pressure specified for the relevant maximum gross axle weight rating.
3. Completely fill all fluid reservoirs (fuel tank, windshield washer system or, if present, hydraulic reservoir, water tank, etc.).
4. Switch off the engine on the scales, shift to neutral position and release the brakes.
5. The vehicle is first positioned such that the rear axle is horizontal and level on the scales and then the axle load is calculated.
6. Raise the front axle (FA) by the h' value of at least 23.6 in (600 mm). If the other boundary conditions of the vehicle are considered during raising to the height of h' , the end result will be improved as a consequence. The h' value must be determined for all individual measurements with a raised axle and should be identical wherever possible. As an alternative to a measurement of the raised height for h' , the angle between the wheel hubs can be determined.
7. Determine the resulting shift in the axle load (Q_{HA}) on the rear axle on the scales.
8. The vehicle will then be lowered and turned, and the corresponding measurement will be carried out on the front axle (first G_{VA} on the horizontal vehicle when it is stationary and then Q_{VA} with a raised rear axle).
9. Steps 4 to 7 must be carried out three times in total (if the suspension is locked).
10. Using the values calculated, equations (5) to (7) can now be used to calculate the height of the center of gravity.
11. For the calculation of the equations (3) to (9), all measurements must be given in millimeters (mm) and all weights in decanewtons.
12. (1 daN = 10 N). $G = 1 \text{ daN} = 10 \text{ N}$ is the weight force, which corresponds to the mass $m = 1 \text{ kg}$.
13. Raise the raised axle further (e.g. by 3.9 in (100 mm)) and measure the height of the center of gravity again to confirm the measurement result.

WARNING: the practical determination of the height of the center of gravity can be carried out only by appropriately qualified staff and with the help of suitable measuring devices and instruments.

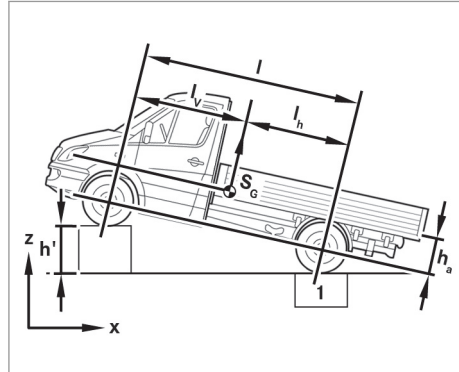


Illustration: determining the height of the center of gravity

$$h_s = h_a + r_{stat} \tag{5}$$

- r_{stat} – loaded 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 the center of gravity relative to the road surface
- h_a – height of the center of gravity relative to the wheel center
- h' – height indicating how much the vehicle has been raised
- S_G – overall center of gravity of the vehicle
- 1 – weighing device

Formula for raised front axle:

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

Formula 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: Wheelbase "l" is determined by the model designation of the vehicle.

NOTE: The calculated center of gravity must not exceed the threshold values specified in "Maximum permissible position of the center of gravity".

FMVSS 106 / CMVSS 106

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 106, Brake Hoses, provided that no modifications are made to the hydraulic brake hoses, brake hose groups or brake hose mounting fixtures, including the labeling on these components.

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

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 108, Lamps, Reflective Devices, and Associated Equipment, provided that

no modifications are made to the bulb groups and/or their mountings or the reflective equipment and/or mounting and no obstacles that restrict the visibility of elements are installed.

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

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

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

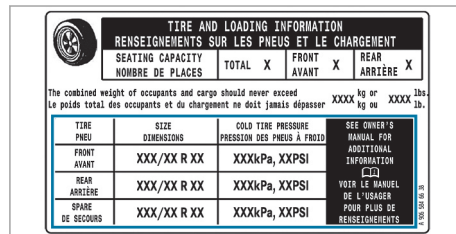
Validity

Applies to all Sprinter vans.

Statement

In its delivery condition, the completed Sprinter complies with the requirements of Standard 110, Tire Selection and Rims for Motor Vehicles with a GVWR of 10,000 lbs (4,536 kg) or less, particularly in relation to section 4.3, badge obligation, provided that no modifications are made that affect the tires, GVWR, seating capacity or gross weight of the occupants and load. The Sprinter chassis with cab in the condition as delivered by Mercedes-Benz AG is exempt from the badge obligation as per Standard 110. If the GVWR of the chassis with

cab exceeds 10,000 lbs (4,536 kg), however, the final-stage manufacturer is responsible for ensuring that the badge obligation is fulfilled upon completion of the vehicle.



Example only – US version

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

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 – to be completed by intermediate manufacturers only	
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

Validity

Applies to all Sprinter vans except codes F50, IO7 and PA7.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 111, Rearview Mirrors,

provided that no modifications are made to the mirrors or cameras, their mountings, brackets, installation locations or cab structures or wiring harnesses and no obstacles that restrict the operation of these mirrors are installed.

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

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 113, Hood Latch Sys-

tem, provided that no modifications are made to the hood catches.

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans except code F50.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard FMVSS 114, Theft Protection and Rollaway Prevention, or CMVSS 114,

Theft Protection and Rollaway Prevention, provided that no modifications are made to the steering column lock, gearshift lever, ignition lock or acoustic warning signal systems for when a key is inserted when a door is open. Standard 114 does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Statement

(For Canada only) After completion, this vehicle will fulfill the requirements defined in Standard 115, Vehicle Identification Number [VIN], provi-

ded that no modifications are made to the VIN badge or to the mounting or 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 its actions.

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

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 116, Motor Vehicle Brake Fluids, provided that the brake fluid has not

been substituted or replaced and no foreign substances have been added to it.

Use only brake fluid approved by Mercedes-Benz according to 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 – to be completed by intermediate manufacturers only

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 – to be completed by intermediate manufacturers only	
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

Validity

Applies to all Sprinter vans except code F50.

Statement

With this equipment, this vehicle will fulfill the requirements defined in Standard 118, Power-Operated Window, Partition, and Roof Panel Sys-

tems, provided that no modifications are made to the power window lifting system and connected electrical systems. In addition, conformity with Standard 118 is necessary in the event that subsequent modifications or installations are made. Standard 118 does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 120 / CMVSS 120

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 120, Tire Selection and

Rims for Motor Vehicles Other Than Passenger cars, with a GVWR of more than 10,000 lbs (4,536 kg), provided that the GAWR or GVWR is not exceeded and the tires, rims and identification are not modified or replaced.

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 124, Accelerator Con-

trol Systems, provided that no modifications are made to components of the throttle valve control or fuel allocation system.

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 126, Electronic Stability Control [ESC] Systems, provided that neither the gross axle weight rating (GAWR) nor the gross vehicle weight rating (GVWR) is exceeded and that no modifications are made that 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, wheel-base, 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 downstream manufacturers. Standard 126 does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

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

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 138, Tire Pressure Monitoring System, provided that no modifications are made to components of the tire pressure moni-

toring system, especially the valves, including the sensors, corresponding control units or rims. No additional modifications that could affect radio communication between wheels, antennas and control units may be made to the underbody, wiring harness or the attachments. Standard 138 does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 139, New Pneumatic

Radial Tires for Light Vehicles, provided that the GAWR or GVWR is not exceeded and the tires, rims and identification are not modified or replaced. Standard 139 does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans except code IO6.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 201, Occupant Protection in Interior Impact, provided that no modifications are made to the structure of the occupant space and if the following components 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)
- Roof lining
- Sun visors

- Seats
- Arm rests
- C-pillar trims with attachments (e.g. coat hooks)
- Belt height adjustment
- Stowage compartments in the roof and on the overhead consoles (if included in the equipment)
- Partition
- Energy-absorbing foams

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

Standard 201 does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

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

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Statement

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

ard 202a, Head Restraints, provided that no modifications are made to the seat or head restraint. Standard 202 and Standard 202a do not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 203, Impact Protection

for the Driver from the Steering Control System, provided that no modifications are made to the steering system or steering system components. Standard 203 does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 204 / CMVSS 204

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 204, Steering Control Rearward Displacement, provided that the maxi-

mum curb weight is less than 5,500 lbs (2,495 kg) and that no modifications are made to the steering system or other front component system, including – but not limited to – the steering wheel, steering column, front structure, bumper suspension components, front axle, front axle carrier, cockpit crossmember, including fasteners and other front components.

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

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans except code F50.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 205, Glazing Materials, provided that no modifications or replacements

are made to the glazing material used for the windshield or cab windows and if additional glazing material has been installed by a subsequent-phase manufacturer fulfills the requirements defined 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 – to be completed by intermediate manufacturers only

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 – to be completed by intermediate manufacturers only

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

Validity

Applies to all Sprinter vans except code F50.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 206, Door Locks and Door Retention Components, provided that no

modifications are made to the door assembly, door locking system, door hinges, door locks, door locking bars, door hinge pins or other mountings or to the B- and C-pillars including the striker pin on the B-pillar or the load compartment sliding door structure. Standard 206 does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

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

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans except code F50.

Statement

After completion, this vehicle will fulfill the requirements defined 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 supporting structure. Any additional seating system installed in this vehicle must fulfill the relevant requirements of this standard.

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans except code F50.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 208, Occupant Crash Protection, provided that no modifications are made to the seat positions, seat belt arrangements, seat belt anchorage points, cab and supporting structure or substructure or if the number of designated seat positions for occupants is changed. No measures that could impair the integrity of the belt and seat belt warning systems are taken. Any rear seats installed by Mercedes-Benz AG that are removed for any reason must be returned to their original state and original position in the vehicle. The air bag 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 air bag supplemental restraint system that have been affixed to the front sun visors are visible and have not been changed, modified or removed. If the information labels for the air bag supplemental restraint system are not affixed to the front sun visors but are additionally included in the delivery, the following steps are necessary in order to fulfill the requirements of Standard 208: The information label must be permanently affixed to each sun visor in an upright position such that it is legible from the driver's or front passenger seat. If the label is not visible when the sun visor is folded up, an air bag 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 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 – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Entry of modifications that 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

Validity

Applies to all Sprinter vans except code F50.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 209, Seat Belt Assemblies, 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 that could impair the integrity of the seat belt system provided are taken. Possible seat belt arrangements installed in the vehicle must fulfill the requirements of this standard.

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans except codes F50 and F28.⁹, code FW1⁹, code S99.

⁹ In combination with FW8 or FW9 only.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 210, Seat Belt Assembly Anchorages, provided that no additional occu-

pant seats or anchorages for seat belt arrangements are installed or if no modifications are made to the anchorages or 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 – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 212 / CMVSS 212

Validity

Applies to all Sprinter vans except code F50.

Statement

After completion, this vehicle will fulfill the requirements of Standard 212, Windshield Mounting, pro-

vided that the maximum curb weight is less than 5,500 lbs (2,495 kg) or no modifications are made to the windshield, windshield mounting system, hood deflector or windshield protection. This standard does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 – to be completed by intermediate manufacturers only

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

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 214, Side Impact Protection, provided that no modifications are made to the following:

- Doors, door frames, door locks, door sill trims, door hinges or mountings, other door components
- Front seat systems
- Assembly of all seats (including the seat base, partition and side impact air bag connection) and no modifications that could affect the function of the side impact air bag (e.g. additional protective covers, other seat covers)

- Cockpit crossmember
- Seat belts, driver's side and front passenger side
- Side impact air bag, driver's side and front passenger side
- Window curtain air bag, driver's side and front passenger side
- A-pillar trim, B-pillar trim and door trim, driver's side and front passenger side
- Headliner

This standard does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg). Any additional seating system installed in this vehicle must fulfill the relevant requirements of this standard.

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

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans except code F50.

Statement

After completion, this vehicle will fulfill the requirements defined Standard 216 and Standard 216a, Roof Crush Resistance, provided that no modifica-

tions are made to the roof structure, seat belt, seat belt height adjuster or the vehicle's A-pillar or B-

pillar. This standard does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 217 / CMVSS 217

Validity

Applies to all Sprinter vans.

Statement

This incomplete vehicle does not fulfill the requirements of Standard 217, Bus Emergency Exits and Window Retention and Release, section 5.1. Mercedes-Benz AG makes no assurances regard-

ing compliance with other sections of this standard. All additionally installed windows, doors, additional components or emergency exits and necessary emergency exit labeling that may have been installed by a final-stage manufacturer must fulfill the requirements of this standard.

The Body/Equipment Mounting Directive must always be consulted before any modification.

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 – to be completed by intermediate manufacturers only

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

Validity

Applies to all Sprinter vans except code F50.

Statement

After completion, this vehicle will fulfill the requirements of Standard 219, Windshield Zone Intrusion, provided that the permissible curb weight is less

than 5,500 lbs (2,495 kg) or that no modifications are made to the hood retaining system, hood deflector, windshield protection or hood or if nothing has penetrated the "protected zone" of the windshield. This standard does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

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

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans except code F50.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 226, Ejection Mitiga-

tion, provided that no modifications are made to the air bag sensor system (control unit, sensors in the doors and on the bodyshell), window curtain air bag, C-pillar trims, door trims, glazing in the passenger compartment, side wall trim or roof lining. This standard does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 301 / CMVSS 301

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 301, Fuel System Integ-

riety, provided that the permissible curb weight is less than 7,400 lbs (3,357 kg) or no modifications are made to the fuel system, tank filler neck layout or the surrounding vehicle bodyshell. No additional components may be installed near the fuel system. This standard does not apply to Sprinters with a GVWR of more than 10,000 lbs (4,536 kg).

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

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.

Statement

After completion, this vehicle will fulfill the requirements defined in Standard 302, Flammability of

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

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Motor Vehicles. Mercedes-Benz AG makes no assurances regarding compliance with this standard.

Statement

This incomplete vehicle does not fulfill the requirements of Standard 403, Platform Lift Systems for

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

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 – to be completed by intermediate manufacturers only	
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

Validity

Applies to all Sprinter vans.

Statement

This incomplete vehicle does not fulfill the requirements of Standard 404, Platform Lift Installations

in Motor Vehicles. Mercedes-Benz AG makes no assurances regarding compliance with this standard.

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 1106

Validity

Applies to all Sprinter vans except code F50.

Statement

(For Canada only) After completion, this vehicle will fulfill the requirements defined in Stand-

ard 1106, Noise Emissions, provided that no modifications are made to noise-emission-relevant components, e.g. engine setting including engine speed governor settings, exhaust system components, air injection components, cooler protective cover, fan and fan drive, sound barriers, tires or sound-absorption material, etc.

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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

Validity

Applies to all Sprinter vans.

Statement

After completion, this vehicle will fulfill the requirements defined 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, is affixed and visible in accordance with the requirements of this standard.

After completion, this vehicle will fulfill the requirements defined 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 downstream manufacturer that would make it difficult to read the vehicle identification number label on the instrument panel.

49 CFR part 568.5 Modifications addendum – to be completed by intermediate manufacturers only	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 – to be completed by intermediate manufacturers only

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

Part 567

Validity

Applies to all Sprinter vans.

Statement

This incomplete vehicles fulfills neither the requirements of the intermediate or final-stage manufac-

turers 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 makes no assurances regarding compliance.

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

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications that 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 Sprinter vans or Sprinter 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 Sprinter 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 Sprinter 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 Sprinter vehicles are equipped with a certified 50-state Mercedes-Benz engine. This engine is certified in accordance with the USEPA, CARB and the Canadian environmental conservation standards for emissions from heavy-duty diesel and 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, as well as according to section 1961, title 13 of the California Code of Regulations as a vehicle with ultra low-emission values (ULEV) for medium-duty vehicles (MDV). Evidence for one of the aforementioned certifications is shown on an emission control label, i.e. an "Import-

tant Engine Information" label (see Sprinter 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 of Mercedes-Benz AG Sprinter 907 vehicles which are delivered to our dealers and equipment suppliers fulfill the above-mentioned applicable noise emission standards of the EPA and Canada with the exception of vehicles with Code FW1 (omission of cabin rear wall), Code F28 (omission of cabin rear wall and roof) or Code F50 (disassembled chassis).

Since not all complete Sprinters 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. Compliance 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 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/en-us> (USA)
- <https://www.upfitterportal.com/en-ca> (Canada)

Daimler Vans Upfitter Portal

In order to find additional resources and information such as contact data and to communicate requests for information, please visit the "Daimler Vans Upfitter Portal", the Daimler Vans equipment supplier portal

You can find the Body and Equipment Guidelines on the Internet at

- <https://www.upfitterportal.com/en-us> (USA)
- <https://www.upfitterportal.com/en-ca> (Canada)

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



