

# SPECIAL EQUIPMENT BOOK



**DODGE**  
**SPRINTER**

*This Special Equipment Book is for internal use only.*



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# **Special Equipment**

Sprinter



**Sprinter Optional Extras for VB  
models only**

**DaimlerChrysler Canada Inc.  
One Riverside Drive West  
Windsor, Ontario N9A 5K3**

**04/2007**

**Technical specifications subject to  
change without notice.**

In keeping with its market-oriented concept, the Sprinter van series has always offered a wide range of optional features. We continue to extend and enhance this catalogue of equipment and accessories.

This sales manual lists the options available on the next generation Sprinter, while describing their primary benefits.

We have described the technical features of available options, provided photography where available and listed the key customer benefits. Options are grouped by vehicle assembly and indexed with alphanumeric codes for easy cross-reference.

Each page describes the feature in three brief sections: Technical Description, Customer Benefits and Remarks. The Technical Description explains the option's function and location on the vehicle. Customer Benefits should figure prominently in any discussion of features with prospects. Remarks cover information such as additional weight and availability with other equipment.

Please refer to the Code Guide for availability of individual options.

Specifications, descriptions and illustrations contained herein are based on information believed to be correct at the time this publication was approved for printing.

# MAIN TECHNICAL DATA

- 1. Engine**

3.0L CRD turbo diesel V6 engine  
2987 cubic centimetre (182 cubic inch) displacement  
Power: 115 kW (154 hp) @ 3400 rpm  
Torque: 380 N·m (280 lb-ft) @ 1200-2400 rpm  
Fuel tank capacity: 98 litre (21 imp. gal.)
- 2. Transmission** Std. 5-speed automatic transmission with Auto/Stick™  
600 N·m (433 lb-ft) max torque
- 3. Suspension** Std. Front axle:  
Sub frame with independent suspension, shock-absorber struts and lower control arms  
Fibreglass-reinforced plastic transverse leaf springs  
  
Rear axle:  
Std. 4.182 axle ratio with diesel engine  
Opt. 3.923 axle ratio with diesel engine  
  
Gross Vehicle Weight Rating (GVWR)  
3878 kg (8550 lb) 2500 Cargo Van, 2500 Passenger Van  
4531 kg (9990 lb) 3500 Cargo Van  
5003 kg (11,030 lb) 3500 Cargo Van (available),  
3500 Chassis Cab  
  
Towing:  
3402 kg (7500 lb) max towing (when properly equipped)
- 4. Steering** Std. Power-assisted rack and pinion  
Tilt and telescoping steering wheel  
  
Std. Adaptive ESP™ (Electronic Stability Program):  
Includes ABS, ASR, EBD, and BAS
- 5. Body** Std. Unibody construction  
  
Wheelbases:  
3665 mm (144.3 in.) Cargo Van, Passenger Van, Chassis Cab  
4325 mm (170.3 in.) Cargo Van, Passenger Van, Chassis Cab  
4325 mm (170.3 in.) extended body Cargo Van  
  
Roof heights with interior height dimensions:  
Standard roof 1650 mm (65 in.) for Cargo Van,  
Passenger Van, Chassis Cab  
High Roof 1940 mm (76.4 in.) for Cargo Van, Passenger Van  
Mega Roof 2140 mm (84.3 in.) for Cargo Van

Auto/Stick is a trademark of Mr. Gasket, Inc.  
ESP is a trademark of DaimlerChrysler AG.

# REGISTER OF CODES

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# REGISTER OF CODES

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ParkSense is a trademark of DaimlerChrysler Corporation.  
ESP is a trademark of DaimlerChrysler AG.

# REGISTER OF CODES

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ParkSense is a trademark of DaimlerChrysler Corporation.

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**Black vinyl****Details and Technology**

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The seats are upholstered in three-ply, Black, tricot vinyl. The base material consists of two layers of polyester and one layer of cotton. The grained surface has a soft PVC coating to repel moisture. The shape and stitching of the seat cushion and backrest are the same as for the standard seating.

**Benefits and Arguments**

---

- **Seats are easy to clean**

The hard-wearing leatherette upholstery is easy to clean using water and an appropriate soap-based cleaning agent. An elaborate manufacturing process gives the interior a comfortable appearance. This material is particularly recommended for the construction sector.





Picture shows pre-production model.

**Fabric seat  
upholstery, Grey**

## **Details and Technology**

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The seats are upholstered with Grey fabric inserts.

## **Benefits and Arguments**

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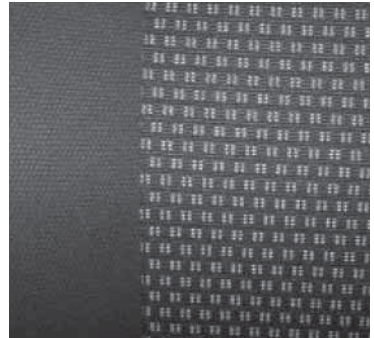
- **Easy to care for**

Easy-care material – hard-wearing and dirt-repellent.

## **Remarks**

---

Standard on Passenger Van. Available on Chassis Cab and Cargo Van.

**Fabric seat upholstery, Black**

Picture shows pre-production model.

**Details and Technology**

---

The seats are upholstered in Black fabric.

**Benefits and Arguments**

---

- Easy to care for

Easy-care material – hard-wearing and dirt-repellent.

**Remarks**

---

Standard on Chassis Cab and Cargo Van. Available on Passenger Van.

**Rear springs for  
3878-kilogram  
(8550-pound) GVW**

## **Details and Technology**

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Single-leaf rear springs specially designed for all vehicles with 3878-kilogram (8550-pound) GVW.

## **Benefits and Arguments**

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- **Adapted suspension characteristics**

Adapts the rear suspension to the higher rear axle load rating, thereby maintaining a high standard of ride comfort.

## **Remarks**

---

Standard on 2500 Cargo Vans.

**Deluxe rear  
springs for  
3878-kilogram  
(8550-pound) GVW**

---

**Details and Technology**

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Dual-rated, two-leaf rear springs provide different spring rates depending on vehicle payload. When the vehicle is empty or only lightly laden, only the main spring leaf is operational. If the vehicle is more heavily laden, the second spring leaf also comes into play.

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**Benefits and Arguments**

---

- **High-suspension comfort**

Greater ride comfort when vehicle is unladen, and appropriate firmness when carrying a heavier payload.

---

**Remarks**

---

Standard on Passenger Vans.

## Higher capacity shock absorbers

### Details and Technology

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The two rear shock absorbers provide firmer damping than the standard shock absorbers. They also have more heat-resistant seals, for a longer service life.

### Benefits and Arguments

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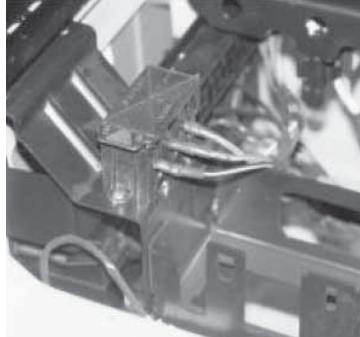
- **Longer service life for vehicles which are regularly used under punishing conditions**

Recommended for vehicles which are regularly used under punishing conditions. Improved handling on rough roads.

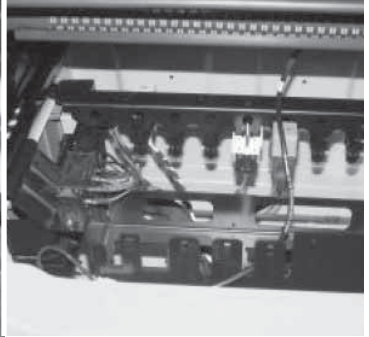
### Remarks

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Standard on all 2500 models.

**Terminal strip  
with electrical  
connections on  
driver's seat base**

Picture shows pre-production model.



Picture shows pre-production model.

**Details and Technology**

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The terminal strip is mounted on the inner side of the driver's seat base.

It comprises three connections:

1st terminal "D" 12-volt/10-amp

2nd terminal "30" 12-volt/25-amp

3rd terminal "15" 12-volt/15-amp

**Benefits and Arguments**

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- **Easy connection of additional circuits**

The terminal strip allows additional circuits to be adapted to the existing electrical system as simply as possible. Particularly recommended for body manufacturers and those who upfit their vans.

**Remarks**

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Electrical terminal strip (3EN) is standard on all models.



Picture shows pre-production model.

## Heater booster

### Details and Technology

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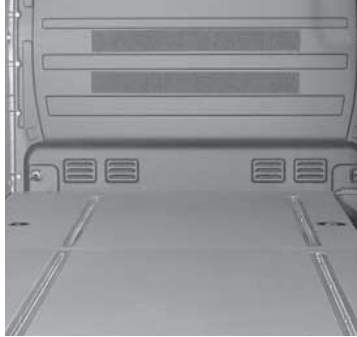
5-kW heater booster can be switched on whenever the engine is running. The on/off switch is situated to the right of the light switch. When the heater booster is switched on, a red indicator light comes on in the switch and a symbol lights up in the instrument cluster. After the heater booster has been switched off, the coolant pump and the burner blower continue running for approximately three minutes, then switch off automatically.

### Benefits and Arguments

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- Engine reaches operating temperature as quickly as possible
- Faster heater response

Since the thermal energy given off by a CRD engine may not always provide adequate heating in extremely cold conditions, the heater booster helps the engine reach its operating temperature more quickly, and to maintain it. This also means quicker heater response.

**Wood floor**

Picture shows pre-production model.

**Details and Technology**

The passenger compartment/load compartment has an 5/16-inch thick plywood floor with textured surface.

**Benefits and Arguments**

- Easier loading and unloading and easier cleaning of the load compartment
- Additional heat and noise insulation

Protects the underlying floor of the load compartment from damage. Facilitates cleaning and loading – particularly of heavy objects such as pallets – since the wood floor is level-surfaced. Provides additional heat and noise insulation.

**Remarks**

Passenger Vans have seat apertures positioned in the floor. Cargo Vans have a smooth floor surface (without seat apertures). In the case of a Cargo Van with first row bench seat, the wood floor comes with seat apertures.



# REAR AXLE STABILIZER BAR, HIGH CAPACITY

**CODE 58C**

**High capacity rear  
axle stabilizer bar  
under frame**

## **Details and Technology**

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This stabilizer bar has a larger diameter than the standard version made of spring steel and is fitted behind and parallel to the axle and transversely to the direction of travel. It is attached at two points to the axle tube and at two points to the frame. The stabilizing effect is exerted only under unilateral compression. If there is equal compression on both sides, the stabilizer has no effect.

## **Benefits and Arguments**

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- **Improved road handling even with an unequally distributed load**
- **Reduced roll**

The higher capacity (reinforced) stabilizer bar has a more powerful stabilizing effect than the standard version. It reduces roll which occurs, for example, when cornering with a load which has a high centre of gravity or when the front axle load is unequally distributed.

## **Remarks**

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Recommended for vehicles with tall bodies.



Picture shows pre-production model.



Picture shows pre-production model.

## Details and Technology

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Backup camera group consists of rear backup camera, wiring and I/P-mounted monitor.

## Benefits and Arguments

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- Improves rearward visibility
- Greater safety when reversing vehicle

\*Intended to provide assistance to the driver. Always exercise appropriate care while reversing.

**12-volt/180-amp  
alternator**

### **Details and Technology**

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The standard alternator is a high capacity 12-volt/180-amp alternator.

### **Benefits and Arguments**

---

- **Improved battery charging in short distance operation**
- **Enhanced electrical system performance**

The higher capacity alternator enhances the performance of the electrical system. It ensures rapid battery charging in the case of frequent short distance operation and operation in cold ambient temperatures.

**12-volt/220-amp  
alternator****Details and Technology**

---

The standard alternator is replaced by a higher capacity 12-volt/220-amp alternator.

**Benefits and Arguments**

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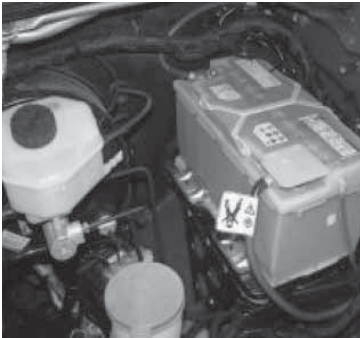
- **Improved battery charging in short distance operation**
- **Enhanced electrical system performance**

The higher capacity alternator enhances the performance of the electrical system in vehicles such as ambulances. It also ensures rapid battery charging in the case of frequent short distance operation and operation in cold ambient temperatures.

**Remarks**

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220-amp alternator is required with Rear Heavy-Duty Air Conditioning (HBD), and is included with Contractor Group (ASM).



Picture shows pre-production model.

### Auxiliary battery (higher capacity)

#### Details and Technology

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In addition to the standard battery, a 12-volt/100-AH auxiliary battery with long cycle life is mounted in the engine compartment. The supply voltage remains 12-volt.

#### Benefits and Arguments

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- **Allows operation of additional electrical consumers**

Only for operation of auxiliary units such as a loading crane, tail lift or camper van equipment. A cutout relay (disconnect) is included.

**AGM battery  
12-volt/95-AH****Details and Technology**

---

A more powerful 12-volt/95-AH AGM battery is fitted instead of the standard 12-volt/100-AH battery. The AGM battery is provided with absorbing glass fleece which contains and ligates the acid. Therefore, in case of battery box damage, the internal design makes it less likely for the fluid to leak out.

**Benefits and Arguments**

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- **Resistant against total discharge (deep discharge feature)**
- **Cycle resistant**
- **Maintenance free**
- **Electrical system designed for more demanding requirements through increased power**
- **More reliable starting in winter**

The AGM battery is designed for heavier-duty requirements, e.g., for frequent starting in short distance operation (cycle resistant) or for supplying a large number of electrical special equipment items. It is also recommended for operation in extreme climates, e.g., when the air conditioning in the passenger compartment is used. The AGM battery is smaller and lighter than common batteries, due to the fact that the energy density is increased.

**Remarks**

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AGM 95-AH battery (BCY) is required with Rear Heavy-Duty Air Conditioning (HBD).

**12-volt/100-AH  
battery**

## **Details and Technology**

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## **Benefits and Arguments**

---

- **Electrical system designed for demanding requirements**
- **Reliable starting in winter**

This high capacity battery is designed for heavy-duty requirements, e.g., for frequent starting in short distance operation or for supplying a large number of electrical special equipment items.

## **Remarks**

---

100-AH battery (BDC) is standard on all models.

## Adaptive ESP™ (Electronic Stability Program)\*



Picture shows pre-production model.

### Details and Technology

The Adaptive ESP (Electronic Stability Program)\* is comprised of the following functions: **EBD (electronic brake force distribution)** – This system helps to prevent the rear wheels from locking before the front wheels when braking. **ABS (anti-lock braking system)** – Helps to prevent the wheels from locking. **ASR (acceleration skid control)** – Regulates wheel spin by intervening in the engine management and by braking the driving wheels. A deactivation switch allows engine intervention to be switched off at lower speeds and the slip threshold to be raised. **BAS (Brake Assist)** – If an emergency braking situation is detected, this system actively increases braking pressure up to the slip threshold. **ERM (Electronic Roll Over Mitigation)** – This system helps to detect rollover tendencies during manoeuvres with low road speed and high lateral acceleration. **RMI (Roll Movement Intervention)** – This system helps to detect rollover tendencies in dynamic manoeuvres and in high-speed evasive manoeuvres with a high lateral acceleration. **LAC (Load Adaptive Control)** – The system helps determine the gross vehicle weight and supports the ESP function, depending on the vehicle load. **EUC (Enhanced Understeering Control)** – The system helps to stabilize the vehicle in the event of heavy understeer. **ESP (Electronic Stability Program)** – ESP interfaces with both the brake system and the engine management. It continuously monitors the signals from the steering angle sensor, wheel speed sensors, lateral acceleration sensor and yaw sensor, allowing it to assist the driver if instability is detected. In critical situations, ESP actively intervenes in the engine management and brake system and assists the driver by generating braking forces to restore directional stability. When ESP and ASR interventions are taking place, the ESP warning light comes on in the speedometer. If acceleration skid control is deactivated by pressing the ASR-OFF switch, the ESP warning light comes on continuously. If a driving situation occurs in which instability is detected, ESP intervenes and ASR is switched back on again. At speeds over 59 km/h (37 mph), ASR is always active, i.e., if the system has been deactivated, it is automatically reactivated when the vehicle accelerates to a speed above 59 km/h (37 mph) and cannot be deactivated. When the speed falls below 59 km/h (37 mph), ASR is deactivated again and the warning light comes on. Even with ASR switched off, the ESP warning light flashes when the tires have reached their adhesion limit.

### Benefits and Arguments

- Enhances active safety in certain critical situations
- Improves track-holding and directional stability by automatically adjusting for load weight.

ESP enhances safety and ride comfort in certain critical situations and coordinates and enhances the operation of ABS and ASR. Augmented by the new functions ERM, RMI, LAC and EUC, ESP provides a high level of driver assistance and increases stability in critical dynamic situations.

### Remarks

Adaptive ESP is standard on all models.

\*No system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Performance is limited by available traction, which snow, ice and other conditions can affect. When the ESP warning lamp in the instrument cluster flashes, the driver needs to use less throttle and adapt speed and driving behaviour to prevailing road conditions. Always drive carefully, consistent with conditions. Please always wear your seat belt. ESP is a trademark of DaimlerChrysler AG.





## Adjustable front passenger seat

### Details and Technology

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The front passenger's seat offers the following extended adjustment possibilities: fore/aft adjustment, 259 millimetres (10.2 inches) [198 millimetres (7.8 inches) for Chassis Cab or Cargo Vans with bulkhead]; 45° backrest adjustment and approximately 58 millimetres (2.3 inches) cushion height adjustment.

### Benefits and Arguments

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- **Extended adjustment possibilities allow seat position to be adapted to suit individual requirements**

Permits individual adjustment of the front passenger seat position.

**Cab rear wall lining****Details and Technology**

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The front (cab) side of the cab rear wall on Chassis Cab, and the front (cab) side of the bulkhead (cargo partition) on Cargo Van versions, is lined with non-woven fabric.

**Benefits and Arguments**

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- **Enhanced appearance**
- **Reduced interior noise**

The lining enhances the interior appearance and has a sound-deadening effect.

## Cup holders in passenger compartment

### Details and Technology

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Unit slides out to the front below the seat cushion to allow cups or other drinking containers to be put down at shin level between the seats (twin-seater bench: two cups) or between the outer seats and the centre seat (three-seater bench: four cups).

### Benefits and Arguments

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- **Allows drinking containers to be put down**

Allows drinking containers to be put down safely in the passenger compartment.

**Deletion of  
front passenger's  
seat base****Details and Technology**

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The vehicle is supplied without a front passenger's seat base.

**Benefits and Arguments**

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- **Provides unimpeded access from the front passenger door to the load compartment**

For special-purpose vehicles such as buses or parcel delivery vehicles, when unimpeded access through the passenger door to the rear/load compartment is required.

**Deletion of front passenger's seat**

### **Details and Technology**

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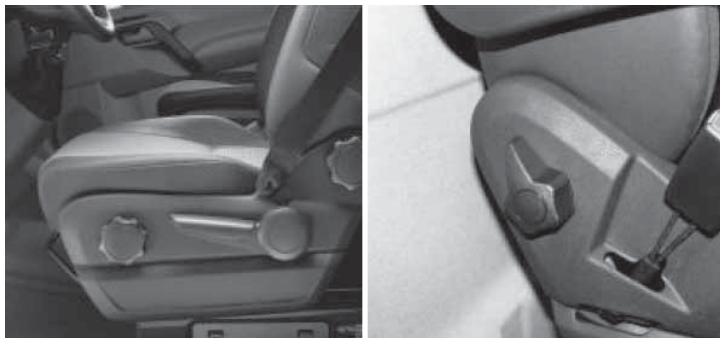
All parts of the front passenger seat are deleted, apart from the seat base.

### **Benefits and Arguments**

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- **Allows a special seat to be retrofitted**

Preparation for retrofitting an alternative front passenger seat. It is also possible to specify deletion of the seat base and deletion of the seat belts.

**Comfort driver's seat****Details and Technology**

Comfort driver's seat with fore/aft adjustment (259 millimetres [10.2 inches]), 45° backrest adjustment, height adjustment (approximately 58 millimetres [2.3 inches]), cushion angle adjustment (+/- 2.5°) and a manual lumbar support. The upholstery is the same as for the standard driver's seat.

**Benefits and Arguments**

- **More precise adjustment of the seat to suit individual requirements**
- **Relaxed driving, particularly on long journeys**

Allows the seat to be more closely adapted to individual requirements. Improved seating posture relieves strain on the back muscles and makes for relaxed driving, particularly on long journeys.





## Comfort driver's head restraint

### Details and Technology

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The driver's seat is equipped with a height- and tilt-adjustable, padded head restraint.

### Benefits and Arguments

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- Greater comfort
- Enhanced appearance

Tilt adjustment facility provides individually adapted support. With its vinyl upholstery, the head restraint is also comfortable and attractive.

**Comfort front passenger's head restraint**

Picture shows pre-production model.

**Details and Technology**

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The front passenger's seat is equipped with a height- and tilt-adjustable, padded head restraint.

**Benefits and Arguments**

---

- Greater comfort
- Enhances the look of the vehicle

Tilt adjustment facility provides individually adapted support. With its vinyl upholstery, the head restraint is also comfortable and attractive.



## Swivelling driver's seat base

### Details and Technology

---

A swivelling element is fitted to the driver's seat base.

### Benefits and Arguments

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- **Allows a special driver's seat to be fitted**
- **Allows the driver's seat to be turned around through 180° to face the rear**

Basis for installation of a swivelling seat (e.g. Comfort Driver's Seat [CDD]) or installation of a special seat by a body manufacturer. Recommended for vehicles which are to be equipped as a camper van by a body manufacturer.

**Folding front passenger's seat**

Picture shows pre-production model.



Picture shows pre-production model.

**Details and Technology**

The folding front passenger's seat is mounted to the bulkhead (version with sliding door). The squab part of the seat automatically flips up when the seat is not occupied. The folding seat is fitted as standard with a seat belt and a head restraint (rigidly mounted to the bulkhead).

**Benefits and Arguments****• Easy entry and exit on the front passenger side**

This seat makes it easier for the driver to enter and exit the vehicle on the front passenger's side and provides easier access from the front passenger's door into the load compartment. It, therefore, eases the driver's workload, particularly in the distribution sector. This seat offers advantages when the driver is only occasionally accompanied, for example, in the distribution sector (e.g., when training a new driver).

**Remarks**

The folding jump seat is only available in Black cloth (\*F7).



Picture shows pre-production model.



Picture shows pre-production model.

## Comfort front passenger seat

### Details and Technology

Comfort front passenger's seat with fore/aft adjustment (259 millimetres [10.2 inches]), 45° backrest adjustment, height adjustment (approximately 58 millimetres [2.3 inches]), cushion angle adjustment (+/- 2.5°) and a manual lumbar support. The upholstery is the same as for the standard driver's seat.

### Benefits and Arguments

- **More precise adjustment of the seat to suit individual requirements**
- **Relaxed driving, particularly on long journeys**

Allows the seat to be more closely adapted to individual requirements. Improved seating posture relieves strain on the back muscles and makes for relaxed driving, particularly on long journeys.

**Two-seater bench  
in passenger  
compartment, first  
row**



Picture shows pre-production model.

### **Details and Technology**

---

Two-seater bench in passenger compartment, first row, on left hand side (looking in the direction of travel). The two-seater bench provides a through-loading slot up to the back of the front passenger's seat. Both seats are fitted with three-point, inertia-reel seat belts.

### **Benefits and Arguments**

---

Allows two passengers to be seated in the first row in the passenger compartment. This narrow bench seat leaves ample room for cargo and provides a through-loading slot up to the back of the front passenger's seat. The loading length behind the bench seat is:  
3665-millimetre (144.3-inch) wheelbase: 2311 millimetres (91 inches)  
4325-millimetre (170.3-inch) wheelbase: 3353 millimetres (132 inches)

### **Remarks**

---

Seat CFA is configured in seating package CYE (9 pass.).

# BENCH SEAT, THREE PASSENGER FIRST ROW

**CODE CFB**



Picture shows pre-production model.

**Three-seater  
bench in  
passenger/cargo  
compartment,  
first row**

## **Details and Technology**

---

Three-seater bench in passenger compartment, first row, on left hand side (looking in the direction of travel). All three seats are fitted with three-point, inertia-reel seat belts.

## **Benefits and Arguments**

---

Allows three passengers to be seated in the first row in the passenger compartment. Also leaves room for cargo or luggage. The loading length behind the bench seat is:

3665-millimetre (144.3-inch) wheelbase: 2311 millimetres (91 inches)

4325-millimetre (170.3-inch) wheelbase: 3353 millimetres (132 inches)

4325-millimetre (170.3-inch) wheelbase with long overhang: 3759 millimetres (148 inches)

## **Remarks**

---

Seat CFB is configured in seating packages CYZ (10 pass.) and AEG (Crew Van, 5 pass.).

# BENCH SEAT, THREE PASSENGER THIRD ROW

**Three-seater  
bench in  
passenger  
compartment,  
third row**



Picture shows pre-production model.

## **Details and Technology**

---

Three-seater bench in passenger compartment, third row. All three seats are fitted with three-point, inertia-reel seat belts.

## **Benefits and Arguments**

---

Allows three passengers to be seated in the third row in the passenger compartment. Also leaves room for cargo or luggage. The loading length behind the bench seat is:  
3665-millimetre (144.3-inch) wheelbase: 609 millimetres (24 inches)  
4325-millimetre (170.3-inch) wheelbase: 1625 millimetres (64 inches)

## **Remarks**

---

Seat CFD is configured in seating package CYZ (10 pass.) and CY5 (9 pass.).

# BENCH SEAT, TWO PASSENGER SECOND ROW

**CODE CFY**



Picture shows pre-production model.

**Two-seater bench  
in passenger  
compartment,  
second row**

## **Details and Technology**

---

Two-seater bench in passenger compartment, second row, on left hand side (looking in the direction of travel). Both seats are fitted with three-point, inertia-reel seat belts.

## **Benefits and Arguments**

---

Allows two passengers to be seated in the second row in the passenger compartment. Also leaves room for cargo or luggage. The loading length behind the bench seat is:  
3665-millimetre (144.3-inch) wheelbase: 1447 millimetres (57 inches)  
4325-millimetre (170.3-inch) wheelbase: 2489 millimetres (98 inches)

## **Remarks**

---

Seat CFY is configured in seating packages CYZ (10 pass.) and CY5 (9 pass.).

**Front passenger  
air bag\*****Details and Technology**

A front air bag\* is mounted in the instrument panel on the passenger side of the vehicle. The front air bag can be supplied for the single passenger seat or for the twin passenger seat. It is available only in double-sized version.

**Benefits and Arguments**

- Reduces the risk and severity of head injuries in severe frontal collisions

\*Always use seat belts. Sprinter Cargo and Cab Chassis Vans are equipped only with front seats and should not be used to carry children 12 and under. In Sprinter Passenger Van, children 12 and under should always be in a back seat correctly using an infant or child restraint system or the seat belt properly positioned, dependent on the child's age and weight.





## ISOFIX child seat anchoring system

### Details and Technology

The two-seater bench is fitted with two ISOFIX bars and one top tether. The narrow three-seater bench is fitted with four ISOFIX bars and three top tethers. The special aftermarket child seat snaps into place using the ISOFIX bars (two ISOFIX bars are required), thereby establishing a firm connection between the seat and the vehicle. The top part of the child seat backrest is attached by means of a belt-like tether to the top tether anchor on the seat bench.

### Benefits and Arguments

- Allows fast and easy aftermarket child seat mounting

### Remarks

#### NOTE:

Should only be used for attaching DaimlerChrysler-approved aftermarket child seats.

**Front seat side  
air bags\* for  
driver and front  
passenger**



### **Details and Technology**

---

The front seat side-mounted air bags\* for the driver and passenger are activated in the event of an accident with severe lateral acceleration/deceleration (e.g., a side impact). Within fractions of a second, the air bag fills with gas and deploys between the door and the driver's/front passenger torso.

### **Benefits and Arguments**

---

- Enhanced torso (thorax) protection in the event of a serious side impact

### **Remarks**

---

Thorax air bags are not available in conjunction with the twin passenger seat, jump seat or passenger seat deletion. Included in Security Group (AJB) on Cargo Van and Chassis Cab.

\*Always use seat belts. Sprinter Cargo and Cab Chassis Vans are equipped only with front seats and should not be used to carry children 12 and under. In Sprinter Passenger Van, children 12 and under should always be in a back seat correctly using an infant or child restraint system or the seat belt properly positioned, dependent on the child's age and weight.



**Side-curtain air bags\* for driver and front passenger**

## Details and Technology

The side-curtain bags,\* fitted in the roof trim over the driver and front passenger doors, deploy in an accident with severe lateral acceleration/deceleration (e.g., a side impact). Within fractions of a second, the side-curtain bag fills with gas and positions itself like a curtain between the side window and the driver/front passenger's head.

## Benefits and Arguments

- Reduces the risk and severity of head and facial injuries in the event of a severe side impact

## Remarks

Front side-curtain air bags are not available with passenger jump seat or passenger seat deletion. Included in Security Group (AJB).

\*Always use seat belts. Sprinter Cargo and Cab Chassis Vans are equipped only with front seats and should not be used to carry children 12 and under. In Sprinter Passenger Van, children 12 and under should always be in a back seat correctly using an infant or child restraint system or the seat belt properly positioned, dependent on the child's age and weight.

**Front seat side  
mounted air bag\*  
for driver****Details and Technology**

---

The seatback-mounted air bag\* for the driver is activated in the event of an accident with severe lateral acceleration/deceleration (e.g., a side impact). Within fractions of a second, the air bag fills with gas and deploys between the door and the driver's torso.

**Benefits and Arguments**

---

- **Enhanced torso (thorax) protection in the event of a serious side impact**

\*Always use seat belts. Sprinter Cargo and Cab Chassis Vans are equipped only with front seats and should not be used to carry children 12 and under. In Sprinter Passenger Van, children 12 and under should always be in a back seat correctly using an infant or child restraint system or the seat belt properly positioned, dependent on the child's age and weight.



**Slot at front under roof liner**

## **Details and Technology**

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Slot is fitted centrally under the roof liner.

## **Benefits and Arguments**

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The slot can be used for installing equipment (e.g., toll equipment or garage door transmitter).

**Factory supplied  
lashing straps****Details and Technology**

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Two lashing straps with over-centre lock and hook are supplied in the glove compartment. The straps are 3.5 metres (11.5 feet) long, 25 millimetres (1.0 inch) wide and have a breaking force of 217 kilograms (480 pounds).

**Benefits and Arguments**

---

- **Cargo restraining function**

The straps can be used to prevent cargo from shifting. Included with Cargo Group I (AZ1) and Cargo Group II (AZ2). Properly secure all cargo.

**Floor mat(s)  
in passenger  
compartment**

## **Details and Technology**

---

A rubber mat is loose-laid on the wood floor. The black rubber mat (or mats, depending on wheelbase) covers the entire passenger compartment/load compartment, including the wheel arches.

## **Benefits and Arguments**

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- **Easier cleaning of the load compartment**
- **Additional noise insulation**
- **Enhances the look of the vehicle**

Facilitates cleaning of the passenger compartment/load compartment floor. Also provides sound insulation and enhances the appearance of the interior.

## **Remarks**

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Floor mats are standard equipment on Passenger Vans.

**Storage facility  
with net in rear  
doors****Details and Technology**

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A storage facility with net is integrated in each of the rear doors (with window).

**Benefits and Arguments**

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- **Additional storage facility**

Additional storage space for a variety of items.

**Remarks**

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Storage nets are standard on Passenger Vans. Properly secure all cargo.





## Heated driver's seat

### Details and Technology

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The heated driver's seat, with filaments in the seat cushion and backrest, is controlled by a switch on the instrument panel. There is a choice of two settings: fast warm-up (high power consumption) and continuous mode (moderate power consumption).

### Benefits and Arguments

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- **Improved comfort in cold weather**

Cold seats can be warmed up immediately, even before the vehicle heating system has had a chance to warm the interior. In cold weather, comfort is ensured right from the start of the journey.

### Remarks

---

Included in Cold Climate Comfort Group I (ADE).

**Heated front passenger seat**

Picture shows pre-production model.

**Details and Technology**

The heated front passenger seat, with filaments in the seat cushion and backrest, is controlled by a switch on the instrument panel. There is a choice of two settings: fast warm-up (high power consumption) or continuous mode (moderate power consumption).

**Benefits and Arguments**

- **Improved comfort in cold weather**

Cold seats can be warmed up immediately, even before the vehicle heating system has had a chance to warm the interior. In cold weather, comfort is ensured right from the start of the journey.

**Remarks**

Available only with heated driver's seat (CMB). Included in Cold Climate Comfort Group I (ADE).

# LASHING RAILS, SIDE WALL AT WAISTLINE

**CODE CMD**



Picture shows pre-production model.



Picture shows pre-production model.

**Side wall waistline lashing rails**

## Details and Technology

Bonded lashing rails are fitted along the side wall at waistline level, though not on the sliding load compartment door, if specified. The holes in the lashing rails are spaced at 25-mm (1.0-inch) intervals.

## Benefits and Arguments

- Provides load restraint for medium-tall bulky objects

The lashing rails are used in conjunction with load-securing straps to prevent medium-tall bulky objects such as windows from sliding around or falling over.

## Remarks

Straps are available as optional equipment on Cargo Van. Properly secure all cargo.

**Half-height  
load compartment  
trim (hardboard)**

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**Details and Technology**

Half-height all-round interior trim for the load compartment of the Cargo Van, consisting of 5/32-inch thick wood hardboard panels.

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**Benefits and Arguments**

- **Protects metal surfaces from damage**

The trim provides enhanced protection for the metal surfaces of the load compartment against damage from the inside. Properly secure all cargo.

# SIDE WALL PANEL, WAIST HEIGHT (PVC COVERED)

**CODE CMP**



Picture shows pre-production model.

**Half-height  
load compartment  
trim, regular  
version**

## **Details and Technology**

---

Half-height all-round interior trim for the passenger compartment/load compartment, consisting of 5/32-inch thick wood hardboard panels trimmed with grey PVC sheeting.

## **Benefits and Arguments**

---

- **Enhances the appearance of the load compartment/passenger compartment**

Protects the metal surfaces of the load compartment against damage from the inside and creates a high-class appearance.

**Entrance grab handle for load compartment sliding door on B-pillar**



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**Details and Technology**

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Installation of a vertical grab handle on the vehicle's B-pillar.

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**Benefits and Arguments**

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- **Makes it easy to enter the passenger compartment**

Makes getting onboard easier for the passengers.

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**Remarks**

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Grab handle (CS1) is standard on Passenger Vans and available on Cargo Vans.

**Two-way head restraints for passenger compartment seats**

## **Details and Technology**

---

The passenger compartment seats are equipped with a height-adjustable head restraint.

## **Benefits and Arguments**

---

- Greater comfort

Height adjustment facility provides individually adapted support.

## **Remarks**

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Standard on Passenger Van.

**Rear side  
armrests**

Picture shows pre-production model.



Picture shows pre-production model.

**Details and Technology**

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An angle-adjustable armrest is fitted to the aisle side of the backrest of the passenger compartment bench seat.

**Benefits and Arguments**

---

- **Enhanced seating comfort**

Enhanced seating comfort, since one arm can be supported.

**Remarks**

---

Available on Passenger Van.





Picture shows pre-production model.

**Entrance grab handle on corner pillar, rear right**

## **Details and Technology**

---

A vertical grab handle is fitted on the rear right hand corner pillar.

## **Benefits and Arguments**

---

- Easy entry to load compartment/passenger compartment

## GRAB HANDLE, DUAL-PASSENGER FRONT SEAT

**Grab handle for inner seat in the case of two-seater**



Picture shows pre-production model.



Picture shows pre-production model.

### **Details and Technology**

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A rigid grab handle is fitted on the inboard side of the twin front passenger seat.

### **Benefits and Arguments**

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- Conveniently placed grab handle for the centre seat

The grab handle enables the centre seat front passenger to hold on conveniently.

### **Remarks**

---

The grab handle is packaged with the dual front passenger seat. Available for Cargo Van and Chassis Cab models only.



Picture shows pre-production model.

**Entrance grab handle on corner pillar, rear left**

## **Details and Technology**

---

A vertical grab handle is fitted on the rear left hand corner pillar.

## **Benefits and Arguments**

---

- Easy entry to load compartment/passenger compartment

**Over-cab storage compartment****Details and Technology**

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In the space between the roof shell and the cab roof lining, cargo vans with Mega Roof have an over-cab storage compartment which is accessible from the load compartment.

**Benefits and Arguments**

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- **Additional storage facility**

The storage compartment provides additional space for tidy storage of papers, documents or objects. Properly secure all cargo.

# SIDE WALL PANEL, FULL HEIGHT

**CODE CTE**



**Floor-to-roof-level  
load-compartment  
trim, washable**

## Details and Technology

The load compartment side walls, the sliding load compartment door(s) and the rear doors are lined with 3/16-inch thick grey polypropylene plastic panels. The trim extends as far as the roof frame. The plastic panels are moisture-resistant, washable and abrasion-resistant.

## Benefits and Arguments

- Washable
- Abrasion-resistant
- Protects the metal surfaces

Recommended for vehicles which will be used to transport goods likely to be exposed to high moisture levels. The floor-to-roof trim also protects the metal surfaces inside the load compartment from shifting loads.

## Remarks

### NOTE:

The polypropylene honeycomb material is not suitable for attaching interior fittings. If the load compartment is specified without windows, the side trim also covers the window apertures. Included with Cargo Group I (AZ1).

**Entrance grab handle for load compartment sliding door on bulkhead**



### **Details and Technology**

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Installation of a vertical grab handle on the vehicle's bulkhead.

### **Benefits and Arguments**

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- Makes it easy to enter the load compartment

### **Remarks**

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Grab handle (CTF) is included with B-pillar partitions on Cargo Vans.

**Swivelling front passenger seat base**

### **Details and Technology**

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A swivelling element is fitted to the front passenger's seat base.

### **Benefits and Arguments**

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- **Allows a special front passenger seat to be fitted**
- **Allows the front passenger's seat to be turned around through 180° to face the rear**

Basis for installation of a swivelling seat (e.g. Comfort Front Passenger's Seat [CDY]) or installation of a special seat by a body manufacturer. Recommended for vehicles which are to be equipped as a camper van by a body manufacturer.

**Armrest for  
driver's seat**

Picture shows pre-production model.

**Details and Technology**

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A tilt-adjustable armrest is fitted to the inboard side of the driver's backrest.

**Benefits and Arguments**

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- **More relaxed driving, particularly on long journeys**

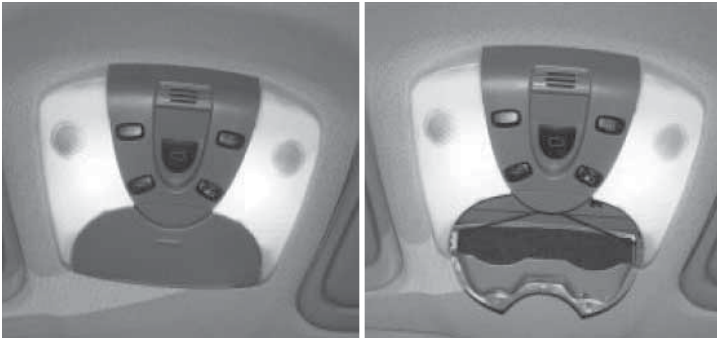
Allows the arm to be supported in a relaxed position.

**Remarks**

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Standard on all models.





**Overhead control panel with two reading lights**

## Details and Technology

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The standard ceiling light in the cab roof is replaced by an overhead control panel with two reading lights which can be switched on and off separately. The switches are situated in the overhead control panel. The overhead control panel also incorporates a glasses compartment.

## Benefits and Arguments

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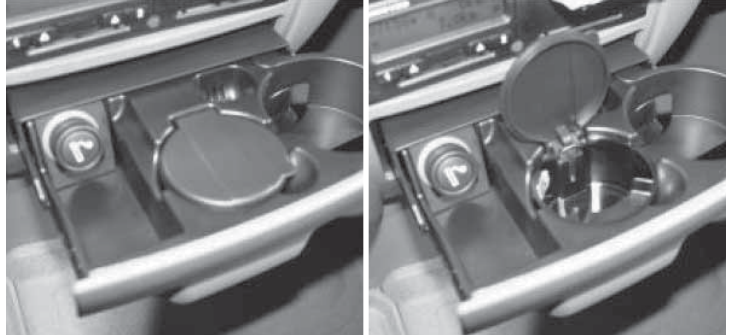
- **Optimal reading lights for the driver and front passenger**

The reading lights provide targeted lighting for the driver and front passenger. Allows the front passenger to read maps and other documents, etc., without dazzling the driver.

## Remarks

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If the light is switched on **manually** by means of the switch in the overhead control panel, it is **automatically** switched off again after approximately 20 minutes. Included in Light Group and with security alarm and light and rain sensor.

**Front ashtray with  
cigar lighter****Details and Technology**

---

An ashtray and cigar lighter (180 watts maximum) are fitted in the storage compartment at the front of the centre console. Power can be drawn only when the key is in position one or two. The socket is always powered from the starter battery (even if an auxiliary battery is fitted). The compressor which is part of the PREMIUM SEAL kit must be powered from the socket in the instrument panel.

**Benefits and Arguments**

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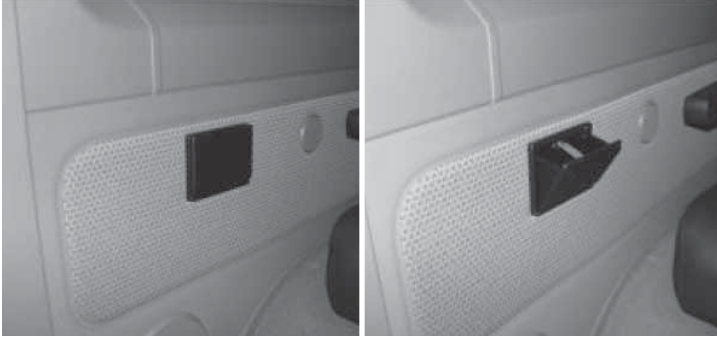
- **Helps keep the driver's section clean and tidy**

Also serves as a small waste receptacle.

**Remarks**

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Cigar lighter and ashtray are standard on all models.



**Ashtrays in  
passenger  
compartment**

## **Details and Technology**

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Ashtrays are fitted in the side wall panelling of the passenger compartment (one ashtray per seat row).

## **Benefits and Arguments**

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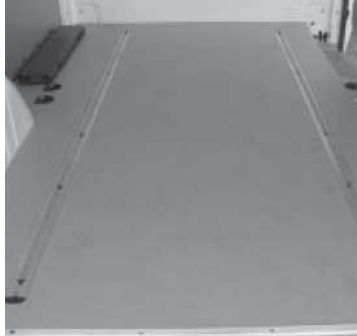
- Helps keep the vehicle clean and tidy

Also serves as a small waste receptacle.

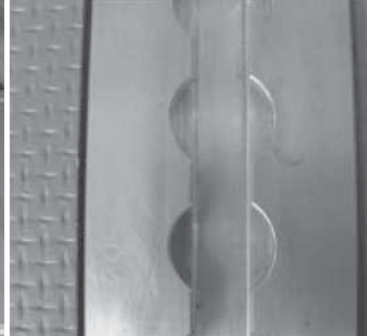
## **Remarks**

---

Rear ashtrays are standard equipment on Passenger Vans.

**Rear load-securing system**

Picture shows pre-production model.



Picture shows pre-production model.

**Details and Technology**

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Two lashing rails, fitted flush with the wood floor, are bolted to the substructure.

**Benefits and Arguments**

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- **Allows loads to be firmly secured**

The lashing rails are used in conjunction with load-restraining straps to provide quick, individually adaptable restraint for objects of varying sizes.

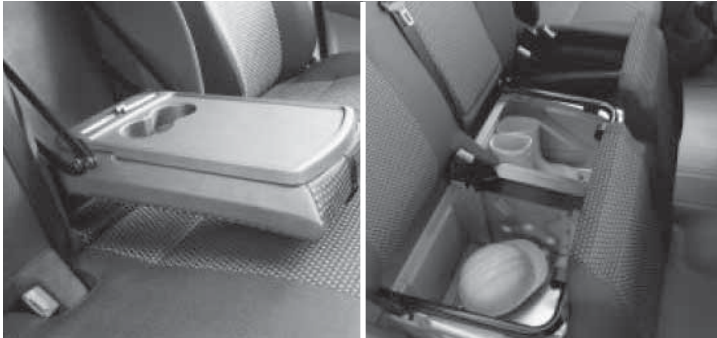
**Remarks**

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Straps are available as optional equipment on Cargo Van. Included in Cargo Group I (AZ1) and Cargo Group II (AZ2). Properly secure all cargo.

# DUAL-PASSENGER FRONT SEAT

**CODE CW9**



**Dual passenger front seat**

## **Details and Technology**

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Two-seater front passenger bench with three-point seat belts for both occupants. The seat cushion can be folded forward into an upright position and the backrest of the centre seat can be folded forward into a horizontal position and used as a table. The table also contains two cup holders and a pen holder.

## **Benefits and Arguments**

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- A third person can be seated in the driver's section
- Seat base can be used as a storage compartment
- Table function provides an additional storage surface
- Three-point seat belts for both front passenger seats

## **Remarks**

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Available on Cargo Van and Chassis Cab models.

## Full bulkhead cargo partition



Picture shows pre-production model.

### Details and Technology

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The grey, sheet-metal full bulkhead for Cargo Vans.

### Benefits and Arguments

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- Cargo-retaining function
- Cab can be heated up more quickly

The bulkhead helps protect the driver and front passenger from shifting loads. It also allows easier cargo stacking. In cold temperatures, the driver's section can be heated more quickly. Properly secure all cargo.



**Hinged lid  
for storage  
compartment**

## **Details and Technology**

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The storage compartment in the centre of the instrument panel has a hinged lid. The compartment can be opened by means of the handle on the lid. The lid is held open on reaching the end-of-travel position. The compartment can be closed by pressing the lid down until it engages.

## **Benefits and Arguments**

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- **Concealed storage space**

The storage compartment with hinged lid allows for personal items, documents, maps, etc., to be stowed out of sight and within easy reach.

## **Remarks**

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Available as a stand alone option or is included in 2TB on all models.

**Driver's  
suspension seat****Details and Technology**

---

The vehicle is equipped with a comfort driver's seat and a mechanically/hydraulically suspended seat frame. By means of an adjustment wheel, the mechanical suspension (a spring assembly) can be adapted to the weight of the individual driver. The upholstery is the same as for the standard seats.

**Benefits and Arguments**

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- **Enhanced seat comfort, particularly on poor roads**

Road shocks are absorbed by a combination of mechanical and hydraulic suspension, thereby reducing strain on the driver's back. This seat is recommended particularly for vehicles which are regularly used in countries with poor roads.

**Remarks**

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Included in Comfort Seating Group (AFD).





## Front passenger suspension seat

### Details and Technology

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The vehicle is equipped with a comfort passenger seat and a mechanically/hydraulically suspended seat frame. By means of an adjustment wheel, the mechanical suspension (a spring assembly) can be adapted to the weight of the individual front passenger. The upholstery is the same as for the standard seats.

### Benefits and Arguments

---

- **Enhanced seat comfort, particularly on poor roads**

Road shocks are absorbed by a combination of mechanical and hydraulic suspension, thereby reducing strain on the passenger's back. This seat is recommended particularly for vehicles which are regularly used in countries with poor roads.

### Remarks

---

Included in Comfort Seating Group (AFD).

### Five-speed automatic transmission with Auto/Stick™



#### Details and Technology

The fully automated, electrohydraulic, five-speed transmission transfers power to the wheels via a torque converter with integrated lockup clutch. The lockup clutch minimizes power loss or slip across the torque converter and can engage in all gears, depending on engine speed and load. This system allows upshifts to be performed smoothly and almost instantaneously. Selector position **P** activates a parking lock. This selector position is the only position in which the ignition key can be released. The selector lever can only be moved out of position **P** when the brake pedal is depressed and the ignition switched on. In selector position **D**, the transmission always starts in first gear. The transmission control unit subsequently selects the most appropriate gears automatically, with reference to engine speed and road speed. Upwards of approximately 4 mph, it is not possible to change from **D** into **R**. When the transmission is in automatic mode (**D**), it is possible to limit the shift range by nudging the selector lever towards **-** or **+** (Auto/Stick feature). Each time the selector lever is nudged from position **D** toward **-**, the shift range is reduced by one gear, conditions permitting. To prevent excessive engine speeds and maintain the power flow, downshift requests which would cause the engine to overrev are not carried out. If the selector lever is pressed towards **-** and held, the transmission changes down by several gears, conditions permitting. Each time the selector lever is pressed toward **+**, the shift range moves up a gear, before finally the transmission changes to automatic mode (**D**). If the selector lever is pressed toward **+** and held, the transmission changes to automatic mode and shifts accordingly. **Ratios:** 1st gear, 3.59; 2nd gear, 2.18; 3rd gear, 1.40; 4th gear, 1.00; 5th gear, 0.83; Overall ratio 4.32; Reverse gear 3.16.

#### Benefits and Arguments

- Smooth shifting
- Long service life and high reliability
- Low maintenance costs
- Low fuel consumption

Features of the five-speed automatic transmission include smooth shifting, well-spaced ratios, long life, high reliability, low maintenance costs.

#### Remarks

**CAUTION:** The parking lock is not an alternative to the parking brake! Therefore, the parking brake should **always** be applied when parking.

Auto/Stick is a trademark of Mr. Gasket, Inc.

## Higher capacity front axle

### Details and Technology

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All vehicles with 5003-kilogram (11,030-pound) GVW rating, the load capacity of the front axle is increased from the standard 1851 kilograms (4080 pounds) to 2000 kilograms (4410 pounds).

### Benefits and Arguments

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- Allows heavier bodies and equipment to be fitted
- Axle has a higher load rating

### Remarks

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The higher capacity front axle caters for heavier cabs and heavy special equipment (e.g., for armoured vehicles and ambulances). Requires Front Heavy-Duty Stabilizer Bar (SHA) and Rear Stabilizer Bar (SHC) on 3500 Cargo Vans.

**Dark tinted windows in rear**

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**Details and Technology**

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The rear windows, and all side windows in the rear section, are dark grey-tinted (approximately 90% tinting). The windshield and the windows in the driver and passenger doors are green-tinted.

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**Benefits and Arguments**

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- **Reduces heating of the interior**
- **Provides visual privacy in the rear section**
- **Enhances the look of the vehicle**

Heating due to solar radiation into the interior through the rear windows is reduced by approximately 90% compared with non-tinted windows and by approximately 85% compared with green-tinted windows. Approximately 99% of ultraviolet radiation is blocked. If a rear heavy-duty air conditioning system is fitted (Passenger Van only), its effectiveness is increased. The tinted glass also conceals the passenger compartment/load compartment from view. At the same time, the tinting also enhances the look of the vehicle.

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**Remarks**

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Standard on Passenger Van and available on Cargo Van.

## Tinted windshield

### Details and Technology

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The front windshield is green-tinted laminated glass, while the other windows are made of single layer safety glass.

### Benefits and Arguments

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- **Significantly reduces heating of the interior**

Due to the tinting, heating of the interior when the vehicle is exposed to direct sunlight is reduced by around one third. This also reduces heating of the steering wheel and instrument panel.

**Tinted glass with  
filter band for  
windshield**



Picture shows pre-production model.

### **Details and Technology**

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Green-tinted glazing, with darker tinted area along the upper edge of the windshield. The windshield is made of laminated glass, while the other windows are made of single layer safety glass.

### **Benefits and Arguments**

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- **Significantly reduces heating of the interior**
- **Prevents dazzle when the sun is low**
- **Enhances the look of the vehicle**

The tinting reduces heating of the interior when the vehicle is exposed to direct sunlight by around one third, and thus also reduces heating of the steering wheel and instrument panel. The filter band reduces dazzle when the sun is low in the sky, but without impairing the driver's view of traffic lights.

### **Remarks**

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Included with 2TB and light and rain sensor (NHW).



## Heated windshield

### Details and Technology

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Laminated windshield with thin, wavy, vertically aligned heating filaments. The windshield heating is controlled by a switch with an indicator light. It can only be operated when the engine is switched on. The heating function is activated by pressing a rocker switch. It automatically switches itself off after approximately five minutes – or can be switched off manually by pressing the rocker switch again.

### Benefits and Arguments

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- Prevents fogging

The windshield heater helps to prevent fogging of the windshield and to keep it clear of snow and ice in winter, for example.

### Remarks

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Requires Light and Rain Sensor (NHW) and is included in Cold Climate Comfort Group I (ADE).

**Windows in rear doors with wash/wipe system**

Picture shows pre-production model.

**Details and Technology**

Two windows with two wipers are fitted in the rear doors. The fluid is supplied from the central windshield washer reservoir via flexible lines to nozzles on the wiper blades. The wipers are activated (only intermittent setting possible) by moving a switch on the instrument panel. If the front windshield wipers are switched on, the rear windshield wipers are automatically activated whenever Reverse gear is selected.

**Benefits and Arguments**

- Windows in rear doors can be cleaned
- Better rearward visibility
- Allows more light into the load compartment

The windows provide better rearward visibility through the load compartment, which makes for easier manoeuvring in Reverse.



## Window in cab rear wall

### Details and Technology

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On Chassis Cabs, a window made of single layer safety glass, size 1330 millimetres (52.36 inches) x 360 millimetres (14.17 inches), is fitted in the cab rear wall.

### Benefits and Arguments

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- Improved rearward visibility
- Allows visual checking of cargo

The window allows more light into the cab. It provides rearward visibility, for easier reversing. In the case of vehicles with pickup body, it also allows the driver to keep an eye on the cargo.

### Remarks

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Includes rear-view mirror.

**C-pillar  
cargo partition**

Picture shows pre-production model.

**Details and Technology**

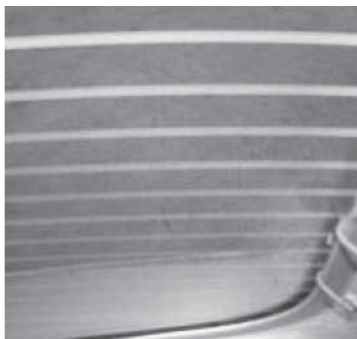
A full grey bulkhead (partition) made of aluminum struts and wooden panels with an 18 mm (0.7 in) thickness are fitted at the C-pillar.

**Benefits and Arguments**

- Separates the load area at the C-pillar
- Makes it possible to secure the load in the rear portion of the cargo area
- The front interior can be heated up quicker
- Up to six people can be transported, depending on the seating configuration

**Remarks**

Available on all Cargo Van models. Requires High Roof. Includes under roof panelling and half fibre board cargo panels.



## Heated rear windows

Picture shows pre-production model.

### Details and Technology

Windows with heating filaments are fitted in the rear doors. The rear window heating function is switched on and off by means of a switch with an indicator light. The rear window heating function can only be switched on when the engine is running. It switches off automatically after approximately five minutes, or can also be switched off manually using the switch.

### Benefits and Arguments

- Ice on the rear windows is quickly thawed
- Prevents fogging of rear windows
- Unimpeded rearward visibility

Prevents fogging of the rear windows in damp weather and at low outside temperatures. Unimpeded rearward visibility ensures safe driving and manoeuvring.

### Remarks

Standard on Passenger Vans. Available on Cargo Vans. Requires rear door windows or rear door windows with washer/wipers.

**Fixed sunroof(s)  
(rear roof section)****Details and Technology**

3665-millimetre (144.3-inch) wheelbase vehicles are fitted with a further fixed sunroof, of the same dimensions, in the rear part of the roof. 4325-millimetre (170.3-inch) wheelbase vehicles and 4325-millimetre (170.3-inch) wheelbase vehicles with long overhang are fitted, in addition to the two above-mentioned sunroofs, with two further fixed sunroofs in the rear part of the roof. The dimensions are approximately 178 millimetres (7 inches) x 508 millimetres (20 inches). On vehicles with Mega Roof, the fibreglass-reinforced plastic roof is fitted with translucent skylights instead of sunroofs. Depending on wheelbase and body length, four or five skylights may be fitted:

3665-millimetre (144.3-inch) wheelbase = 4 skylights

4325-millimetre (170.3-inch) wheelbase = 5 skylights

**Benefits and Arguments**

- **Load compartment admits more light, for easier working, etc.**

The greater amount of daylight entering the load compartment provides better working conditions, e.g., in workshop vehicles and parcel delivery vehicles.



**No sliding load  
compartment door**

## **Details and Technology**

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The standard-specification, sliding load compartment door and its entrance step are deleted. The side wall is fully panelled.

## **Benefits and Arguments**

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- **Special interior fittings can be installed**

Allows interior fittings to be mounted on both side walls.

**Sliding door at right**

Picture shows pre-production model.

**Details and Technology**

Sliding load compartment door on the right hand side of the vehicle. The size of the door depends on wheelbase and roof height.

Width and height of door aperture (W x H):

- 1300 millimetres (51.2 inches) x 1520 millimetres (59.8 inches) with 3665-millimetre (144.3-inch) wheelbase and Standard Roof
- 1300-millimetre (51.2-inch) x 1820 millimetres (71.7 inches) with 3665-millimetre (144.3-inch) or 4325-millimetre (170.3-inch) on High Roof or Mega Roof.

**Benefits and Arguments****• Access to passenger compartment/load compartment**

Provides side access to the passenger compartment/load compartment. Particularly suitable for vehicles used in dense city traffic.

**Sliding door at left  
with no window**

## Details and Technology

---

Sliding load compartment door on the left hand side of the vehicle. The size of the door depends on the wheelbase and roof height.

Width and height of door aperture (W x H):

- 1300 millimetres (51.2 inches) x 1520 millimetres (59.8 inches) with 3665-millimetre (144.3-inch) wheelbase and Standard Roof
- 1300 millimetres (51.2 inches) x 1820 millimetres (71.7 inches) with 3665-millimetre (144.3-inch) or 4325-millimetre (170.3-inch) wheelbase on High Roof or Mega Roof.

## Benefits and Arguments

---

- **Access to passenger compartment/load compartment**

Provides side access to the passenger compartment/load compartment. Particularly suitable for vehicles used in dense city traffic.

**Two 270-degree hinged rear doors****Details and Technology**

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The rear doors are fitted with special hinges which allow them to be opened to 90 and approximately 270 degrees. When fully open, the doors lie more or less flat against the sides of the vehicle and are held in position by magnetic catches. Depending on what combination of rear wipers, rear vent windows and sliding doors is fitted and what wheelbase is specified, the magnetic door catches on the left and right hand sides of the vehicle may be of differing length. This serves to ensure, for example, that rear doors with rear window wipers are held at the necessary distance from the vent windows when fully open.

**Benefits and Arguments**

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- **Easier loading and unloading in confined spaces**

Facilitates loading and unloading, particularly in confined space. Makes for easy reversing with opened rear doors, for example at loading ramps, while at the same time allowing the driver a view to the rear in the exterior mirrors.





Picture shows pre-production model.

**Interior day/night  
rear-view mirror**

## Details and Technology

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An automatically dimming interior mirror is bonded onto the front windshield.

## Benefits and Arguments

---

- Easier manoeuvring
- Enhanced safety

The interior mirror improves rearward visibility, and is thus particularly useful when reversing and when manoeuvring at loading ramps. Also allows the driver to keep an eye on the load compartment/passenger compartment.

## Remarks

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Rear-view mirror (GNA) is included with "rain and light sensor" feature and rear wall window on Chassis Cab.

**Heated and electrically adjustable exterior mirrors****Details and Technology**

The exterior mirrors are heated and electrically adjustable. Adjustment is performed by means of a switch and a left/right selector in the driver's door. The mirror heating is controlled on the basis of the outside temperature.

**Benefits and Arguments**

- Mirrors can be adjusted quickly following a change of driver
- Helps to prevent mirrors misting or freezing up

Allows quick and easy adjustment of the exterior mirrors following a change of driver. Also helps to prevent misting or freezing up of the mirrors in cold or damp weather.

**Remarks**

Power/heated mirrors are standard equipment on Passenger Vans. Included in Cold Climate Comfort Group I and with front and rear ParkSense™.

ParkSense is a trademark of DaimlerChrysler Corporation.



**Electric tilting/  
sliding glass  
sunroof in  
passenger  
compartment**

## Details and Technology

The tilting/sliding glass sunroof consists of tinted single layer safety glass (approximately 90% tinted) and an integrated, continuously adjustable sunblind. The dimensions of the tilting/sliding glass sunroof are approximately 381 millimetres (15 inches) x 787 millimetres (31 inches). The sunroof is operated by a switch in the overhead control panel at the front of the vehicle. Integrated in the radio remote control locking system are **convenience opening** and **convenience closing** functions. Pressing and holding the relevant transmitter button also **opens** or **closes** the sunroof.

## Benefits and Arguments

- **Fast adjustment of interior climate to suit individual requirements**
- **Makes the interior appear larger**
- **Greater operating convenience due to integration in extended central locking system**

The tilting/sliding sunroof can be opened or closed conveniently while the vehicle is on the move. In adverse weather conditions, the roof can be tilted up so as to provide ventilation while en route without impairing comfort. The sunblind can be used to provide protection against direct sunlight. Additional operating ease and convenience is provided by the **convenience opening/closing** functions. The tilting/sliding sunroof makes the interior appear even larger and even more light and airy.

## Remarks

When opening, it should be checked that there is adequate clearance between the sunroof and any roof carriers. The sunroof can also be operated manually, using the Z-shaped hexagon key. Available on Passenger Van only. Not available with Cooling Group (AZD).

**Power tilting/  
sliding glass  
sunroof****Details and Technology**

The tilting/sliding glass sunroof consists of single layer safety glass (approximately 90% tinted) and an integrated, continuously adjustable sunblind. The dimensions of the tilting/sliding glass sunroof are approximately 381 millimetres (15 inches) x 787 millimetres (31 inches). The sunroof is operated by a switch in the overhead control panel. Integrated in the radio remote control locking system are **convenience opening** and **convenience closing** functions. Pressing and holding the relevant transmitter button also **opens** or **closes** the sunroof.

**Benefits and Arguments**

- **Fast adjustment of interior climate to suit individual requirements**
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The tilting/sliding sunroof can be opened or closed conveniently while the vehicle is on the move. In adverse weather conditions, the roof can be tilted up so as to provide ventilation while en route without impairing comfort. The sunblind can be used to provide protection against direct sunlight. Additional operating ease and convenience is provided by the **convenience opening/closing** functions. The tilting/sliding sunroof makes the interior appear even larger and even more light and airy.

**Remarks**

When opening, it should be checked that there is adequate clearance between the sunroof and any roof racks. The sunroof can also be operated manually, using the Z-shaped hexagon key. Available on Standard Roof models only.

**Two additional  
master keys**

## **Details and Technology**

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Two master keys are provided in addition to the two keys supplied as standard.

## **Benefits and Arguments**

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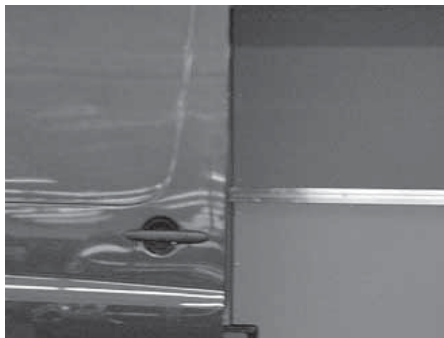
- Customer is provided with four keys

## **Remarks**

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Available for all models. Included in Contractor Group (ASM).

**Intermediate  
stop for sliding  
load compartment  
door/doors**



### **Details and Technology**

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An intermediate stop that also allows the sliding load compartment door to be opened by approximately 787 millimetres (31 inches). The full open position is 1300 millimetres (51.2 inches).

### **Benefits and Arguments**

---

- **Additional stop point for sliding load compartment door/doors**

Allows rear passengers to board and exit quickly, since the sliding load compartment door does not need to be opened as far as the end-of-travel position.



Picture shows pre-production model.

### Automatically controlled air conditioning system

#### Details and Technology

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This system consists of the standard heating and ventilation system plus integrated air conditioning (maximum cooling output approximately 7 kW). The automatic temperature control maintains the temperature selected via the rotary temperature control. A sensor regulates the intensity of the cooling. When the air conditioning is switched on, the fan automatically comes on at speed one. Speeds two, three and four can be selected manually. In high ambient temperatures and high humidity, the interior can be cooled quickly by selecting fan speed four and air recirculation. The air conditioning can be switched on and off by means of a switch on the instrument panel. System specification includes a combination filter and residual engine heat utilization. The combination filter removes particulate matter and fine particles from the incoming air. The filter has a service life of approximately 48,000 km or 36 months (whichever occurs first) under normal conditions.

#### Benefits and Arguments

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- A desirable interior temperature is maintained even in hot weather
- Automatic temperature control
- Integrated filter protects against dust and pollen

Air conditioning improves the comfort and well-being of both driver and passengers. Dehumidification prevents fogging in cold, damp weather. The desired interior temperature is maintained at a constant level regardless of ambient temperature and solar radiation. The filter protects against allergic reactions by preventing pollen, dust and odours from entering the vehicle.

#### Remarks

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Air conditioning is standard on all models.

**Auxiliary electric hot air heater****Details and Technology**

The heater booster consists of radiator elements (fins) which are fitted with PTC (Positive Temperature Coefficient) resistors and are held together in a mounting frame by spring clips. When an electric voltage is applied to the heater elements, an electric current flows through the PTC resistors, which heat up. The fins absorb the heat and radiate it to the passing air. As soon as the engine is running, the electric heater booster steadily increases its power from 0 to 100% in the space of 28 seconds. The heater booster is situated in close proximity to the air outlets, to keep heat losses to a minimum. The warmed air is circulated into the interior via the vehicle heater/blower system.

Switch-on conditions:

Coolant temperature < 80°C (176°F) and ambient temperature < 10°C (50°F).

Switch-off conditions:

Coolant temperature > 80°C (176°F) and ambient temperature > 13°C (55°F).

**Benefits and Arguments**

- Aids quick defrosting of the windows
- Quick defogging
- Quicker warming of the interior
- Environmentally friendly, robust, long service life

The electric PTC heater booster is environmentally friendly, since no emissions are generated. Despite its lightweight, compact design it is robust, has a long service life and is highly efficient. The PTC resistors are self-regulating, to prevent overheating. The heater booster assists with quick defrosting of the windows and helps to prevent fogging. Allows the interior to be heated more quickly for greater comfort on cold days.

**Remarks**

Auxiliary electric hot air heater is standard on all models.



# HEAVY-DUTY REAR AIR CONDITIONING, ROOF-MOUNTED

**CODE HBD**



Picture shows pre-production model.

**High-performance  
rear passenger  
compartment air  
conditioning**

## Details and Technology

The high-performance rear air conditioning system available on Passenger Van is fitted in the front sunroof aperture over the rear compartment. It is driven by its own compressor and has a maximum cooling performance of 14 kW. The roof-mounted unit also extends some way into the interior of the vehicle. The air conditioning system supplements the cooling provided by (automatically controlled air conditioning system), though this boosting function can be independently activated and adjusted. The system operates only in recirculation mode. It is controlled by a separate switch, which allows three fan speeds to be selected, and by a continuously variable temperature selector. The cooled air is supplied via adjustable outlets on the underside of the roof duct. The airflow direction can be individually adjusted and, if desired, the air supply can be shut off completely. The roof duct reduces the interior height of the vehicle. Two or three interior lights, depending on wheelbase, are also integrated in the roof duct. They are switched on and off by the door contact switch or individually at each light.

## Benefits and Arguments

- **Optimized interior climate in rear section**
- **Enhanced comfort and well-being for passengers in the rear**
- **Improved interior air quality**

Optimized interior climate due to additional cooling of the air supply to the rear compartment. This system is particularly recommended for vehicles used in very hot climates. Rear passengers can individually adjust the air outlets for improved comfort and well-being. A pollen and particulate filter improves the interior air quality.

## Remarks

Included in available Cooling Group (AZD) on Passenger Van only.

**Water auxiliary heater**

Picture shows pre-production model.



Picture shows pre-production model.

**Details and Technology**

A fuel-powered 5 kW auxiliary heater is mounted under the floor in the area of the left hand B-pillar. The auxiliary heater warms the coolant, which then heats the driver's section via the water circuit of the front end heater. The air is supplied to the interior via the air outlets in the instrument panel. The auxiliary heater is programmed via the instrument cluster using the adjusting knobs (on vehicles with standard instrument cluster) or the steering wheel buttons (on vehicles with multifunction steering wheel and pixel matrix instrument cluster). Maximum operating time is 120 minutes, at which point the heater switches off automatically. When the engine is running, the auxiliary heater can be turned on as a booster, using the switch, to supplement the front end heater. When stationary heating mode terminates, the heater automatically switches to booster mode.

**Benefits and Arguments**

- Comfortably warm interior
- Aids defrosting of the windows
- Pre-heated coolant is kinder on the engine when starting

This system is particularly recommended for CRD-engined vehicles which will be used in very cold climate regions. Since these engines have a very high efficiency, their thermal energy may not always be sufficient, at extremely low ambient temperatures, to guarantee a comfortable level of warmth in the cab. The stationary heating function allows the interior to be warmed even before the engine is started, so the driver can step into a pleasantly warm vehicle right from the beginning.

**Remarks**

Auxiliary water heater is available on all models.



Picture shows pre-production model.



Picture shows pre-production model.

**Additional heat exchanger in rear passenger compartment/load compartment**

## Details and Technology

---

An auxiliary heat exchanger is connected to the water circuit in parallel with the front end heat exchanger. The heat exchanger is installed under the floor behind the B-pillar, on the left hand side of the vehicle. The control panel, with controls for temperature and air volume, is situated in the instrument panel. The warm air is routed upwards through the floor panel and enters the load compartment/passenger compartment via a duct bolted to the wood floor. The auxiliary heat exchanger can only be switched on when the engine is running.

## Benefits and Arguments

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- **Improved comfort in cold weather**

Better heating of the load compartment/passenger compartment when the engine is switched on.

## Remarks

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Included with Auxiliary Heating Group (AMJ). Includes Rear Insulation (HGR) on Cargo Vans. Requires Heater Booster (XC2) or additional Warm Water Heating (XG3) or Front Auxiliary Heater (HDB). Not available on 3500 Chassis Cab models.

## Insulation for cab



Picture shows pre-production model.

### **Details and Technology**

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Additional insulation material is fitted in the doors and, on chassis versions with cab, also in the cab rear wall. In the case of Chassis Cab, the entire cab is insulated.

### **Benefits and Arguments**

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- **Reduced heat loss at low ambient temperatures**

The insulation reduces heat losses at low outside temperatures.



Picture shows pre-production model.

**Insulation for load compartment/  
rear passenger compartment**

## **Details and Technology**

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Additional insulation material is fitted up to waistline level in the side walls of the load compartment/passenger compartment and in the rear doors.

## **Benefits and Arguments**

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- **Reduced heat loss at low ambient temperatures**

The insulation reduces heat losses at low outside temperatures.

## **Remarks**

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Included with rear auxiliary heater on Cargo Van. Requires one of the available cargo wall panels on Cargo Van.

**Instrument cluster with pixel matrix display**

Picture shows pre-production model.

**Details and Technology**

The instrument cluster with pixel matrix display is comprised of an analogue speedometer (left), a tachometer with fuel gauge in the lower part of the dial (right) and a two-part pixel matrix display (centre). The white dials, along with their needles and scales, are backlit by yellow LEDs. The pixel matrix display is illuminated by yellow LEDs (red LEDs for warning messages in the upper status field). The pixel matrix display shows a range of information, including display settings, time of day, auxiliary heater status, lighting and tire pressure information, speed limiter setting, warning messages, and audio, telephone and trip computer functions. Most operations can be performed from the multifunction steering wheel.

**Benefits and Arguments**

- **More information can be displayed**

The pixel matrix display offers enhanced display and information capabilities. Part of the indicator light strip has been replaced by symbols and messages in the display, for greater clarity.

**Remarks**

Included in 2TB and with the multifunctional steering wheel (SCK).



Picture shows pre-production model.

**Outside  
temperature  
display**

## **Details and Technology**

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Temperature sensor in front bumper with digital display in instrument cluster.

## **Benefits and Arguments**

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- **Displays the current outside temperature**

The temperature display gives the driver advance warning of icy conditions.

**High pressure  
headlamp cleaning  
system****Details and Technology**

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Two high-pressure water jet nozzles are situated under each light unit. If the windshield washer is operated when the headlamps are switched on, the nozzles are automatically extended and the headlamps are sprayed with a high-pressure jet. The fluid is supplied from the central windshield washer reservoir in the engine compartment.

**Benefits and Arguments**

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- **Optimal light output in all weather conditions**

Since dirty headlamps significantly affect road illumination, the headlamp cleaning system helps to maintain optimum nighttime vision.

**Remarks**

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Included in Accessory Group (ACL). Available as a stand alone option.



# 12-VOLT POWER OUTLET, DRIVER'S SEAT BASE

**CODE JJN**



**12-volt/15-amp  
power outlet**

## **Details and Technology**

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12-volt/15-amp socket on driver's seat base, right hand side (180-watt maximum). Power can be drawn regardless of ignition key position. The power is supplied by the starter battery, except if Code BC1 is specified, in which case it is supplied by the auxiliary battery. The available portable air compressor (XAH) which is part of the standard-fitted PREMIUM SEAL kit must be powered from the socket in the instrument panel.

## **Benefits and Arguments**

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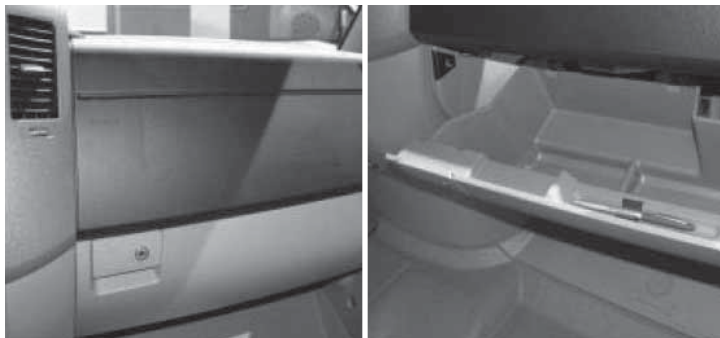
- **Can be used to power additional 12-volt electrical devices**

The socket can be used to power electrical devices such as a cell phones, DVD players, trouble lights, or vacuums.

## **Remarks**

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Included in Contractor Group (ASM) and 2TB. Available as a stand alone option.

**Lockable glove compartment with light****Details and Technology**

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The glove compartment lid is fitted with a locking cylinder and a light. The key is the same mechanical key which is also used for the doors and the steering wheel lock.

**Benefits and Arguments**

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- Convenient operation due to single-key system
- Secure storage of personal items or freight documents

Anti-theft storage space for personal items and freight documents.

**Remarks**

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Included in 2TB. Available as a stand alone option.



Picture shows pre-production model.



Picture shows pre-production model.

**Power-operated vent windows in passenger compartment**

## Details and Technology

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The power-operated rear vent windows left and right are made of tinted, single layer safety glass and have an opening range of approximately 38 millimetres (1.5 inches). The vent windows are **opened** and **closed** by means of the switches on the top edge of the driver's door panel.

## Benefits and Arguments

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- **Provides additional venting**

The windows can be opened to provide venting.

## Remarks

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Available on 3665-millimetre (144.3-inch) wheelbase Passenger Van only.

**12-volt power outlet in luggage compartment/load compartment**

Picture shows pre-production model.



Picture shows pre-production model.

**Details and Technology**

12-volt socket in left hand D-pillar trim of the Passenger Van and Cargo Van. The Passenger Van also has a 12-volt socket in the right hand D-pillar trim. Both sockets have a maximum power rating of 180-watts. Power can be drawn regardless of ignition key position. The power is supplied by the starter battery, except if Code BC1 is specified, in which case it is supplied by the auxiliary battery. The available portable air compressor which is part of the PREMIUM SEAL kit must be powered from the socket in the instrument panel's power outlet.

**Benefits and Arguments****• Connection point for electrical accessories**

The socket can be used to power 12-volt accessories such as a TV, DVD, lights, vacuum cleaner, or electric air pump.

**Remarks**

12-volt Rear Power Outlet (JKP) can be ordered on Cargo Vans without side wall panelling. Standard on Passenger Van models.



**Front and rear  
tire pressure  
monitoring,  
wireless**

## Details and Technology

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Pressure monitoring sensors on each wheel transmit radio signals to a central control unit. On vehicles with pixel matrix instrument cluster, an automatic warning is displayed if the pressure in any tire falls below a set minimum value. The critical tire is indicated in the display. On vehicles with standard instrument cluster, a warning light comes on in the event of a pressure loss of approximately 25% at one or more tires. Sensing is not carried out for the spare wheel.

## Benefits and Arguments

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- **Enhanced safety**
- **Reduced fuel consumption**
- **Reduced tire wear**

Under inflation results in increased tire wear and higher fuel consumption. Therefore, early detection of pressure losses extends tire life and reduces running costs. Correct inflation pressure also optimizes steering and braking performance.

## Remarks

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Tire pressure monitoring is standard on Passenger Vans and 2500 Cargo Vans.

**Illuminated exits****Details and Technology**

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The exit lights are integrated in the driver and front passenger doors. They direct their light down onto the ground when the doors are opened. When a rubber mat is ordered for the load compartment/passenger compartment, an exit light is fitted in the step trim of the sliding door.

**Benefits and Arguments**

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- **Improves safety when getting in and out of the vehicle**

As the doors swing open, the exit lights illuminate the ground for improved safe boarding.

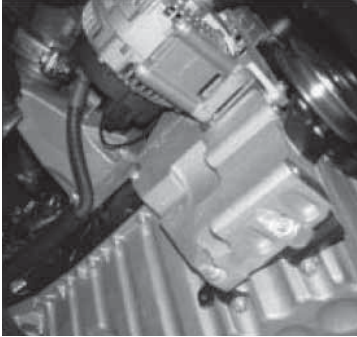
**Remarks**

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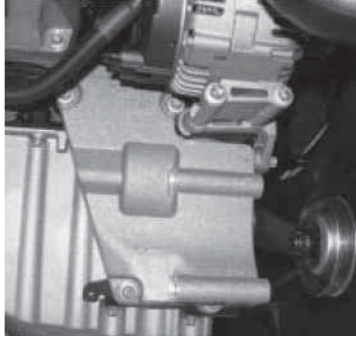
Included in Light Group (ADA) on Passenger Van and Cargo Van. Available as a stand alone option on all models.

# AUXILIARY BELT DRIVE FOR COMPRESSOR

**CODE LBS**



Picture shows pre-production model.



Picture shows pre-production model.

**Front engine  
bracket and pulley  
for additional  
refrigerant  
compressor**

## **Details and Technology**

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An additional belt pulley (narrow V-belt .49 inch) is fitted at the front of the crankshaft. Maximum capacity is 7 kW.

## **Benefits and Arguments**

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- **For driving an additional refrigerant compressor**

Allows a separate refrigerant compressor to be fitted.

**Ceiling lighting in load compartment****Details and Technology**

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A ceiling light is fitted in the centre of roof, on the rearmost roof bow. A second ceiling light is fitted centrally on the C-pillar bow. The manual on/off switch is located on the rear portal light (standard equipment). The light is also switched on and off automatically, when the sliding load compartment door/doors and the rear doors are opened and closed.

**Benefits and Arguments**

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- **Better lighting in the load compartment**
- **Easier working in the load compartment**

The lighting provides additional illumination in the load compartment, for a better view when loading and unloading.



# MOTION SENSOR LOAD COMPARTMENT LIGHTING

**CODE LCP**



**Motion sensor  
controlled load  
compartment  
lighting**

## **Details and Technology**

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A motion sensor automatically activates the load compartment lighting if motion is detected in the load compartment when the vehicle is stationary.

## **Benefits and Arguments**

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- **Automatic load compartment illumination**

As soon as the driver/passenger moves from the cab into the rear section, the lighting is automatically activated to provide improved illumination.

## **Remarks**

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Available on Cargo Van only. Not available with C-pillar cargo partition or panelling under roof.

**Convenience lighting in load compartment/passenger compartment****Details and Technology**

The standard interior lights have an additional switch on the dashboard and a switch on the light in each seat row. The switch on the light in each seat row only operates the designated light and has three settings: "Off," "On" and "Door contact." If the switch is in the "Door contact" position, the light comes on when the door is opened and goes off when the door is closed. The switch on the dashboard allows the driver to activate or deactivate the switch settings for the lights in the rear. All doors are fitted with door contact switches and the battery is discharge-protected.

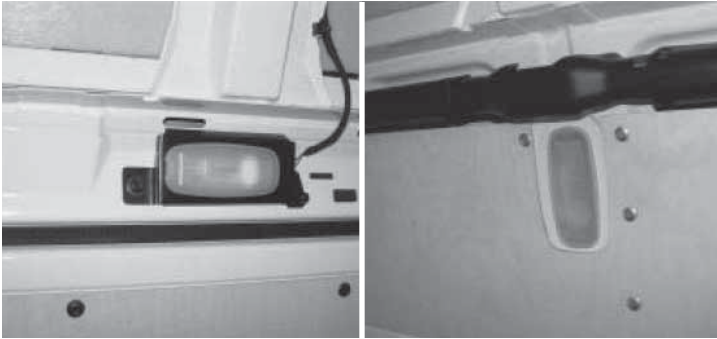
**Benefits and Arguments**

- **The lighting in the rear compartment can be switched on and off separately at each seat row**

The load compartment/passenger compartment lighting can be switched on and off from any seat in the vehicle.

**Remarks**

Included with Light Group (ADA) on Passenger Van and included with panelling under roof (4XK) on Cargo Van. Not available with Mega Roof. Available as a stand alone option.



**Ceiling lights in load compartment with door contact switch**

## **Details and Technology**

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Two additional ceiling lights are fitted at the roof frame on the side of the Cargo Van load compartment. A door contact switch turns the lights on and off when the load compartment doors are opened and closed. The lights can also be switched on and off by means of the switch for the standard light at the rear of the roof frame.

## **Benefits and Arguments**

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- **Allows more light into load compartment/passenger compartment**

The ceiling lights allow the vehicle to be loaded and unloaded in the hours of darkness.

## **Remarks**

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Cargo lights (LDB) are standard equipment on Cargo Vans.

**Deletion of  
load-securing  
rings****Details and Technology**

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No load-securing rings are fitted in the floor. Since the rings are also used for mounting the wood floor, deletion of the rings means that a wood floor cannot be fitted. The threaded holes are filled with screws or plastic plugs. The load-securing rings in the B-pillar are retained.

**Benefits and Arguments**

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- **Easier installation of special fittings by body manufacturers**

Facilitates installation of special fittings or floor coverings by body manufacturers.



**Bi-xenon (HID) headlamps with cornering light function**

## Details and Technology

The bi-xenon headlamp light source is a gas-discharge light which produces a luminous arc in a quartz bulb filled with a gas mixture. The main beam is produced using the full light beam, while the low beam is produced by moving a shutter between the bulb and the lens, so the long-range portion of the light is blocked off, thus preventing dazzle.

Sensor-controlled dynamic range adjustment automatically counteracts changes in the angle of the headlamps due to changes in the attitude of the vehicle when braking or accelerating, or due to changes in payload. In addition to the normal road illumination provided by the low beam headlamps, at speeds up to 40 km/h (25 mph) a second bulb in the headlamp unit comes on automatically – when the direction indicator is operated and the steering wheel is turned beyond a certain angle – on the side corresponding to the direction in which the driver is signalling. This light may also be activated when cornering at speeds up to approx. 69 km/h (43 mph) (with low beam on/direction indicator off), depending on steering angle and corner radius.

So that the lighting change is not too sudden, the additional light is dimmed up gradually. When in reversing to the right, the left hand cornering light comes on at the front. When reversing to the left, the right hand cornering light comes on. The fog lamps are integrated in the bumper.

## Benefits and Arguments

- **Significantly increases range in main beam mode**
- **Wider illumination of the road margins in low beam mode**
- **Automatic headlamp range adjustment prevents oncoming traffic from being dazzled**
- **Extended vision when cornering**
- **Reduced accident risk when making a turn in the dark**

The bi-xenon headlamps allow pedestrians and other obstacles to be spotted sooner.

## Remarks

Included in Accessory Group (ACL). Available as a stand alone option on all models.

**Halogen fog lamps****Details and Technology**

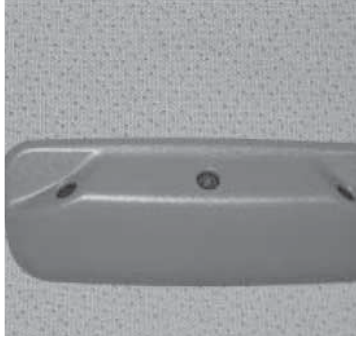
An additional halogen bulb is fitted in the unoccupied chamber in the light unit under the low beam (upper left). The reflector behind this bulb directs the light a short way in front of the vehicle, and also to the left and right hand sides, thus producing a wide beam which illuminates the side of the road. The fog lamp is activated by means of the rotary light switch. Like the low beam and main beam, the fog lamp is corrected by means of the headlamp range adjustment. In conjunction with bi-xenon headlamps, the fog lamps are integrated into the bumper (upper right).

**Benefits and Arguments****• Better visibility in adverse weather conditions**

The fog lamp helps improve road illumination in fog, heavy rain or snow without dazzling oncoming traffic, and thus provides enhanced safety.



Picture shows pre-production model.



Picture shows pre-production model.

**Interior monitoring, tow-away protection and battery-operated horn**

## Details and Technology

The system is automatically armed when the central locking system is activated. The alarm is triggered if an attempt is made to open a door, unlock a door from the inside, open the hood, raise the vehicle at the front or rear, if movement is detected inside the vehicle, or if the central locking system is unlocked using the key at a door other than the driver's door. The alarm is armed approximately 30 seconds after the vehicle has been locked using the radio remote control or using the key at the driver's door. To confirm arming, the direction indicators flash three times, and the indicator light in the switch also flashes. To prevent false alarms, the interior monitoring system should be deactivated if people or animals are to be left inside the locked vehicle. Tow-away protection is provided by an inclination sensor integrated in the ATA control unit. The self-powered siren is not accessible from outside the vehicle and is independent of the vehicle electrical system. Therefore, it also sounds if the battery power is interrupted. The alarm is disarmed when the central locking system is unlocked from outside, either at the driver's door or using the remote control.

## Benefits and Arguments

- **Additional anti-theft protection**

Comprehensive anti-theft protection for vehicle and cargo. Audible alarm: repeated sounding of the self-powered horn for approximately 30 seconds. Visual alarm: the direction indicators flash for approximately five minutes at twice the normal rate.

## Remarks

May be required by insurance companies if the vehicle or cargo has a high insured value. Included in Security Group (AJB) and includes the overhead console with two reading lamps (CUN). Also available as a stand alone option.

**Rear door step**

Picture shows pre-production model.



Picture shows pre-production model.

**Details and Technology**

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A slip-resistant step is fitted at the rear of the vehicle, extending across the full width of the doors. Even in combination with primed bumper/corner sections, the step is not paintable.

**Benefits and Arguments**

---

- **Convenient entry/exit**

Facilitates entry/exit via the rear doors.



**Bumpers/corner sections primed in clear white**

## **Details and Technology**

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The bumpers and corner sections are prepared ready for application of any shade of topcoat.

## **Benefits and Arguments**

---

- **Allows subsequent painting**

The bumpers and corner sections are paintable in a different shade or shades, for example by a body manufacturer. Allows vehicles to be repainted, e.g., in fleet colours.

## **Remarks**

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Fleet only option.

**Wide rear step**  
**Details and Technology**

---

A hot-dip-galvanized steel step is fitted at the rear of the vehicle. The step measures 1600 millimetres (63.0 inches) (width) by 300 millimetres (11.8 inches) (depth). Solid rubber mouldings on the outer left and right hand corners provide protection when manoeuvring.

**Benefits and Arguments**

---

- **Facilitates loading and unloading at the rear of the vehicle**

The step is particularly suitable for frequent boarding and alighting at the rear of the vehicle.

**Remarks**

---

Fleet only option for Cargo Van.

**Attachments  
primed in clear  
white**

## **Details and Technology**

---

The side rub panels are prepared ready for application of any shade of topcoat.

## **Benefits and Arguments**

---

- **Allows subsequent painting**

The rub panels are paintable in a different shade or shades, for example, by a body firm. Allows vehicles to be repainted, e.g., in fleet colours.

## **Remarks**

---

Fleet only option.

**Mounting rails for roof racks****Details and Technology**

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Two recessed longitudinal stainless steel C-rails are bolted to the roof. Maximum roof load (including basic carrier bars) is 50 kilograms (110 pounds) per crossbar. Maximum roof load for the Standard Roof is 300 kilograms (660 pounds) (six crossbars) and 150 kilograms (330 pounds) for the High Roof (three crossbars).

**Benefits and Arguments**

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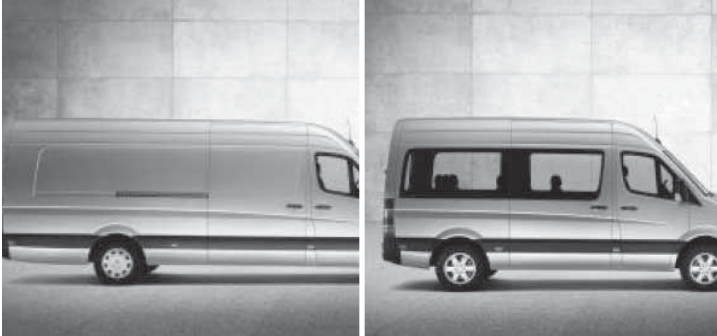
- **Allows roof carriers to be fitted**

The roof rails allow roof racks, roof boxes and other accessories to be fitted.

**Remarks**

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Roof rails are standard on Cargo Vans. The roof rails are optional and can be retrofitted on Passenger Vans. Roof rails are not available on Mega Roof.



European models shown.

## High Roof

### Details and Technology

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Includes high side walls and higher rear doors, giving an interior height in the load compartment/passenger compartment of 1940 millimetres (76.4 inches). The rear doors are 1840 millimetres (72.4 inches) high. The maximum load capacity (evenly distributed over the whole area of the roof) is 150 kilograms (330 pounds). On vehicles with sliding load compartment doors, the height of these doors is 1820 millimetres (71.7 inches).

### Benefits and Arguments

---

- Increased load space
- Taller door apertures
- Stand-up room in load compartment

The high side walls provide increased load space in the panel van and offer room to stand up. Tall, bulky objects can be loaded and unloaded more easily due to the taller door apertures. Properly secure all cargo.

**Mega Roof  
roof painted in  
body colour**

European model shown.

**Details and Technology**

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The Mega Roof in vehicle colour is a fibreglass-reinforced plastic roof shell which is attached to the high side wall by means of a bonding frame. The Mega Roof itself is unlined and the space between the roof shell and the driver's/front passenger's roof lining is closed off. The interior height is 2140 millimetres (84.3 inches). The rear doors and sliding load compartment door(s) have the same dimensions as those of the High Roof model. Vehicles which are also fitted with a bulkhead have an over-cab storage compartment which is situated over the cab roof lining and is accessible only from the load compartment. This compartment is deleted if a bulkhead with sliding door is fitted. In this case, the area between the bulkhead and the roof is closed off with a metal panel.

**Benefits and Arguments**

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- Increased load space
- Enhanced appearance

The extended vehicle length, in conjunction with the Mega Roof, results in a load compartment capacity of up to 17,000 litres (600 square feet). The Mega Roof in vehicle colour enhances the vehicle's appearance.

**Remarks**

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Overall vehicle height up to 3051 millimetres (120.1 inches). Carrying a load on the roof is **not** permissible. Roof rack rails are also not permissible.



European model shown.

## Mega Roof roof in white

### Details and Technology

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The Mega Roof consists of an opaque white fibreglass-reinforced plastic roof shell (colour: virtually arctic white) which is attached to the high side wall by means of a bonding frame. The Mega Roof itself is unlined and the space between the roof shell and the driver's/front passenger's roof lining is closed off. The interior height is 2140 millimetres (84.3 inches). The rear doors and sliding load compartment door(s) have the same dimensions as those of the High Roof model. Vehicles which are also fitted with a bulkhead have an over-cab storage compartment which is situated over the cab roof lining and is accessible only from the load compartment. This compartment is deleted if a bulkhead with sliding door is fitted. In this case, the area between the bulkhead and the roof is closed off with a metal panel. Optionally, the roof shell can also be painted in body colour.

### Benefits and Arguments

---

- **Increased load space**

The extended vehicle length, in combination with the Mega Roof, gives a load capacity of up to 17,000 litres (600 square feet).

### Remarks

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Vehicles with Mega Roof have an overall height of up to 3051 millimetres (120.1 inches). Roof loads are **not** permissible. Roof rack rails are also not permissible.

## Speed control



Picture shows pre-production model.

### Details and Technology

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Speeds upward of 29 km/h (18 mph) can be stored using the speed control stalk on the steering column. **Speed control** then maintains a constant speed.

Operating the speed control stalk:

**Up:** the current or a higher speed is stored

**Down:** the current or a lower speed is stored

**Pull back:** resumes the last stored speed

**Push forward:** speed control function is switched off

Speed control can also be switched off by operating the brake pedal.

### Benefits and Arguments

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- **Constant speeds result in fuel-efficient driving**

Maintaining a constant speed enhances ride comfort and ensures relaxed driving, particularly when towing a trailer, since the vehicle automatically adheres to a specified speed. Maintenance of a constant speed also may help to save fuel, as well as reducing driver stress since there is no need to operate the accelerator pedal as long as the system is activated.





Picture shows pre-production model.



Picture shows pre-production model.

## Light and rain sensor

### Details and Technology

Combined light and rain sensor fitted in the base of the interior mirror. Depending on the light switch position, the low beam headlamps are switched on when it gets dark, when the vehicle enters a tunnel, or when rain or snow are falling. The light sensor continuously compares the ambient light level outside the vehicle with a set value and, when appropriate, switches the headlamps on and off. Depending on the position of the windshield wiper combination stalk, the windshield wipers are also automatically activated when conditions require. The sensor aims an infrared light beam at the windshield at a defined angle. The intensity with which the light is reflected back depends on how wet the windshield is. Based on the amount of reflected light, the system adjusts the wiper interval to anything from a single wipe to continuous wiping. The sensing zone is heated to help prevent ice and condensation forming.

### Benefits and Arguments

- **Automatically controlled optimal wiping interval**
- **Low beam headlamps switched on and off automatically**

Stress-free driving is ensured at all times, even in poor weather, since the driver does not have to adjust the wiping interval manually. If only isolated drops are falling, wiping is not triggered as soon. The ideal wiping interval is ensured under all weather conditions. The headlamps are switched on and off automatically in response to changes in the ambient light level outside the vehicle.

**Electric roof fan**

Picture shows pre-production model.

**Details and Technology**

---

The electric roof fan is an intake and extractor fan with a capacity of 5800 litres (206 cubic feet)/min. Maximum power input is 32 watts. The fan is situated centrally on the roof, toward the rear of the sliding load compartment door. It is operated by means of a switch on the centre console. The roof fan increases the overall height of the vehicle by 127 millimetres (5 inches).

**Benefits and Arguments**

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- **Improved air intake and venting in the load compartment**

The electric roof fan increases the rate of air intake in the load compartment and also provides venting.

**Remarks**

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Included in Cooling Group (AZD) on Cargo Vans.



Picture shows pre-production model.

## Roof vent

### Details and Technology

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The mechanical roof fan is an intake and extractor fan. The fan is situated centrally on the roof, toward the rear of the sliding load compartment door. The roof fan increases the overall height of the vehicle by approximately 127 millimetres (5 inches).

### Benefits and Arguments

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- **Improved air intake and venting in the load compartment**

The roof fan increases the rate of air intake in the load compartment and also provides venting while the vehicle is moving.

### Remarks

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Fleet only option.

**Variable electronic  
rpm governor  
(adjustable idle  
control)**

Picture shows pre-production model.

**Details and Technology**

This electronic rpm governor maintains a constant rpm, e.g., for auxiliary belt drive operation. Under load change, rpm may fluctuate by approximately  $\pm 50$  rpm (depending on engine, load and rpm). The rpm setting can be adjusted in programmable increments (default: 50 rpm) by pressing a rocker switch.

**Benefits and Arguments**

- **Constant engine speed, variable settings**

Necessary if a virtually constant rpm must be maintained in order to operate an auxiliary unit such as a loading crane.

**Remarks**

Not suitable for operating 220-volt generators. If necessary, can also be parameterized to allow the speed control stalk to be used for changing the rpm setting.

## Pre-installation for radio

### Details and Technology

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Pre-wiring (12-volt) for a radio, plus short range interference suppression and a flexible antenna on roof.

### Benefits and Arguments

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- **Preparation for retrofitting a radio**

Pre-installation allows retrofitting of any 12-volt radio to suit customer requirements. Speakers remain in vehicles.

**Standard radio  
with all models****Details and Technology****AM/FM stereo with single CD player**

Radio features: Ten station presets per FM band and five per AM band, rotary volume control, speed-dependent volume adjustment, SCAN function (plays approximately eight seconds of each receivable station), manual station tuning, automatic station store stores strongest stations, station identity displayed in radio display.

CD player features: Single-disc audio CD player with soft eject, automatic reload after approximately ten seconds, next track/previous track function, random order play, SCAN function (plays the first eight seconds – approximately – of each track), track repeat, track time elapsed/CD time elapsed display.

General features: 4 x 20-watt output, bass and treble separately adjustable, stereo balance control, fader, five cockpit speakers (two mid-range woofers, two tweeters, one centre speaker).

**Benefits and Arguments**

- **Maximum reception quality**
- **Precise vehicle-matched aerial tuning**
- **Can be operated from the multifunction steering wheel**
- **4 x 20-watt output**

This is the entry-level radio. It is equipped with a single CD player, it can be operated from the multifunction steering wheel (SCK) and its speakers are matched to the interior acoustics of the vehicle. With its station presets, this unit meets a wide range of individual requirements. Precise vehicle-matched aerial tuning provides maximum reception quality even under unfavourable conditions.

# PREMIUM AM/FM STEREO WITH SINGLE CD PLAYER

CODE RBV



## Details and Technology

### Premium AM/FM stereo with single CD player

**Radio features:** Ten station presets per band, rotary volume control, speed-dependent volume adjustment for audio and telephone, automatic station scan (SCAN function), manual station tuning, automatic station store stores strongest stations, station identity displayed in radio display (Radio Data System).

**CD player features:** Single-disc audio CD player with soft eject, automatic reload after approximately 14 seconds, next track/previous track function, random order play, SCAN function (plays the first eight seconds – approximately – of each track), track repeat, track time elapsed/CD time elapsed display.

**General features:** 4 x 25-watt output, bass and treble separately adjustable, stereo balance control, fader, five cockpit speakers (two mid-range woofers, two tweeters, one centre speaker).

## Benefits and Arguments

- Maximum reception quality
- Precise vehicle-matched aerial tuning
- Can be operated from the multifunction steering wheel
- 4 x 25-watt output

This radio is equipped with a single CD player. It can be operated from the multifunction steering wheel and its speakers are matched to the interior acoustics of the vehicle. With its large number of station presets, this unit meets a wide range of individual requirements. Precise vehicle-matched aerial tuning provides maximum reception quality even under unfavourable conditions.

## Remarks

Six-disc in-dash CD changer (RDR) is included with this radio in the Premium Sound Group I (AAX). This radio is also available as a stand alone option.

**Two-way  
loudspeakers  
front and rear on  
Passenger Van**

Picture shows pre-production model.



Picture shows pre-production model.

**Details and Technology**

Two-way loudspeaker system: four tweeters and four mid-range woofers fitted in the side wall/sliding door and in the left and right hand rear side panelling in the passenger compartment.

**Benefits and Arguments**

- **Excellent sound quality due to 13 speakers**
- **Improved listening pleasure in passenger compartment**

Offers excellent sound quality, due to separate tweeters and mid-range woofers, and improved listening pleasure for passengers, wherever they happen to be sitting.





Picture shows pre-production model.

### Two-way front loudspeakers

#### Details and Technology

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Two-way loudspeaker system plus one centre speaker. One mid-range woofer is fitted in the driver's door and one in the front passenger's door. The centre speaker and the tweeters are integrated in the instrument panel.

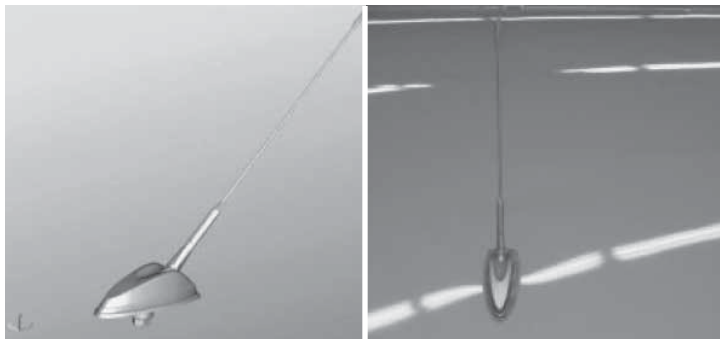
#### Benefits and Arguments

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- **Excellent sound quality due to five speakers**

Excellent sound quality due to separate tweeters and mid-range woofers and separate centre speaker. This combination produces a richer sound.

**Antenna for AM/  
FM, GSM, UMTS  
Network and GPS**



Picture shows pre-production model.

Picture shows pre-production model.

### **Details and Technology**

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A common roof-mounted antenna is used for radio (FM, AM, navigation, and telephone). The antenna can be removed from the base.

### **Benefits and Arguments**

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- **Allows radio, telephone and navigation signals to be received**
- **Car wash-proof**
- **Suitable for use with a plastic roof**

The antenna receives compatible radio, telephone and navigation signals and also allows navigation and telematics systems to be fitted. The antenna has a ground lug, meaning it is suitable for use on converted vehicles with plastic roof.



Picture shows pre-production model.

## Six-disc in-dash CD changer

### Details and Technology

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The CD changer holds **six CDs** and features vibration damping for improved shock resistance. It plays music CDs and MP3 CDs (maximum 99 tracks). The CDs are loaded via a central slot and can be removed individually, by means of six selector buttons with twin-coloured LEDs. The CD changer can be operated directly from the control panel of the radio or the radio/navigation unit. It is possible to switch from radio to CD operation at any time. The discs can then be selected with the station buttons. The unit is fitted in the lower slot in the instrument panel.

### Benefits and Arguments

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- **First-class reproduction of a personally compiled music program**
- **Saves fiddling with CDs**
- **Optimal accessibility**

Optimal compatibility with radios for maximum enjoyment. Offers many hours of uninterrupted, personally compiled listening pleasure. Extremely simple operation helps to ensure that the driver is not distracted. Situated in instrument panel for optimal accessibility. High-quality installation.

### Remarks

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CD changer (RDR) is included in the Premium Sound Group I (AAX). Also available as a stand alone option only if equipped with the premium AM/FM stereo single CD player (RBV).

**Multifunction  
steering wheel  
with radio controls****Details and Technology**

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Multifunction steering wheel with four steering wheel buttons. In addition to the horn, it is also possible to operate the onboard computer and the radio from the steering wheel. Steering wheel buttons (left): select onboard computer menu, scroll up/down onboard computer menu. Steering wheel buttons (right): volume +/-.

**Benefits and Arguments**

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- **Enhanced comfort**

The multifunction steering wheel can be used to access and adjust a wide range of functions such as the trip computer, the radio volume, etc. This allows the driver to keep both hands on the steering wheel.

## Roll-Stabilizing Suspension

### Details and Technology

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Comprised of:

- Transverse front leaf spring with higher spring rate
- Firmer front shock absorber struts
- Higher capacity rear stabilizer bar 5003-kg (11,030-lb) GVW vehicles

### Benefits and Arguments

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- Improves handling
- Helps reduce roll

Improves handling for all vehicles with a high centre of gravity. Helps reduce roll along the longitudinal axis (cornering/lane changes) and helps reduce pitching/squatting along the transverse axis (heavy braking/acceleration).

**Higher capacity  
(heavy-duty) front  
stabilizer bar****Details and Technology**

---

A higher capacity (larger diameter) stabilizer bar is mounted to the control arms and axle housing. The stabilizer is a torsion bar made of spring steel and is fitted transversely to the direction of travel. The stabilizing effect is exerted only under unilateral compression. If there is equal compression on both sides, the stabilizer bar has no effect.

**Benefits and Arguments**

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- **Improved road handling even with an unequally distributed load**
- **Reduced roll**

The higher capacity stabilizer bar has a more powerful stabilizing effect than the standard version. It reduces roll which occurs for example when cornering with a load which has a high centre of gravity or when the front axle load is unequally distributed.

**Remarks**

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This stabilizer bar is recommended for camper vans and vehicles with a similarly high centre of gravity, for example, box-body vehicles with tail lift, vehicles with aerial platform or vehicles with refrigerated box body. Standard on 2500 Cargo Van, Passenger Van and Chassis Cab. Available on 3500 Cargo Van.

## Rear-axle stabilizer bar under frame

### Details and Technology

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The stabilizer bar is made of spring steel and is fitted behind and parallel to the axle and transversely to the direction of travel. It is attached at two points to the axle tube and at two points to the frame. The stabilizing effect is exerted only under unilateral compression. If there is equal compression on both sides, the stabilizer bar has no effect.

### Benefits and Arguments

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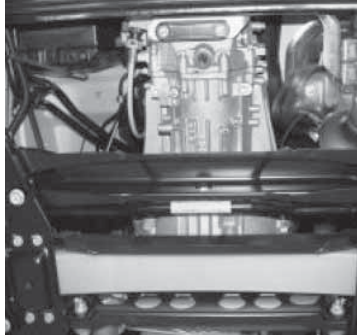
- Improved road handling even with an unequally distributed load
- Reduced roll

The stabilizer bar reduces roll which occurs, for example, when cornering with a load which has a high centre of gravity or when the front axle load is unequally distributed.

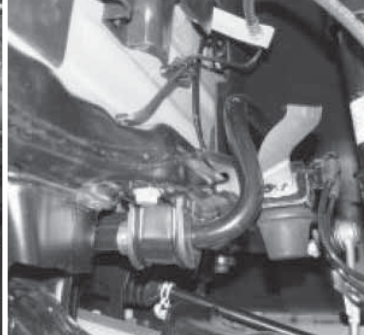
### Remarks

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Recommended for vehicles with tall bodies. Standard on 2500 Cargo Van, Passenger Van and Chassis Cab. Available on 3500 Cargo Van.

**Front stabilizer bar**

Picture shows pre-production model.



Picture shows pre-production model.

**Details and Technology**

A stabilizer bar is mounted to the control arms and axle housing. The stabilizer is a torsion bar made of spring steel and is fitted transversely to the direction of travel. The stabilizing effect is exerted only under unilateral compression. If there is equal compression on both sides, the stabilizer bar has no effect.

**Benefits and Arguments**

- Reduces roll
- Improved road handling even with an unequally distributed load

The stabilizer bar reduces roll which occurs for example when cornering with a load which has a high centre of gravity or when the front axle load is unequally distributed.

**Remarks**

Standard on 3500 Cargo Van and available on 2500 Cargo Van, Passenger Van and Chassis Cab.



**Heavy-duty stabilizing package for chassis with camper body**

## Details and Technology

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Modified suspension package, available only for special-purpose chassis versions, e.g., tall camper vans. Chassis Cabs with 5003-kilogram (11,030-pound) GVW are fitted with harder shock absorbers, harder front and rear springs and higher capacity front and rear stabilizers. The suspension package provides heavy-duty roll stabilization for payloads with a particularly high centre of gravity (requires at least a 1200 kilogram [2645 pound] load on the rear axle).

## Benefits and Arguments

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- Improved handling for vehicles with tall camper body
- Reduced roll

The suspension package offers greater roll stabilization while, at the same time, retaining comfortable ride characteristics. Recommended for camper bodies with alcoves.

## Remarks

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Fleet only option for Chassis Cab.

**Lowering springs,  
reduced overall  
height suspension**

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**Details and Technology**

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These springs are much firmer than the standard springs (higher spring rate). Spring travel is reduced by 19 millimetres (0.75 inches) to 30 millimetres (1.2 inches). This lowers the rear of the unladen vehicle (total height) by 25 millimetres (1.0 inches) to 30 millimetres (1.2 inches).

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**Benefits and Arguments**

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- **Allows the vehicle to pass through gateways, etc.**
- **Facilitates loading and unloading by hand**

The reduced overall vehicle height allows the vehicle to be driven through an area with restricted clearance, e.g., a gateway. In addition, the lower height at the rear of the vehicle facilitates loading and unloading by hand.

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**Remarks**

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3500 Cargo Van and Chassis Cab models only.



**Steering wheel adjustable for tilt and height**

## **Details and Technology**

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The steering wheel is manually adjustable for height and reach. To provide a large adjustment range, the wheel can be tilted in a range between 28° and 32° from the vertical and can be adjusted axially by 40 millimetres (1.6 inches). The adjustment is performed by means of a lever on the steering column.

## **Benefits and Arguments**

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- **An ergonomic seating posture can be adopted**
- **More comfortable seating posture and enhanced driver fitness**

The adjustable steering wheel provides better adaptation to individual requirements and to the size of the driver. The ergonomic seating posture helps to maintain driver fitness on longer journeys. Allows quick and easy steering wheel adjustment following a change of driver.

**Chock****Details and Technology**

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Cargo Van models have a chock holder mounted on the D-pillar at the rear right of the cab. Chassis Cab versions have a chock holder mounted on the left at the frame end.

**Benefits and Arguments**

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- **Secures the vehicle against rolling on gradients**
- **Safe storage of the chock**

The chock provides additional security to that already provided by the parking brake when the vehicle is parked on a gradient. .

**Remarks**

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Wheel chock is standard equipment on all 3500 models and available on 2500 Cargo Vans.

# 16" ALUMINUM WHEELS

**CODE WNB**



**6.5 J x 16 light-  
alloy wheels**

## **Details and Technology**

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Four 6.5 J x 16 light-alloy wheels with longer wheel bolts (72 millimetre [2.87 inches]).

## **Benefits and Arguments**

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- Enhances the look of the vehicle

The light-alloy wheels enhance the look of the vehicle.

## **Remarks**

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Available on 2500 models only. The spare wheel, if specified, is a steel wheel.

**Specially painted  
wheels**

**Details and Technology**

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Wheels are painted Jet Black.



**Jump start terminal**

## **Details and Technology**

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A jump start terminal (positive pole) is fitted in the engine compartment, to the left of the air filter. The jump start terminal can be accessed by pushing back the red protective cap.

## **Benefits and Arguments**

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- **Easier jump starting/charging of the starter battery**

Given the limited accessibility of the starter battery (situated in the driver's footwell for improved crash worthiness), this terminal allows easier jump starting and can also be used for charging the starter battery.

**Pre-installation  
for reversing aid  
(reversing camera)****Details and Technology**

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The pre-installation kit allows easy retrofitting of a reversing camera. The reversing camera improves rearward visibility during reversing/reverse manoeuvring.

**Benefits and Arguments**

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- Improves rearward visibility and gives a better view of the rear of the vehicle
- Greater safety when reversing vehicle

\*Intended to provide assistance to the driver. Always exercise appropriate care while reversing.



**Cutout relay for additional battery**

## Details and Technology

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The relay is installed on the charge line to the auxiliary battery. It separates the starter battery circuits from the auxiliary battery circuits. When the engine is running, the relay allows both batteries to be charged or discharged simultaneously.

## Benefits and Arguments

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- **Starter battery cannot be discharged by auxiliary devices**

The cutout relay prevents the starter battery being drained by devices connected to the auxiliary battery. It also prevents the auxiliary battery being drained by the standard equipment such as the starter or fan.

## Remarks

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Auxiliary Battery Disconnect (XA4) is included with 100-amp Auxiliary Battery (BC1).

## Single-pole battery master switch



Picture shows pre-production model.

### Details and Technology

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The battery master switch breaks the ground connection between the battery and the body and switches off all electrical circuits. It is situated in the driver's footwell, to the right of the accelerator pedal. The battery master switch is activated by disconnecting the ground bolt connector.

**NOTE:** It must be **ensured** that the battery master switch is only disconnected when the **vehicle key** in the ignition lock **position, otherwise** there is a **risk of damaging other components** in the electrical system.

### Benefits and Arguments

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- Prevents uncontrolled discharging of the battery
- Work on the electrical system can be carried out more quickly

The battery master switch prevents uncontrolled discharging of the battery. It is recommended for vehicles which are likely to be immobile for extended periods. The battery master switch also allows work on the electrical system to be carried out more quickly, since it is not necessary to disconnect the battery pole.

### Remarks

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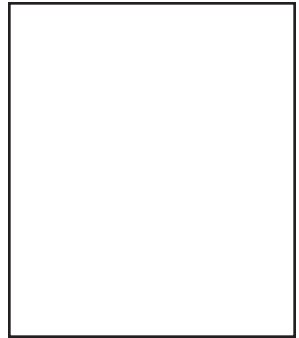
Main Battery Disconnect (Master Switch) (XA5) is standard on all models.



Picture shows pre-production model.



Picture shows pre-production model.



## Details and Technology

ParkSense operates on the echo sounder principle. The electronic control unit uses ultrasonic signals detected by sensors in the front and rear bumpers to measure the distance between the vehicle and an obstacle. When reversing, the system monitors the area to the rear and front of the vehicle. When moving forward, only the area to the front of the vehicle is monitored. The system is activated automatically when the ignition is switched on and the handbrake lever is released. It switches off when the speed of the vehicle exceeds approximately 17 km/h (11 mph) and back on when the speed falls below this threshold again. The system monitors the area between 279 millimetres (11 inches) and 990 millimetres (39 inches) from the front, and between 279 millimetres (11 inches) and 1778 millimetres (70 inches) from the rear. As soon as an obstacle is detected within these areas, the visual (yellow and red LEDs) and audible warnings are activated. As the vehicle approaches an obstacle in its path, the visual signals are the first to be activated. As soon as the first red segment lights up, the audible warning is activated too. This sounds intermittently to begin with, then becomes continuous when the minimum distance is reached. The double warning display for the front area is located in the centre of the instrument panel, with two separate displays for the rear area integrated in the exterior mirrors. PTS can be switched on and off manually by means of a switch in the centre console. When PTS is switched off, an indicator light comes on in the switch.

## Benefits and Arguments

- Facilitates precise parking, with the help of visual and audible warnings
- Makes parking easier in tight situations

The parking aid facilitates precise parking and helps the driver to judge distances from obstacles in front of and behind the vehicle.

## Remarks

The sensors must be free from dirt, ice and snow in order to function correctly.

\*Intended to provide assistance to the driver. Always exercise appropriate care while reversing. ParkSense is a trademark of DaimlerChrysler Corporation.

**Tire sealant with electric compressor**

Picture shows pre-production model.



Picture shows pre-production model.

**Details and Technology**

The PREMIUM SEAL tire repair kit consists of an electric compressor and a latex tire sealant. In the event of a puncture, the sealant can be injected into the tire via the valve. The tire can then be inflated using the electric compressor. The sealed tire can be driven at a maximum speed of 78 km/h (49 mph).

**Benefits and Arguments**

- **Enables minor punctures (e.g. nails, screws and staples) to be repaired without the need for additional tools or a wheel change**

Allows quick repair of minor punctures, so that the vehicle can be driven to a tire service centre or a workshop.

**Remarks**

In the event of major tire damage, such as blow-outs or long cracks and slits, a repair with PREMIUM SEAL will not be possible. Included with the Security Group (AJB) and Spare Tire Delete (TBF).

## Reversing warning system

### Details and Technology

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When reverse gear is selected with the ignition switched on, an exterior audible signal is activated. If reverse gear is engaged twice within four to five seconds, the volume of the reversing warning signal switches to the quieter setting. The reversing warning system cannot be switched off. Switching off the ignition reactivates the default setting. The horn for the reversing warning system is normally fitted on the inner side of the end crossmember. A sticker stating that reverse gear should be engaged twice in quick succession to set the reversing beeper to the nighttime (quieter) setting is enclosed with the vehicle document wallet.

### Benefits and Arguments

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- Warns passers-by that a vehicle is reversing

An audible warning signal alerts passers-by that a vehicle is reversing. The standard volume is 90 decibels. The nighttime volume is 78 decibels.

**Chassis cab wiring  
prep****Details and Technology**

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A wiring cable containing seven wires is routed from the auxiliary battery to the rear of the frame. A switch with indicator light is located in the cab. A ground connection is made from the rear of the frame to the frame crossmember in front of the rear axle.

**Benefits and Arguments**

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- Simplified retrofitting of body upfits

**Remarks**

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Pre-installation Rear Wiring (XBE) requires the 100-amp Auxiliary Battery (BC1).

### Pre-installation for auxiliary heat exchanger

#### Details and Technology

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Two water lines (supply line/return line) are routed under the floor panel on the left hand side of the vehicle, extending aft of the B-pillar. The ends of the two lines are connected by a hose. Bodywork modifications for installation of a heat exchanger, the aperture in the wood floor for the warm air ducting and electrical parts are not included.

#### Benefits and Arguments

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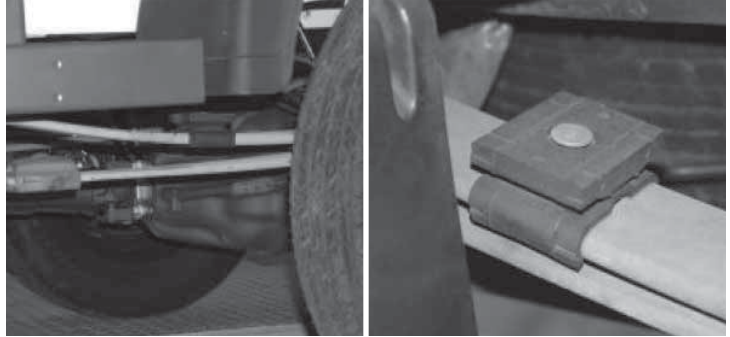
- **Simplified fitting of auxiliary heat exchangers from the accessories range**

The pre-installation package is recommended for body manufacturers who offer their own hot water heating systems.

#### Remarks

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Pre-installation auxiliary heat exchanger is not available with Left Side Sliding Door (GKE) or C-pillar cargo partition (GEX). Requires either the Front Auxiliary Heater (HDB) or Heater Booster (3JV).

**Vibration absorbers****Details and Technology**

---

Attachment of two vibration absorbers, respectively, on the left and right rear spring.

**Benefits and Arguments**

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- **Lowers resonant vibrations**

The vibration absorber lowers the resonant vibrations of the rear springs, thus hindering noise development.

**Remarks**

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Rear spring vibration absorbers (XCB) are standard on Passenger Vans and available on 2500 Cargo Vans.





Picture shows pre-production model.

## Parametric special module

### Details and Technology

---

The parametric special module (PSM) provides an interface for accessing the vehicle electronic system. Vehicle information – for example, about rotary light switch positions, direction indicators, open doors, wiper switch positions, etc. – can be accessed and vehicle functions can be modified via ten inputs and 20 outputs.

### Benefits and Arguments

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- **Caters for electrical modifications and retrofitting**

Access to the vehicle electronic system is now only possible/permissible via one defined interface. This improves protection of the vehicle's basic functional integrity.

### Remarks

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Responsibility for programming the PSM lies with the relevant body manufacturer.

**Electrical  
pre-installation,  
parametric  
special module**

**Details and Technology**

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The pre-installation includes the electric wiring up to the driver's seat frame.

**Benefits and Arguments**

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- **Allows easy retrofitting of the parametric special module**

Access to the vehicle electronic system is now only possible/permissible via one defined interface. This improves protection of the vehicle's basic functional integrity.

**Remarks**

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Responsibility for installation and programming the PSM must be done by a Sprinter dealership.

## Road hazard warning lamp

### Details and Technology

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The warning lamp is stored close at hand in the driver's door pocket. It can provide either a continuous white beam or a flashing orange light.

### Benefits and Arguments

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- **Enhanced safety in the event of a breakdown/accident**
- **Provides illumination when performing repairs in the dark**
- **Conveniently located for quick access**
- **Takes up little room**

With the flashing orange light, the warning lamp can be used to draw other drivers' attention to a stranded vehicle. This function provides enhanced safety, particularly in the dark. The white continuous light can be used to provide illumination when performing repairs in the dark.

**Hydraulic jack****Details and Technology**

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A hydraulic jack is fitted in an easy-release bracket in the front passenger's footwell.

**Benefits and Arguments**

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- Easier tire changing



## Fire extinguisher

### Details and Technology

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The fire extinguisher is attached by a quick-release mounting bracket to the front passenger seat base. Capacity: 2 kilograms (4.4 pounds)

### Benefits and Arguments

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- Quickly accessible since attached to front passenger's seat
- Enhanced safety

Conveniently located for quick access. Provides assistance in extinguishing small fires.

**Preset  
rpm governor  
(Preset idle  
control)**

Picture shows pre-production model.

**Details and Technology**

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This electronic rpm governor maintains a constant rpm, e.g., for auxiliary belt drive operation. Under load change, rpm may fluctuate by approximately  $\pm 50$  rpm (depending on engine, load and rpm). The rpm setting can be programmed using the Star diagnosis system.

**Benefits and Arguments**

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- **Constant rpm**

Necessary if a virtually constant rpm must be maintained in order to operate an auxiliary unit.

**Remarks**

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Not suitable for operating 220-volt generators.

**Road speed limited  
to 119 km/h  
(74 mph)**

## **Details and Technology**

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The top speed is limited to 119 km/h (74 mph) via the engine management.

## **Benefits and Arguments**

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- For vehicles for which speed limitation is desired.

**Fuel gauge sensor  
with connection  
for auxiliary  
heater**

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**Details and Technology**

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The fuel gauge sensor is fitted with an additional fuel connection to facilitate retrofitting of a fuel-powered auxiliary heater.

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**Benefits and Arguments**

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- **Simplified retrofitting of an auxiliary heater**

Facilitates retrofitting of an auxiliary heater.

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**Remarks**

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The auxiliary fuel sending unit is standard equipment.





Picture shows pre-production model.

**Radio remote control for auxiliary heater**

## Details and Technology

The radio remote control can be used to switch the auxiliary heaters on and off. It has a maximum range of approximately 594 metres (650 yards). This range can be reduced by proximity to interference sources, by any large obstruction between the remote control and the vehicle, by unfavourable positioning of the remote control or if it is used from inside a closed space. Maximum heater operating time is 60 minutes. When the auxiliary heater is switched off using the remote control, the burner blower and the coolant pump continue running for approximately three minutes.

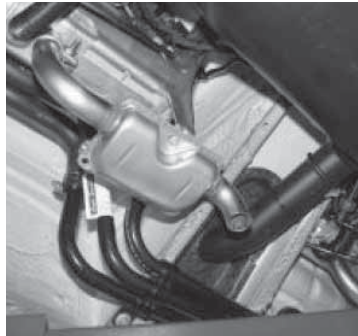
## Benefits and Arguments

- **Remote control offers even greater comfort and convenience**

The auxiliary heater can be switched on and off over long distances by means of two buttons on the radio remote control. By the time the driver enters the vehicle, the windows will be clear and the interior and engine are preheated.

## Remarks

The remote control is available with Front Auxiliary Heater (HDB) and Auxiliary Water Heater (XG3). The remote control is included with Auxiliary Heating Group (AMJ).

**Water auxiliary heater with timer, 10 kW**

Picture shows pre-production model.



Picture shows pre-production model.

**Details and Technology**

The dual-function water auxiliary heater operates both as a heater booster and as an auxiliary (stationary) heater. The booster (10 kW) mode is activated automatically as a function of coolant temperature whenever the engine is switched on. An indicator light comes on whenever the booster function is active. When the engine has been switched off, the heater booster continues running for approximately two minutes. The auxiliary heater (5 kW) can be switched on by means of a switch with indicator light. The indicator light comes on whenever this function is active. Maximum heating time is anything up to two hours depending on, amongst other things, coolant temperature. The auxiliary heater continues to run for 15 minutes after the engine has been switched off. If both the auxiliary heater and heater booster functions are activated, the auxiliary heater has priority. After the auxiliary heater function has been switched off, either manually or automatically, the heater booster is activated automatically.

**Benefits and Arguments**

- Quick warming of the interior to a pleasant temperature
- Increased heating output aids quick defrosting of the windows

This system is particularly recommended for use in cold climates. The very high thermal efficiency of the diesel engines means that at extremely low ambient temperatures their thermal energy may not always be sufficient to guarantee quick heating and a comfortable level of warmth in the cab. The auxiliary heating function allows the interior to be warmed even before the engine is started. The driver can therefore step into a pleasantly warm vehicle straight away.

**Remarks**

The heater booster/auxiliary heater functions cannot be operated if the fuel level falls below 15 litres (3.3 imperial gallons). Included with available Auxiliary Heating Group (AMJ).

## Longer tail light electrical line

### Details and Technology

---

The electrical lines leading to both tail lights are approximately 1.8 metres (six feet) longer than the standard-fit lines. They are rolled up and provisionally fastened to the frame.

### Benefits and Arguments

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- **Makes it easy to fit the tail lights in a different position on Chassis Cab models**

The extended tail light line serves as a pre-installation, e.g., for body manufacturers who wish to fit the tail lights in a different position.

**Warm/cool air duct to passenger compartment**

Picture shows pre-production model.



Picture shows pre-production model.

**Details and Technology**

An additional air supply duct is fitted, with an air outlet in the rear part of the area between the driver and front passenger seat bases. The sturdy outlet is integrated between the floor panel and floor covering in front of the first row of seats. The air duct is connected to the heating/climate control system, whose controls are used to adjust the air supply.

**Benefits and Arguments**

- Optimized air supply to passenger compartment/load compartment
- Enhanced comfort for passengers in the rear compartment

Improves the warm/cool air supply to the passenger compartment/load compartment. Improves passenger comfort and well-being by providing enhanced heating/cooling.

**Remarks**

Rear air ducts are standard on Passenger Vans and available on Cargo Vans.



Picture shows pre-production model.



Picture shows pre-production model.

**Full bulkhead  
with one sliding  
window**

## Details and Technology

The panel van is fitted with a grey sheet-metal bulkhead with central sliding window, size 1295 millimetres (51 inches) x 330 millimetres (13 inches).

## Benefits and Arguments

- **Cargo-retaining function**
- **Cab can be heated up more quickly**
- **Allows visual checking of load compartment**
- **Makes it possible to communicate verbally between the cab and the load compartment**

The bulkhead helps protect the driver and front passenger from shifting loads and from cargo-related noise. It also allows easier cargo stacking. In cold temperatures, the driver's section can be heated more quickly. The sliding window makes it possible to communicate verbally between the cab and the load compartment and allows the driver to keep an eye on the cargo. If windows are fitted in the rear doors, they also provide a view to the rear. Properly secure all cargo.

**Full bulkhead with one window**

Picture shows pre-production model.

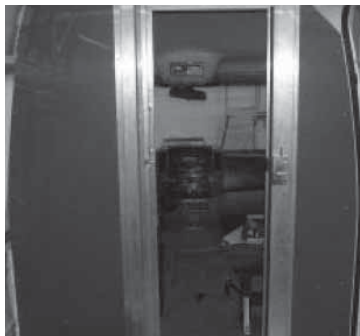
**Details and Technology**

The panel van is fitted with a grey, sheet-metal full bulkhead with central fixed window, size 1295 millimetres (51 inches) x 330 mm (13 inches).

**Benefits and Arguments**

- **Cargo-retaining function**
- **Cab can be heated up more quickly**
- **Allows visual checking of load compartment**

The bulkhead helps protect the driver and front passenger from shifting loads and reduces noise caused by cargo movements. It also allows easier cargo stacking. In cold temperatures, the driver's section can be heated more quickly. The window allows the driver to keep an eye on the cargo and, if windows are fitted in the rear doors, also provides a view to the rear. Properly secure all cargo.



Picture shows pre-production model.



Picture shows pre-production model.

## Bulkhead with sliding door

### Details and Technology

The bulkhead with sliding door is situated in the B-pillar area. The sliding door is fitted with a door lock and locking cylinder. From the driver's side, the sliding door is opened by means of the vehicle key, and from the load compartment side by means of a lever on the door lock. The aluminium sliding door is 576 millimetres (22.7 inches) wide, 1772 millimetres (69.8 inches) high and 15 millimetres (.6 inches) thick. The open sliding door is held in place at the end of its travel by a retainer.

### Benefits and Arguments

- Provides protection from shifting loads and allows access to load compartment
- More efficient use of the load compartment
- Makes it possible to communicate verbally between the cab and the load compartment

The bulkhead with sliding door helps reduce the risk of injury to driver and front passenger from shifting loads and reduces noise caused by cargo movements. It also allows easier cargo stacking. The sliding door provides direct access to the load compartment and makes it possible to communicate verbally between the cab and the load compartment. When the sliding door is closed, it is not possible to see the cargo. A fold-down jump seat replaces the front passenger seat.

### Remarks

A fold-down jump seat replaces the front passenger seat. Properly secure all cargo.

**Pre-installation  
(provisions) for  
bulkhead****Details and Technology**

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Mounting holes are provided in the B-pillar roof bows to allow retrofitting of a bulkhead or partition. There are also apertures for the bulkhead in the B-pillar and B-pillar trim. If no bulkhead is fitted, there is a gap between the trim and the body shell.

**Benefits and Arguments**

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- **Allows retrofitting of a bulkhead**

The pre-installation allows body manufacturers to retrofit either a Mopar<sup>®</sup> bulkhead or their own customized solution.

**Remarks**

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If the vehicle will be built without the pre-installation prep, there is no gap in the B-pillar trim.

Mopar is a registered trademark of DaimlerChrysler Corporation.





## First aid kit

### Details and Technology

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First aid kit to provide initial care for the injured.

### Benefits and Arguments

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- Allows initial care to be provided for injured persons
- Conveniently located for quick access
- Takes up little room

The first aid kit can be used to provide initial care for the injured. First aid kit fits in the passenger door panel, where it takes up little room and is always close at hand.

**Deletion of end crossmember****Details and Technology**

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The Chassis Cab end crossmember, which normally provides underride protection, is deleted.

**Benefits and Arguments**

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- **Easier mounting of special bodies and attachments**

Allows body manufacturers to fit special bodies and attachments.

## Firmer rear springs

### Details and Technology

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Two-leaf springs with a steeper spring rate curve than the standard springs. The firmer rear springs are approved for Chassis Cab versions only in conjunction with the stabilizing package (SHK).

### Benefits and Arguments

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- **Greater roll resistance**

In conjunction with the stabilizing package, the firmer rear springs provide greater roll resistance but without compromising ride comfort. With a load of 2249 kilograms (4960 pounds) on the rear axle, spring travel is reduced by 20 millimetres (.8 inches). There is no change in the unladen height of the vehicle.

### Remarks

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Recommended particularly for vehicles with a high centre of gravity, particularly RV bodies.

**Extra-long mirror bracket****Details and Technology**

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The standard mirror is mounted on a longer mirror arm.

**Benefits and Arguments**

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- **Improves rearward visibility with extra-wide bodies**

Improves rearward visibility with upfitters bodies up to 2400 millimetres (94.5 inches) wide.

**Remarks**

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Extended mirror bracket is available on Chassis Cab only.

**Electrical  
pre-installation  
for additional  
direction  
indicators**

### **Details and Technology**

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Additional electric wiring is routed through to the rear of the vehicle.

### **Benefits and Arguments**

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- **Easy fitting of additional direction indicators**

The additional electric wiring facilitates mounting of additional direction indicators on the body.

### **Remarks**

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Available on Chassis Cab only.

**Electrical  
pre-installation for  
load compartment  
lighting****Details and Technology**

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A two-strand wiring harness is installed which extends approximately .9 metres (three feet) aft of the cab rear wall, with a switch on the instrument panel.

**Benefits and Arguments**

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- **Simplifies retrofitting of load-compartment lighting**

Allows body manufacturers for chassis cab to fit load compartment lighting quickly and easily.

## Preparation for sea transport

### Details and Technology

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The radiator grille and fan slits are sealed in order to prevent penetration by water and salt.

### Benefits and Arguments

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- **Enhanced protection from environmental damage during transport or storage**

Enhanced protection from environmental damage arising particularly during sea transport or storage for longer periods.

**Lashing rails along sides of vehicle at roof frame**



Picture shows pre-production model.



Picture shows pre-production model.

### **Details and Technology**

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Bonded lashing rails are fitted along the sides of the vehicle, below the roof frame, though not on the sliding load compartment door, if specified. The holes in the lashing rails are spaced at 25-millimetre (1-inch) intervals.

### **Benefits and Arguments**

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- **Provides load restraint for tall, bulky objects**

The lashing rails should be used to prevent tall, bulky objects, such as doors, from sliding around or falling over.

### **Remarks**

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Lashing straps are available as optional equipment. The mid-level lashing rails are packaged with the upper rails. Properly secure all cargo.



**Protective aluminum entrance panel for wood floor**

## **Details and Technology**

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A protective aluminum panel is fitted along the edge of the wood floor in the entrance area/areas at the sliding door/doors. The wood floor is cut out in this area and the panel is then flush-fitted.

## **Benefits and Arguments**

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- **Protects the edge of the wood floor**

The aluminum panel protects the edge of the wood floor from damage when loading.

## **Remarks**

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Aluminum floor edge is available on Cargo Vans only.

# SPECIFICATIONS

# 2007 DODGE SPRINTER 2500 CARGO VAN

## Dimensions<sup>(1)</sup>/Specifications

Roof Version	Standard	High	High	Mega	High – EXT
Wheelbase	3665 (144.3)	3665 (144.3)	4325 (170.3)	4325 (170.3)	4325 (170.3)
Overall length	5910 (232.5)	5910 (232.5)	6945 (273.2)	6945 (273.2)	7345 (289.2)
Front overhang	1004 (39.5)	1004 (39.5)	1004 (39.5)	1004 (39.5)	1004 (39.5)
Rear overhang	1240 (48.8)	1240 (48.8)	1615 (63.6)	1615 (63.6)	2015 (79.3)
Overall height	2446 (96.3)	2731 (107.5)	2731 (107.5)	2964 (116.7)	2731 (107.5)
Overall width	2024 (79.7)	2024 (79.7)	2024 (79.7)	2024 (79.7)	2024 (79.7)

Track					
– Front	1727 (68.0)	1727 (68.0)	1727 (68.0)	1727 (68.0)	1727 (68.0)
– Rear	1732 (68.2)	1732 (68.2)	1732 (68.2)	1732 (68.2)	1732 (68.2)
Turning Diameter (w/w) – m (ft)	14.5 (47.6)	14.5 (47.6)	16.6 (54.6)	16.6 (54.6)	16.6 (54.6)

Load Height					
– Side	513 (20.2)	513 (20.2)	505 (19.9)	505 (19.9)	505 (19.9)
– Rear	701 (27.6)	701 (27.6)	696 (27.4)	696 (27.4)	696 (27.4)

Cargo Compartment Dimensions					
Width Between Wheelhouses	1350 (53.1)	1350 (53.1)	1350 (53.1)	1350 (53.1)	1350 (53.1)
Height – Max Inside	1650 (65.0)	1940 (76.4)	1940 (76.4)	2140 (84.3)	1940 (76.4)
Length	3265 (128.5)	3265 (128.5)	4300 (169.3)	4300 (169.3)	4700 (185.0)
Width – Max Inside	1780 (70.1)	1780 (70.1)	1780 (70.1)	1780 (70.1)	1780 (70.1)
Cargo Volume Capacity – L (cu. ft)	9000 (318.0)	10,500 (371.0)	14,000 (494.0)	15,000 (530.0)	15,500 (574.0)

Door Dimensions					
Door Opening Height					
– Side	1520 (59.8)	1820 (71.7)	1820 (71.7)	1820 (71.7)	1820 (71.7)
– Rear	1540 (60.6)	1840 (72.4)	1840 (72.4)	1840 (72.4)	1840 (72.4)

Width of door opening					
– Side	1300 (51.2)	1300 (51.2)	1300 (51.2)	1300 (51.2)	1300 (51.2)
– Rear	1565 (61.6)	1565 (61.6)	1565 (61.6)	1565 (61.6)	1565 (61.6)

Weights – kg (lb)					
GVWR	3878 (8550)	3878 (8550)	3878 (8550)	3878 (8550)	3878 (8550)
GAWR front	1801 (3970)	1801 (3970)	1801 (3970)	1801 (3970)	1801 (3970)
GAWR rear	2431 (5360)	2431 (5360)	2431 (5360)	2431 (5360)	2431 (5360)
Curb weight	2170 (4784)	2239 (4936)	2389 (5267)	2416 (5326)	2447 (5395)
– Front	1312 (2892)	1323 (2917)	1358 (2994)	1366 (3011)	1343 (2961)
– Rear	858 (1892)	916 (2019)	1031 (2273)	1050 (2315)	1104 (2434)
Payload capacity	1708 (3766)	1639 (3614)	1489 (3283)	1462 (3224)	1431 (3155)
Trailer Tow capacity <sup>(2)</sup>	2268 (5000)				
GCWR	6146 (13,550)	6146 (13,550)	6146 (13,550)	6146 (13,550)	6146 (13,550)

<sup>(1)</sup>Dimensions shown in mm (in.) unless otherwise specified. <sup>(2)</sup>When properly equipped.

EXT = Extended body

# 2007 DODGE SPRINTER 3500 CARGO VAN

## SPECIFICATIONS

### Dimensions<sup>(1)</sup>/Specifications

Roof Version	High	High	High – EXT	Mega – EXT
Wheelbase	3665 (144.3)	4325 (170.3)	4325 (170.3)	4325 (170.3)
Overall length	5910 (232.5)	6945 (273.2)	7345 (289.2)	7345 (289.2)
Front overhang	1004 (39.5)	1004 (39.5)	1004 (39.5)	1004 (39.5)
Rear overhang	1240 (48.8)	1615 (63.6)	2015 (79.3)	2015 (79.3)
Overall height	2731 (107.5)	2731 (107.5)	2731 (107.5)	3051 (120.1)
Overall width	2024 (79.7)	2024 (79.7)	2024 (79.7)	2024 (79.7)

### Track

– Front	1707 (67.2)	1707 (67.2)	1707 (67.2)	1707 (67.2)
– Rear	1547 (60.9)	1547 (60.9)	1547 (60.9)	1547 (60.9)
Turning Diameter (w/w) – m (ft)	14.5 (47.6)	16.6 (54.6)	16.6 (54.6)	16.6 (54.6)

### Load Height

– Side	559 (22.0)	538 (21.2)	538 (21.2)	538 (21.2)
– Rear	790 (31.1)	785 (30.9)	785 (30.9)	785 (30.9)

### Cargo Compartment Dimensions

Width Between Wheelhouses	978 (38.5)	978 (38.5)	978 (38.5)	978 (38.5)
Height – Max Inside	1940 (76.4)	1940 (76.4)	1940 (76.4)	2140 (84.3)
Length	3265 (128.5)	4300 (169.3)	4700 (185.0)	4700 (185.0)
Width – Max Inside	1780 (70.1)	1780 (70.1)	1780 (70.1)	1780 (70.1)
Cargo Volume Capacity – L (cu. ft)	10,500 (371.0)	14,000 (494.0)	15,500 (574.0)	17,000 (600.0)

### Door Dimensions

Door Opening Height				
– Side	1820 (71.7)	1820 (71.7)	1820 (71.7)	1820 (71.7)
– Rear	1840 (72.4)	1840 (72.4)	1840 (72.4)	1840 (72.4)

### Width of door opening

– Side	1300 (51.2)	1300 (51.2)	1300 (51.2)	1300 (51.2)
– Rear	1565 (61.6)	1565 (61.6)	1565 (61.6)	1565 (61.6)

### Weights – kg (lb)

GVWR (standard)	4531 (9990)	4531 (9990)	4531 (9990)	5003 (11,030)
GVWR (available)	5003 (11,030)	5003 (11,030)	5003 (11,030)	–
GAWR front (standard)	1851 (4080)	1851 (4080)	1851 (4080)	1851 (4080)
GAWR front (available)	2000 (4410)	2000 (4410)	2000 (4410)	2000 (4410)
GAWR rear (standard)	3202 (7060)	3202 (7060)	3202 (7060)	3502 (7720)
GAWR rear (available)	3502 (7720)	3502 (7720)	3502 (7720)	–
Curb weight	2477 (5460)	2659 (5862)	2712 (5978)	2740 (6041)
– Front	1400 (3086)	1455 (3208)	1444 (3183)	1450 (3197)
– Rear	1077 (2374)	1204 (2654)	1268 (2795)	1290 (2844)
Payload capacity (standard)	2055 (4530)	1872 (4128)	1820 (4012)	2263 (4989)
Payload capacity (available)	2527 (5570)	2344 (5168)	2292 (5052)	–
Trailer Tow capacity <sup>(2)</sup>	2268 (5000)			
GCWR	6917 (15,250)	6917 (15,250)	6917 (15,250)	6917 (15,250)

<sup>(1)</sup>Dimensions shown in mm (in.) unless otherwise specified. <sup>(2)</sup>When properly equipped.  
EXT = Extended body – = Not available.

## Dimensions<sup>(1)</sup>/Specifications

Roof Version	Standard	High	High
Wheelbase	3665 (144.3)	3665 (144.3)	4325 (170.3)
Overall length	5910 (232.5)	5910 (232.5)	6945 (273.2)
Front overhang	1004 (39.5)	1004 (39.5)	1004 (39.5)
Rear overhang	1240 (48.8)	1240 (48.8)	1615 (63.6)
Overall height	2446 (96.3)	2731 (107.5)	2731 (107.5)
Overall width	2024 (79.7)	2024 (79.7)	2024 (79.7)
<b>Track</b>			
– Front	1727 (68.0)	1727 (68.0)	1727 (68.0)
– Rear	1732 (68.2)	1732 (68.2)	1732 (68.2)
Turning Diameter (w/w) – m (ft)	14.5 (47.6)	14.5 (47.6)	16.6 (54.6)
<b>Load Height</b>			
– Side	513 (20.2)	513 (20.2)	505 (19.9)
– Rear	701 (27.6)	701 (27.6)	696 (27.4)
<b>Cargo Compartment Dimensions</b>			
Width Between Wheelhouses	1350 (53.1)	1350 (53.1)	1350 (53.1)
Height – Max Inside	1650 (65.0)	1940 (76.4)	1940 (76.4)
Length – Behind rear seat	825 (32.5)	825 (32.5)	1860 (73.2)
Width – Max Inside	1780 (70.1)	1780 (70.1)	1780 (70.1)
Cargo Volume Capacity – L (cu. ft)	4000 (141.3)	4500 (158.9)	5300 (187.2)
<b>Door Dimensions</b>			
Door Opening Height			
– Side	1520 (59.8)	1820 (71.7)	1820 (71.7)
– Rear	1540 (60.6)	1840 (72.4)	1840 (72.4)
Width of door opening			
– Side	1300 (51.2)	1300 (51.2)	1300 (51.2)
– Rear	1565 (61.6)	1565 (61.6)	1565 (61.6)
<b>Weights<sup>(2)</sup> – kg (lb)</b>			
GVWR	3878 (8550)	3878 (8550)	3878 (8550)
GAWR front	1801 (3970)	1801 (3970)	1801 (3970)
GAWR rear	2431 (5360)	2431 (5360)	2431 (5360)
Curb weight	2484 (5476)	2520 (5555)	2698 (5948)
– Front	1369 (3018)	1380 (3042)	1446 (3188)
– Rear	1115 (2458)	1140 (2513)	1252 (2760)
Payload capacity	1394 (3074)	1359 (2995)	1180 (2602)
Trailer Tow capacity <sup>(3)</sup>		2268 (5000)	
GCWR	6146 (13,550)	6146 (13,550)	6146 (13,550)

<sup>(1)</sup>Dimensions shown in mm (in.) unless otherwise specified. <sup>(2)</sup>Weight for 9 passengers + driver. <sup>(3)</sup>When properly equipped.  
EXT = Extended body

# 2007 DODGE SPRINTER 3500 CHASSIS CAB

## SPECIFICATIONS

### Dimensions<sup>(1)</sup>/Specifications

Roof Version	Standard	Standard
Wheelbase	3665 (144.3)	4325 (170.3)
Overall length	6085 (239.6)	6845 (269.5)
Front overhang	1004 (39.5)	1004 (39.5)
Rear frame overhang	1250 (49.2)	1350 (53.1)
Overall height	2426 (95.5)	2426 (95.5)
Overall width	2014 (79.3)	2014 (79.3)
<b>Track</b>		
– Front	1707 (67.2)	1707 (67.2)
– Rear	1547 (60.9)	1547 (60.9)
Turning Diameter (w/w) – m (ft)	14.5 (47.6)	16.6 (54.6)
Back of cab to front axle	1502 (59.1)	1502 (59.1)
Cab to Axle (CA)	2163 (85.2)	2823 (111.2)
Maximum Upfit Body length	3942 (155.2)	4930 (194.1)
Cab to Upfit Body Clearance	50.8 (2.0)	50.8 (2.0)
Top of rear frame to ground (unladen)	853 (33.6)	853 (33.6)
Outside to outside frame rail	955 (39.1)/768 (30.2)	955 (39.1)/768 (30.2)
<b>Weights – kg (lb)</b>		
GVWR	5003 (11,030)	5003 (11,030)
GAWR front (standard)	1851 (4080)	1851 (4080)
GAWR front (available)	2000 (4410)	2000 (4410)
GAWR rear	3502 (7720)	3502 (7720)
Curb weight	2035 (4487)	2073 (4570)
– Front	1367 (3014)	1423 (3137)
– Rear	668 (1473)	650 (1433)
Maximum Payload and Upfit Body Allowance	2968 (6543)	2930 (6460)
Trailer Tow capacity <sup>(2)</sup>	2268 (5000)	
GCWR	6917 (15,250)	6917 (15,250)

<sup>(1)</sup>Dimensions shown in mm (in.) unless otherwise specified. <sup>(2)</sup>When properly equipped.

**2007 DODGE SPRINTER**

1. AMBER RED METALLIC\*
2. AQUA GREEN
3. ARCTIC WHITE
4. BLACK BLUE\*
5. BLACK GREY\*
6. BRILLIANT BLUE\*
7. BRILLIANT SILVER METALLIC\*
8. BROOM YELLOW\*\*
9. CALCITE YELLOW
10. CARBON BLACK METALLIC\*
11. COCA COLA RED\*\*
12. FLAME RED\*
13. GRAPHITE GREY\*
14. GRAPHITE METALLIC\*
15. HIBISCUS RED
16. JASPER BLUE METALLIC\*
17. JET BLACK\*
18. SILVER GREY\*
19. STEEL BLUE\*
20. STONE GREY\*
21. UPS BROWN<sup>†</sup>
22. VANDA BLUE
23. VELVET RED

\* Extra cost colour.

\*\* Fleet only colour with extra cost.

<sup>†</sup> Fleet only colour.

**COLOURS**

- PV3
- PPH
- P01
- P02
- P06
- PCH
- PD3
- P11
- P03
- P09
- P12
- PR4
- P19
- PDR
- PAF
- PBM
- PXB
- P08
- PBQ
- P07
- P18
- PBC
- PAM









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