



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



Symbols

WARNING

Warning notes make you aware of dangers which could pose a threat to your health or life, or to the health and life of others.

Environmental note

Environmental notes provide you with information on environmentally aware actions or disposal.

-  Notes on material damage alert you to dangers that could lead to damage to your vehicle.
-  These symbols indicate useful instructions or further information that could be helpful to you.
 -  This symbol designates an instruction you must follow.
 -  Several consecutive symbols indicate an instruction with several steps.
 -  This symbol tells you where you can find further information on a topic.
 -  This symbol indicates a warning or an instruction that is continued on the next page.

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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), Daimler 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 unladen vehicle 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 8,500 lbs (3,856 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 document 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 document. The chapter on "Emission and safety information" of this document 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 document 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 document.

IMPORTANT: (US vehicles) Daimler 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. Daimler 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 Daimler AG or transport damage may affect indications of conformity contained in this document or the assurances printed on a marking affixed on a vehicle.

Definitions

The following definitions have been taken from title 49, Code of Federal Regulations (49CFR), parts 567.3, 568.3, 571.3 and, if stated, by Daimler AG. Canadian definitions are taken from the Canadian Motor Vehicle Safety Regulations (CMVSR), section 2(1) and are printed in italics. Daimler AG definitions are meant to be used for purposes of this document only. Some terms are followed by abbreviations which are used in this document.

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 Daimler 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. (Daimler AG)

B-pillar – is the bodywork structure located directly rearward of each front door. The external trim, all interior trims or reinforcements which support the door opening, the door locking system and/or the roof structure are part of this structure. (Daimler 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) (Daimler 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 (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 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 seat position (valid for USA) – a seat location that has a seating surface width, in accordance with the description in § 571.10(c) of this part, of at least 13 in (330 mm). The number of designated seat positions at a seat location is determined according to the process set out in § 571.10(b) of this part.

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 seat position (valid for Canada) – a seat location in a vehicle that is likely to be used as a seating position, and that 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-axis system specified by a vehicle manufacturer, as measured at points where the tire is in contact with the ground. (49 CFR 571.3)

Permissible gross weight for vehicle-trailer combination (GCWR) – the value specified as a load weight of a combination van. (49 CFR 571.3)

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

H-point (valid for USA) – the mechanically hinged H-point of a manikin which simulates the center of the human torso and thigh, in accordance with the description in standard 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 H-point of a manikin which simulates the center of the human torso and thigh, in accordance with the description in SAE standard J826 APR80, "Devices for Use in Defining and Measuring Vehicle Seating Accommodation". July 1995 (point H)

Incomplete vehicle (valid for USA) an assembly consisting of at least a chassis (including 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 system 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) (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 (Canada) – a bus designed and equipped for transporting pupils to school.

Seat reference point (valid for USA) – the specifically designed H-point in accordance with the definition in SAE J1100 (June 1984), which:

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

- (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; and
- (d) is the reference point employed to position the H point template with the 95th percentile in accordance with the description in section 4.1 of the SAE standard J826, Devices for Use in Defining and Measuring Vehicle Seating Accommodation (July 1995); or, if this template could not be created, the reference point, where the seat is in the rearmost position.

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

bring an incomplete vehicle to completion. (Daimler AG)

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

Trimmed seat – a complete, functional seat assembly including seat riser, seat rail, seat base, backrest, recliner backrest, seat cushion, all attachment points and the final trim material (i.e. textile, leather or vinyl). (Daimler 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 industrial fluids required for vehicle operation, but is without loads, 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 industrial fluids required for vehicle operation, but is without loads or occupants.

Untrimmed seat – the structure including seat riser, seat rail, seat base, backrest, recliner backrest, seat cushion, all attachment points for a functional seat assembly without final trim material (e.g. textile, leather or vinyl) and attachment components for the trim material. (Daimler 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 Daimler 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 (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

Safety standards

Standard number	Part 571 – Federal Motor Vehicle Safety Standards AVOIDING A COLLISION	Bus	MPV	Truck	Equipment ¹
101	Controls and displays	X	X	X	
102	Gear lever order, start inhibitor and transmission brake effect	X	X	X	
103	Windshield de-icing and anti-fog systems	X	X	X	
104	Windshield wiper and washer	X	X	X	
105	Hydraulic and electrical brake systems	X	X	X	
106	Brake hoses	X	X	X	
108	Bulbs, reflective equipment and the accompanying equipment	X	X	X	X
110	Tire selection and rims for vehicles with a GVWR of a maximum of 10,000 lbs (4,536 kg)	X ²	X ²	X ²	X ²
111	Inside rearview mirror	X	X	X	
113	Hood locking mechanism	X	X	X	
114	Protection against theft		X ²	X ²	
115	Vehicle identification number (VIN) (Canada only)	X	X	X	
116	Vehicle brake fluids	X	X	X	X
118	Power window, power-operated partitions and roof subsystems		X ²	X ²	
119	New pneumatic tires for vehicles other than passenger cars				X ³
120	Tire selection and rims for vehicles with a GVWR of more than 10,000 lbs (4,536 kg)	X ³	X ³	X ³	X ³
124	Accelerator control systems	X	X	X	
125	Warning devices				X ³
126	Electronic stability control systems	X ²	X ²	X ²	
138	Tire pressure monitor system	X ²	X ^{2, 4}	X ²	

¹ This column contains standards with equipment/component requirements.

² Applies to vehicles with a gross vehicle weight rating (GVWR) of a maximum of 10,000 lbs (4,536 kg).

³ Applies to vehicles with a GVWR of more than 10,000 lbs (4,536 kg) (USA only).

⁴ Applies to vehicles with single tires on the rear axle.

Standard number	Part 571 – Federal Motor Vehicle Safety Standards AVOIDING A COLLISION	Bus	MPV	Truck	Equipment ¹
139	New radial pneumatic tires for light vehicles	X ²	X ²	X ²	X ²
201	Occupant safety in Interior Impact	X ^{2,5}	X ²	X ²	
202	Head restraints	X ²	X ²	X ²	
203	Driver impact protection, steering system controls	X ²	X ²	X ²	
204	Rearward displacement of steering system	X	X	X	
205	Glazing material	X	X	X	X
206	Components for door locks and door suspensions	X ²	X ²	X ²	
207	Seating systems	X	X	X	
208	Occupant impact protection	X ⁶	X ⁶	X ⁶	X
209	Seat belt arrangements	X	X	X	
210	Anchorage for seat belt arrangements	X	X	X	
210.1	Ready for use retaining strap anchorages for restraint systems and booster seats (Canada only)	X ⁷			
210.2	Lower universal anchorage systems for restraint systems and booster seats (Canada only)	X ⁷			
212	Windshield mounting	X ²	X ²	X ²	
213.4	Installed restraint systems and booster seats (Canada only)	X	X	X	
214	Side impact protection	X ²	X ²	X ²	
216a	Roof resistance against crushing	X ²	X ²	X ²	

¹ This column contains standards with equipment/component requirements.

² Applies to vehicles with a gross vehicle weight rating (GVWR) of a maximum of 10,000 lbs (4,536 kg).

⁵ The requirements in section S6 from standard number 201 (United States of America) do not apply to buses with a GVWR of more than 8,510 lbs (3,860 kg) and walk-in vans.

⁶ Injury criteria apply to vehicles with a 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.

⁷ Applies to multi-purpose vehicles and trucks with a 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) as well as to buses with a GVWR of a maximum of 10,000 lbs (4,536 kg) and for school buses.

Standard number	Part 571 – Federal Motor Vehicle Safety Standards AVOIDING A COLLISION	Bus	MPV	Truck	Equipment ¹
217	Emergency bus exits and safety and release system for windows	X			
219	Deformation of the windshield	X ²	X ²	X ²	
226	Occupant protection from ejection from the vehicle	X ²	X ²	X ²	
301	Integrity of the fuel system	X ²	X ²	X ²	
302	Flammability of materials in vehicle interior	X	X	X	
403	Platform lift systems for vehicles				X
404	Platform lift installations in 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 equipment/component requirements.

² Applies to vehicles with a gross vehicle weight rating (GVWR) of a maximum of 10,000 lbs (4,536 kg).

General information

General notes

The information in this chapter is issued in accordance with title 49, Code of Federal Regulations, part 568 – "Vehicles Manufactured in Two or More Stages" and in accordance with section 6 of the Canadian Motor Vehicle Safety Regulations (CMVSR) – "Vehicles Manufactured in Stages". Part 568 specifies that final-stage manufacturers manufacture vehicles to completion in compliance with all applicable Federal Motor Vehicle Safety Standards; part 568 also specifies that any incomplete vehicle manufactured to completion in accordance with 49 CFR 567.5, must have a marking (label). Section 6.6 of the CMVSR specifies the marking requirements for vehicles intended for sale in Canada.

General declaration of conformity

The chapter on "Declarations of conformity" in this document contains a list of the Federal Motor Vehicle Safety Standards applicable for the type of complete vehicle which this incomplete vehicle is supposed to become at its date of manufacture.

A marking with this date is affixed to the cover of this document.

In most cases, these declarations apply for specific types of incomplete or complete vehicles and specify the weight ranges for the gross vehicle weight rating (GVWR) and unladen vehicle weight (UVW). The type of incomplete vehicle is indicated by the 1st, 2nd and 3rd position of the vehicle identification number (VIN). The table listing complete vehicles types shows how incomplete vehicles can be manufactured employing an optional preparation package. Each declaration of conformity is marked with a safety standard number, which can be found in the left-hand margin. As several declarations of conformity apply for each safety standard, be particularly attentive in selecting the correct declaration. Separate CMVSS specifications are listed in the summary of the assurances for a specific safety standard.

Compliance-related declarations in this document are available in the following three formats (49 CFR 568.4):

Type I – a declaration specifying that the vehicle will meet the standard after completion provided that marked components of the incomplete vehicle are not modified.

Type II – a declaration on specific final manufacture conditions, in which the manufacturer of the incomplete vehicle declares that, upon completion, the vehicle will meet the standard.

Type III – a declaration specifying that conformity to the standard cannot be determined on the basis of the components contained in the incomplete vehicle. This declaration also specifies that the manufacturer of the incomplete vehicle does not provide assurances for conforming to the standard.

Vehicle description

INCOMPLETE VEHICLE – DOCUMENT COVER

The cover of this document shows the configurations of the incomplete vehicle, for which the conformity guarantees are contained in this document.

A label has also been affixed to the cover which contains the vehicle identification number (VIN) for the specific vehicle which corresponds to this document.

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

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

INFORMATION LABEL FOR INCOMPLETE VEHICLE

For all Daimler AG manufactured Sprinter incomplete vehicles, a vehicle information label is attached to the seat riser. The 1st, 2nd and 3rd positions of the vehicle identification number (VIN) specify the type of incomplete vehicle. These three positions are used in the list of the types of incomplete vehicles.

The California Air Resources Board (CARB) requires a label with the vehicle identification number (VIN) in the form of a bar code which can be read without contact using a barcode reader. If present, the barcode affixed directly below the VIN on the information label of the incomplete vehicle will fulfill these requirements.

The Canadian Motor Vehicle Safety Act and Regulations require that vehicles which are intended for sale in Canada have an information label for the incomplete vehicle which contains the national safety symbol.

OPTIONAL PREPARATION PACKAGES

Incomplete vehicles manufactured by Daimler AG are sometimes equipped with an optional preparation package. The list of types of complete vehicles on the following pages shows the incomplete vehicles and the optional preparation packages which Daimler AG requires if final-stage manufacturers want to rely on the declaration of conformity.

Vehicles and preparation packages

VIN positions 1-3	Incomplete vehicle	Complete vehicles			
		Truck	MPV (excluding ambulances)	MPV (ambulances)	Bus (excluding school buses)
WDA, WDP	incomplete Sprinter 1500 van (8550 GVWR) 2WD	X	IO1,IO2,IO3, IO4		
WDA, WDP	incomplete Sprinter 2500 van (9 100 GVWR) 2WD	X	IO1,IO2,IO3, IO4	IO5	IO1,IO2,IO3, IO4
WDA, WDP	incomplete Sprinter 2500 van (9 100 GVWR) 4WD	X	IO1,IO2,IO3, IO4	IO5	IO1,IO2,IO3, IO4
WDA, WDP	incomplete Sprinter 3500 van (9990 GVWR) 2WD (SuperSingle or DRW)	X	IO1,IO2,IO3, IO4	IO5	IO1,IO2,IO3, IO4
WDA, WDP	incomplete Sprinter 3500XD van (11030 GVWR) 2WD (SuperSingle or DRW)	X	IO1,IO2,IO3, IO4	IO5	IO1,IO2,IO3, IO4
WDA, WDP	incomplete Sprinter 3500XD van (11030 GVWR) 4WD	X	IO1,IO2,IO3, IO4	IO5	IO1,IO2,IO3, IO4
WDA, WDP	incomplete Sprinter 4500 van (12125 GVWR) 2WD	X	IO1,IO2,IO3, IO4	IO5	IO1,IO2,IO3, IO4
WDA, WDP	incomplete Sprinter 3500XD as Cab on Chassis (11030 GVWR) 2WD	X	X	IO5	X
WDA, WDP	incomplete Sprinter 4500 as Cab on Chassis (12125 GVWR) 2WD	X	X	IO5	X
WDA, WDP	incomplete Sprinter 3500XD cutaway (11030 GVWR) 2WD	X	X	IO5	X
WDA, WDP	incomplete Sprinter 4500 cutaway (12125 GVWR) 2WD	X	X	IO5	X

- IO1 = Windows All Around Package
- IO2 = Window Prep package
- IO3 = Windows All Around Package with 1 Emergency Exit
- IO4 = Upfitter Prep Package
- IO5 = Ambulance Prep Package

IMPORTANT: Daimler AG does not provide assurances that the aforementioned types of complete vehicles are the only vehicle types suitable for the listed incomplete vehicles. However, if a

unit is modified into a vehicle type other than those mentioned above, there is the possibility that the declarations of conformity do not apply to it.

Declaration of conformity**FMVSS 101 / CMVSS 101 (applies to all Sprinter vans)****Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 101 for controls and displays, provided that no modifications are made to the vehicle controls which are installed in the vehicle and fall within the area of validity of the standard. Examples of modifications are modifications to the position marking, accessibility, visibility and/or lighting of the controls.

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

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

Declaration of conformity

FMVSS 102 / CMVSS 102 (applies to all Sprinter vans)**Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 102 for the gear lever order, start inhibitor and the transmission brake effect, provided that no modifications are undertaken to the gearbox, the gearbox control, the connecting rods and cables, the cables or solder connections on the starter, the neutral-safety switch and the ignition starter switch or to a corresponding switch and its wiring or the markings of the gear lever order.

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO **FMVSS 103 / CMVSS 103 (applies to all Sprinter vans except code F50)****Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 103 for windshield de-icing and anti-fog systems, provided that no modifications are made to the windshield de-icing and anti-fog systems, the controls, the wiring, the vehicle heating system or to limiting or redirecting the air distribution to the windshield.

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

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

The statements contained in this appendix are correct at the date of manufacture: YES NO

FMVSS 104 / CMVSS 104 (applies to all Sprinter vans except code F50)

Explanation

After completion, this vehicle will fulfill the requirements set out in standard 104, for windshield wipers and windshield washers, provided that no modifications are made to the components of the windshield wiper and windshield washer system including the windshield wiper arms, the wiper blades, the rear window washer system, the controls, the wiring, connections or to the fluid distribution of the washer nozzle for the windshield.

The Body and Equipment Guideline (BEG) must always be consulted before any modification to the windshield wiper and windshield washer system.

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture: YES NO

FMVSS 105 / CMVSS 105 (applies to all Sprinter vans)

Explanation

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

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

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO

Declaration of conformity

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 recommends that you have the position of the center of gravity checked by a recognized and experienced accredited test institute. Daimler AG can help in an advisory capacity if necessary. If the center of gravity is determined by the body manufacturer, section 10.1.1 on "Determining the center of gravity in x direction" and section 10.1.2 "Determining the center of gravity in z direction" of the guidelines for body and equipment must be adhered to (Body and Equipment Guidelines). The services of qualified person-

nel must be sought in order to obtain realistic and suitable results.

Determining the center of gravity in x direction

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

Process:

The vehicle should be weighed when fully equipped/complete vehicle body but unladen.

Pump up the tires to the tire pressure which is 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, switch to neutral position and apply the brakes and then release them.

The vehicle must be parked horizontally on a flat surface in order to weigh it.

Weigh the individual axle loads first of all (front and rear axle load) 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).

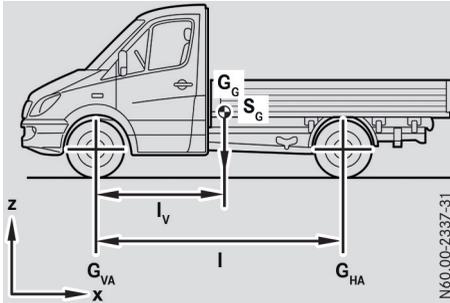


Illustration: axle load calculation

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

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

Calculation of the center of gravity in x direction

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

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

Weights:

G_G – gross vehicle weight rating

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

S_G – overall center of gravity of the vehicle

WARNING: the practical determination of the height of the center of gravity can only be carried out by respectively 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).

Determining the center of gravity in z direction

Center of gravity coordinates in z direction (height of the center of gravity h_S for the entire vehicle)

To determine the center of gravity height of the entire vehicle h_S by the body manufacturer, Mercedes-Benz 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. The axle loads of the vehicle must be determined in a horizontal and level position (G_{VA} and G_{HA} , see 9.1.1 "Determining the center of gravity in x direction" and the axle loads of an axle raised to h' (Q_{HA} or Q_{VA}). The h' lifting height should be as big as possible in accordance with the front and rear overhang angle 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 measuring the axle load for each vehicle axle: 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). For the highest-possible accuracy of the end results the axle load changes, as well as a raised rear axle and a raised front axle should be carried out.

WARNING: to avoid measurement errors please take note of the following:

When weighing the horizontally stationary vehicle, the vehicle must be positioned exactly horizontally. Any differences in height between the axles which are caused by the scales must be compensated for accordingly. The axle to be weighed must be blocked in order to prevent a spring compression and spring action of the mountings when raising the vehicle 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 to be 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 with its own power so that all existing tension in the vehicle are released.

Make sure that during the measurements no free-moving objects are in the vehicle. if the vehicle suspension cannot be blocked for design reasons or due to spatial restrictions, further axle load measurements in different raised positions (e.g. 23.6 in (600 mm), 27.6 in (700 mm) and 31.5 in (800 mm)) must be carried out. Even here, errors can be limited by using an average. The center of gravity height corresponds to the arithmetic average of the individual center of gravity height 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 interior tire pressure which is 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 apply the brakes and then release them.
5. The vehicle will be positioned in such a way 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 when 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 to 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 QHA on the rear axle on the scales.
8. The vehicle will now be lowered and turned, and the corresponding measurement will be carried out on the front axle (first GVA on the horizontal vehicle when it is stationary and then QVA with a raised rear axle).
9. Steps 4 to 7 must be carried out three times in total (if the suspension is blocked).
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 center of gravity height again in order to confirm the measurement result.

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

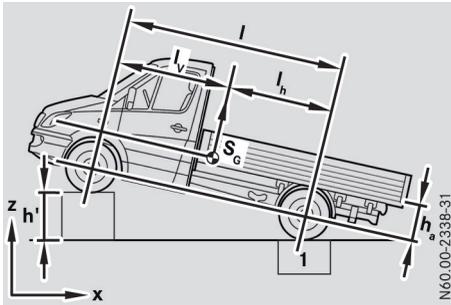


Illustration: determining the height of the center of gravity

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

- r_{stat} - static tire diameter
- Q_{VA} - front axle load with vehicle raised at the rear
- Q_{HA} - rear axle load with front axle raised
- h_s - height of the center of gravity compared to road surface
- h_a - height of the center of gravity compared to 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:

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

WARNING: wheelbase "l" is determined by the model designation of the vehicle.

WARNING: the determined center of gravity must not exceed the specified threshold values which are in the "Maximum permissible position of the center of gravity".

FMVSS 106 / CMVSS 106 (applies to all Sprinter vans)

Explanation

After completion, this vehicle will fulfill the requirements set out in standard 106, brake hoses, provided that no modifications to the hydraulic brake hoses, the brake hose groups or the brake hose mounting fixtures, including the lettering on these components are undertaken.

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document

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

in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO

FMVSS 108 / CMVSS 108 (applies to all Sprinter vans)**Explanation**

This vehicle fulfills the requirements set out in standard 108, for lamps, reflective equipment and accompanying headlamp equipment, front identification lamps and side turn signal indicators, provided that no modifications are carried out to the lamp assemblies and/or their mountings, or the reflective equipment and/or mounting and no obstacles are installed which restrict the visibility of elements.

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

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

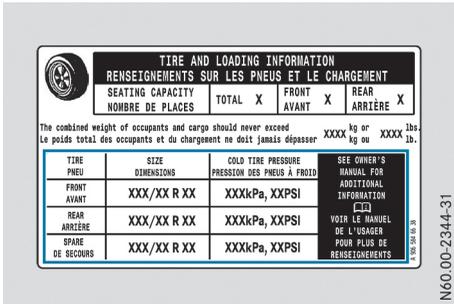
The statements contained in this appendix are correct at the date of manufacture:

YES NO

FMVSS 110 / CMVSS 110 (applies to all Sprinter vans)

Explanation

In delivery condition, the complete Sprinter complies with the requirements of standard 110, tire selection and rims for vehicles with a GVWR of a maximum of 10,000 lbs (4,536 kg), in particular in relation to section 4.3, badge obligation provided that no modifications are made which affect the tires, the GVWR, the seating capacity or the gross weight of occupants and load. The Sprinter chassis with cab in the supplied condition by Daimler AG is exempt from the badge obligation according to standard 110. If the GVWR of the chassis with cab is, however, above 10,000 lbs (4,536 kg), the final-stage manufacturer accepts the responsibility that the badge obligation is fulfilled upon completion of the vehicle.



Example only - US version

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture: YES NO

FMVSS 111 / CMVSS 111 (applies to all Sprinter vans except code F50)**Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 111, rearward view, provided that no modifications are made to the mirrors or cameras, their mountings, brackets, installation locations or cab structures or cable harnesses and no obstacles are installed which restrict the operation of these mirrors.

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

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO

Declaration of conformity

FMVSS 113 / CMVSS 113 (applies to all Sprinter vans)**Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 113, hood locking mechanism, provided that no modifications have been made in and to the hood locking mechanism and securing systems.

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

Manufacturer's name:

Manufacturer's address:

49 CFR part 568.5 Modifications addendum – only to be completed by intermediate manufacturers	
Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:	
The statements contained in this appendix are correct at the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 114 / CMVSS 114 (applies to all Sprinter vans except code F50)

Explanation

After completion, this vehicle will fulfill the requirements set out in standard FMVSS 114, protection against theft or CMVSS 114, locking and immobilizer system, provided that no modifications are made to the steering column lock, the gearshift lever, the ignition lock or the acoustic warning signal systems for a key which is stuck in an open door. Standard 114 does not apply to Sprinter with a GVWR of more than 10,000 lbs (4,536 kg).

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

CMVSS 115 (applies to all Sprinter vans)**Explanation**

(For Canada only) After completion, this vehicle will fulfill the requirements set out in standard 115, vehicle identification number (VIN), provided that no modifications are made to the VIN badge or to the mounting or the location of the VIN badge or the visibility of the VIN badge through the windshield. The equipment supplier accepts legal responsibility for all deviations from the original purpose of the VIN coding arising from their actions.

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO

FMVSS 116 / CMVSS 116 (applies to all Sprinter vans)**Explanation**

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

Only use brake fluid approved by Mercedes-Benz according to MB Approval or MB Approval 331.0. Information about approved brake fluid can be obtained at any qualified specialist workshop or online at <http://bevo.mercedes-benz.com>.

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

FMVSS 118 / CMVSS 118 (applies to all Sprinter vans except code F50)

Explanation

With this equipment, this vehicle will fulfill the requirements set out in standard 118, power windows, power-operated partitions and roof subsystems, provided that no modifications are made to the power window lifting system and connected electrical systems. In addition, conformity with standard 118 is necessary if subsequent changes 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 – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:	

Declaration of conformity

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

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

FMVSS 120 / CMVSS 120 (applies to all Sprinter vans)**Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 120, tire selection and rims for vehicles with a GVWR of more than 10,000 lbs (4,536 kg), provided that the GAWR or GVWR are not exceeded and no modifications and no replacements are made to the tires, rims and identification.

Declaration of conformity

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

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

FMVSS 124 / CMVSS 124 (applies to all Sprinter vans)**Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 124, accelerator pedal systems, provided no modifications are made to components of the throttle control or to the fuel allocation system.

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

FMVSS 126 / CMVSS 126 (applies to all Sprinter vans)

Explanation

After completion, this vehicle will fulfill the requirements set out in standard 126, electronic stability control (ESC), provided that neither the gross axle weight rating (GAWR) nor the gross vehicle weight rating (GVWR) is exceeded, and provided that no modifications are made which could affect the brake system, components and parts of the hydraulic system, components or electrical integrated circuits of the anti-lock braking system, engine control system, traction control, tire size and rim, wheelbase, steering system or suspension system. Furthermore, the center of gravity must fulfill the requirements of the "Body & Equipment Guidelines on Calculation of Center of Gravity after Modifications" after modifications or the combined center of gravity of all additional elements added by subsequent-phase manufactures. 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 – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:	

Declaration of conformity

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

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

FMVSS 138 / CMVSS 138 (applies to all Sprinter vans)**Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 138, tire pressure monitoring system, provided no modifications are made to components of the tire pressure monitoring system especially the valves including the sensors, the corresponding control units or the rims. No additional modifications can be made to the underbody, cable harness or the attachments which could affect radio communication between wheels, antennas and control units. 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 – only to be completed by intermediate manufacturers

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

FMVSS 139 / CMVSS 139 (applies to all Sprinter vans)**Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 139, new radial pneumatic tires for light vehicles, provided that the GAWR or the GVWR is not exceeded and no

modifications or replacements are made to the tires, rims or identification. 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 – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:	
The statements contained in this appendix are correct at the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 201 / CMVSS 201 (applies to all Sprinter vans)

Explanation

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

- Instrument panel
- Doors of the inner stowage compartment
- Overhead console (if included in the equipment)
- Headliner
- Sun visors
- Seats
- Arm rests
- Pillar trims and 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 exclusively limited to the supplied condition by Daimler AG and excludes aftermarket 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 – only to be completed by intermediate manufacturers

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO

FMVSS 202a / CMVSS 202 (applies to all Sprinter vans)**Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 202 and standard 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 – only to be completed by intermediate manufacturers

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

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

The statements contained in this appendix are correct at the date of manufacture: YES NO

FMVSS 203 / CMVSS 203 (applies to all Sprinter vans)

Explanation

After completion, this vehicle will fulfill the requirements set out in standard 203, impact protection for the driver from steering system controls, provided that no modifications are made to the steering system or a 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 – only to be completed by intermediate manufacturers

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture: YES NO

FMVSS 204 / CMVSS 204 (applies to all Sprinter vans)

Explanation

After completion, this vehicle will fulfill the requirements set out in standard 204, rearward displacement of steering system, provided that the maximum unladen vehicle weight is less than 5,500 lbs (2,495 kg) and no modifications have been made to the steering system or another 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 or other front components.

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO **FMVSS 205 / CMVSS 205 (applies to all Sprinter vans except code F50)****Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 205, glazing material, provided that no modifications or replacements are made to the glazing material which was used for the windshield or the cab windows, and if additional glazing material has been installed by a subsequent-phase manufacture fulfills the requirements set out in standard 205.

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

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

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

The statements contained in this appendix are correct at the date of manufacture: YES NO

FMVSS 206 / CMVSS 206 (applies to all Sprinter vans except code F50)

Explanation

After completion, this vehicle will fulfill the requirements set out in standard 206, components for door locks and door suspensions, provided that no modifications are made to the door assembly, door locks, door hinges, door locking system, door locking bars, door hinge pins, other mountings or changes to the B- or C-pillar including the locking bolt located on the B-pillar as well as the cargo 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 – only to be completed by intermediate manufacturers

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture: YES NO

FMVSS 207 / CMVSS 207 (applies to all Sprinter vans except code F50)

Explanation

After completion, this vehicle will fulfill the requirements set out in standard 207, seating systems, provided that no modifications are made to seats, seat guide rails, seat adjusting devices, restraint systems, release and setting controls, seat riser and seat base or to the cab floor and the supporting structure. An additional seat system installed in this vehicle must fulfill the relevant regulations of this standard.

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO **FMVSS 208 / CMVSS 208 (applies to all Sprinter vans except code F50)****Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 208, occupant impact protection, provided that no modifications are made to the seat positions, the seat belt arrangements, the seat belt anchorage points, the cab and supporting structure or to the sub-structure or if the number of designated seat positions for occupants is not changed. No measures are taken which could impair the integrity of the belt and seat belt warning systems. Any rear seats installed by Daimler AG which are removed for whatever reason, need to be returned to their original state and to their original position in the vehicle. The air bag supplemental restraint system (driver, front-passenger, seats, air curtains), in the design installed by Daimler AG, is not removed, installed elsewhere or otherwise modified or changed. The information labels for the air bag supplemental restraint system, which were affixed to the front sun visors, are visible and not changed, modified or removed. If the information labels for the air bag supplemental restraint system are not affixed to the front sun visors but are additionally enclosed in the delivery, then the following is necessary in order to fulfill the requirements of standard 208: the information label must be permanently affixed to each sun visor in an upright position so 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) from standard 208 must be affixed to the visible surface of the sun visor. Daimler AG assumes no liability if the information label and/or the sun visor not in a preparation package. Additional seat belt arrangements in the vehicle must fulfill the relevant requirements of this standard.

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

FMVSS 209 / CMVSS 209 (applies to all Sprinter vans except code F50)

Explanation

After completion, this vehicle will fulfill the requirements set out in standard 209, seat belt arrangements, provided that no modifications are made to the seat belt arrangements, seat belt anchorage points and mountings or to the cab structure to which the anchorages are mounted. No measures are taken which could impair the integrity of the provided seat belt systems. Possible seat belt arrangements installed in the vehicle must fulfill the requirements of this standard.

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

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

The statements contained in this appendix are correct at the date of manufacture:

YES NO

FMVSS 210 / CMVSS 210 (applies to all Sprinter vans except code F50)**Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 210, seat belt anchorage points, provided that no additional occupant seats or anchorages for seat belt arrangements are installed or if no modifications are made to the anchorages or the connecting structural components. No modifications are made to the seat belt anchorage points of the front seats, the front seat belt arrangements, the floor panel, the floor panel reinforcements or the body mountings.

Declaration of conformity

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO

FMVSS 212 / CMVSS 212 (applies to all Sprinter vans except code F50)**Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 212, windshield mounting, provided that the permissible unladen vehicle weight is less than 5,500 lbs (2,495 kg) or no modifications are made to the windshield, the windshield mounting system, hood deflector or the 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 – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:	
The statements contained in this appendix are correct at the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 214 / CMVSS 214 (applies to all Sprinter vans)

Explanation

After completion, this vehicle will fulfill the requirements set out in standard 214, protection against side impact, provided no modifications have been made to the

- doors, door frames, door locks, door sill trims, door hinges or mountings, other door components
- front seat systems
- assembly of all of the seats (including the seat base, partition and side air bag connection), as well as no modifications, which can influence the function of the side air bag (e.g. additional protective covers, other seat covers)
- cockpit crossmember
- seat belts, driver's side and front-passenger side
- side 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). An additional seat system installed in this vehicle must fulfill the relevant regulations of this standard.

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO **FMVSS 216a / CMVSS 216 (applies to all Sprinter vans except code F50)****Explanation**

After completion this vehicle will fulfill the requirements set forth in standard 216 and standard 216a, roof crush resistance, provided that no modifications are made to the roof structure, seat belt, belt height adjuster and A-pillar or B-pillar of the vehicle. 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 – only to be completed by intermediate manufacturers

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

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

FMVSS 217 / CMVSS 217 (applies to all Sprinter vans)

Explanation

This incomplete vehicle does not fulfill the requirements from standard 217, emergency bus exits and safety and release system for windows, section 5.1. Daimler AG states no assurances for compliance with other parts of this standard. All additionally installed windows, doors, additional components or emergency exits and necessary emergency exit labeling, which 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 – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:	
The statements contained in this appendix are correct at the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 219 / CMVSS 219 (applies to all Sprinter vans except code F50)

Explanation

After completion, this vehicle will fulfill the requirements set out in standard 219, intrusion of the windshield, provided that the permissible unladen vehicle weight is less than 5,500 lbs (2,495 kg) or if no modifications have been made to the hood-retaining system, hood deflector, windshield protection or the hood or if nothing has penetrated into 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 – only to be completed by intermediate manufacturers

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO

FMVSS 226 / CMVSS 226 (applies to all Sprinter vans except code F50)**Explanation**

After completion, this vehicle will fulfill the requirements set out in standard 226, occupant protection from ejection from the vehicle, provided that no modifications are made to the air bag sensor system (control unit, sensors in the doors and in the bodyshell), window curtain air bag, pillar trim, door trim, glazing in the passenger compartment, side wall trim and headliner. 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 – only to be completed by intermediate manufacturers

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

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

FMVSS 301 / CMVSS 301 (applies to all Sprinter vans)

Explanation

After completion, this vehicle will fulfill the requirements set out in standard 301, integrity of the fuel system, provided that the permissible unladen vehicle weight is less than 7,400 lbs (3,357 kg) or if no modifications have been made to the fuel system or the tank filler neck layout, as well to 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 – only to be completed by intermediate manufacturers	
Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:	
The statements contained in this appendix are correct at the date of manufacture:	YES <input type="checkbox"/> NO <input type="checkbox"/>

FMVSS 302 / CMVSS 302 (applies to all Sprinter vans)

Explanation

After completion, this vehicle will fulfill the requirements set out in standard 302, flammability of interior materials, provided that no modifications are made to the interior materials or if no non-conform interior materials are used in the vehicle interior.

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO **FMVSS 403 / CMVSS 403 (applies to all Sprinter vans)****Explanation**

This incomplete vehicle does not fulfill the requirements of standard 403, platform lift system for vehicles. Daimler AG states no assurances for conformity with this standard.

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO

FMVSS 404 / CMVSS 404 (applies to all Sprinter vans)

Explanation

This incomplete vehicle does not fulfill the requirements of standard 404, platform lift system in vehicles. Daimler AG states no assurances for conformity with this standard.

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

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

CMVSS 1106 (applies to all Sprinter vans except code F50)

Explanation

(Canada only) After completion, this vehicle will fulfill the requirements set out in standard 1106, noise emissions, provided that no modifications are made to the relevant components for noise emissions, 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 – only to be completed by intermediate manufacturers

Manufacturer's name:	
Manufacturer's address:	
Entry of modifications which should be changed in the incomplete vehicle document	

Declaration of conformity

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

in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO

Part 565 / 565.13 (applies to all Sprinter vans)**Explanation**

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

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

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

Manufacturer's name:

Manufacturer's address:

Entry of modifications which should be changed in the incomplete vehicle document in order to reflect the changes made to the vehicle:

The statements contained in this appendix are correct at the date of manufacture:

YES NO

Part 567 (applies to all Sprinter vans)

Explanation

This incomplete vehicles fulfills neither the requirements of the intermediate or final-stage manufacturers from part 567 – certification – nor the requirements of the Canadian Motor Vehicle Safety Regulations, section 6.6 – safety label. Intermediate and final-stage manufacturers are responsible for the additional identification in order to meet these requirements. Daimler AG states no assurances for compliance with the conformity.

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

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

Declaration of conformity

Canadian vehicles

VEHICLE RECOGNITION

You can find further information in the "Vehicle description" chapter of this document. For incomplete vehicles manufactured by Daimler AG, optional preparation packages are required for certain applications specified in the list of incomplete vehicle types.

CANADIAN RADIO FREQUENCY INTERFERENCE (RFI) INFORMATION

All spark-ignition engines (e.g. gasoline, natural gas or propane engines), which are manufactured in Canada or are intended for sale and usage in Canada, are subject to the Canadian "Regulations for the Control of Interference to Radio Reception" according to standard ICES-002 for interference-causing equipment and are subject to the applicable test method according to

"CAN/CSA-C108.4-M06". Violating these regulations can result in a fine or imprisonment. This incomplete vehicle manufactured by Daimler (if not a basic chassis (disassembled)) was designed and manufactured to fulfill the requirements of the regulations or any modifications to the regulations which have been authorized by the communications ministry. However, since Daimler AG has no control over how the incomplete vehicle is completed by subsequent-stage manufacturers, Daimler AG cannot guarantee that the complete vehicle, which contains components installed by Daimler, will fulfill the applicable requirements.

The following information is provided to subsequent-stage manufacturers to help them avoid an increase in the RFI emissions of the vehicle during its completion.

Additional measures may be necessary for each complete vehicle in order to adequately suppress the RFI emissions. Examples of affected components are spark plugs, ignition cables, ignition coils, ground straps, shielding for ignition components, drive belts, interference suppressor for instrument voltage regulator and interference suppressor for ignition coil.

In detail:

- all components which are required for suppressing RFI emissions and are removed

during maintenance and repair work or during completion work, must be re-installed in the same way as originally installed by Daimler AG.

- ignition coil shielding must not be removed.
- replacement spark plugs, ignition cables and ignition coils must have the same RFI suppression characteristics as the OEM part.
- the grounding connections on all components must not be removed.
- metallic components which have been installed on the body or chassis must be grounded on the chassis.
- electrical integrated circuits which are additionally installed in the vehicle must not be installed near high-voltage ignition components.
- the wiring in the engine compartment must not be redirected in any way.

Emissions and safety

Emission and safety information

For complete Sprinter vans or Sprinter chassis with cab, which are delivered by Daimler AG to dealers or equipment suppliers, Daimler 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 Daimler AG, the equipment supplier or dealer accepts legal responsibility for the new certification. This chapter contains general information regarding applicable emission and safety information at the time the vehicle was manufactured. This chapter was written to provide equipment suppliers with a better understanding of the emissions and noise standards of the U.S. Environmental Protection Agency (EPA), of the emissions standards of the California Air Resources Board (CARB), of the **Federal Motor Vehicle Safety Standards (FMVSS)** and the **Canadian Motor Vehicle Safety Standards (CMVSS)**. Daimler AG issues neither authorization 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 US EPA, 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 "Important 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 emissions labels, however, only apply to US vehi-

cles with a GVWR of more than 10,000 lbs (4,536 kg).

All of Daimler 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).

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

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

Reference information**Guidelines for vehicle body and equipment (Body and Equipment Guidelines)**

This document includes frequent references to the information from the "Body and Equipment Guidelines". Moreover, additional construction recommendations and specifications are provided in order to support subsequent-stage manufacturers during the completion of chassis with cabs or incomplete vehicles.

On the Internet, you can find the Body and Equipment Guidelines

for the USA at:

www.upfitterportal.com

for Canada:

www.upfitterportal.ca

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

for the USA at:

www.upfitterportal.com

for Canada:

www.upfitterportal.ca

Vehicle distributor**In the USA:**

Mercedes-Benz USA, LLC
1 Mercedes-Benz Dr
Sandy Springs, GA 30328
www.mbusa.com
www.mbsprinterusa.com
www.freightlinersprinterusa.com
Customer Assistance Center:
1-877-762-8267

In Canada:

Mercedes-Benz Canada, Inc.
98 Vanderhoof Avenue
Toronto, ON M4G 4C9
www.mercedes-benz.ca
Customer Relations Department:
1-800-387-0100

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Internet

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You are welcome to forward any queries or suggestions you may have regarding this manual to the technical documentation team at the following address:

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