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Mercedes sprinter dimensions pdf

With over 1000 options, the Mercedes-Benz Sprinter has one of the widest selection of derivatives on the market - but which one is the right size for you and your business? In this article, break down the different sizes of the Mercedes-Benz Sprinter into four load lengths and three roof heights. Across eight load lengths and load height on the Sprinter panel van, there is a standard 1787mm (1,350mm between wheelarches) load width and 566mm window sill height. Mercedes-Benz Sprinter short wheel sizes SWB (L1) Short wheelbase Sprinter measures 5267mm length from front to rear bumper, and 2607 mm in load area. Mercedes-Benz Sprinter mid-wheelbase MWB size (L2) At medium wheel base the total length increases to 5923 mm, and the maximum load length is up to 3272 mm. Mercedes-Benz Sprinter long wheelbase LWB dimensions (L3) Long wheelbase Sprinters have 4.307mm long loading area and total length of 6.967mm. The Mercedes-Benz Sprinter is an extra-long wheelbase ELWB size (L4) The longest sprinter measures 7367mm outside, and 4707mm on the inside, which has enough room to accommodate seven euro pallets. Standard roof (H1) From the ground to the top of the roof, the shortest Sprinter measures 2.365mm and 1719mm from the load area floor to the roof. High roof (H2) On a high roof, it increases to 2620 mm outside and 1,974mm on the inside. Super-high roof (H3) The highest sprinter has a total height of 2831 mm and an internal height of 2243 mm. Mercedes-Benz Sprinter side load doors Not every side door of size has been confirmed yet, but the largest size of the door will be 1260 mm wide at 1899 mm height. The rear doors of the Mercedes-Benz Sprinter Rear Doors will have a standard width of 1555 mm and a maximum height of 1,927 mm. Mercedes-Benz Sprinter sizes range from 7.8 cubic meters to 17.0 cubic meters, the length of the load bed - from 2732 mm to 4810 mm, the standard load - 1787 mm, the maximum wheelbase - 4325 mm. This article about the commercial car Mercedes-Benz. For the compact Toyota sedan, see Toyota Sprinter. Light commercial car (van), built by Daimler AG Mercedes-Benz SprinterMercedes-Benz Sprinter (third generation)ReviewManufacturerDeimler-Benz (1995-1998)DaimlerChrysler (1999-2007)Daimler AG (2007 also calledFreightliner SprinterDodge SprinterHiger HSV/ParadiseProduction1995-presentAssemblyGermany: DusseldorfAlgeria: Tiare: ElbahouseArgentina: Buenos AiresUnited States: Ladson, South Carolina (Third Generation)China: Danyang, Jiangsu (Kawei)China: Taian (Shinkai Auto) Anhui (JAC Motors)Iran: Tehran (Iran Hodro Diesel) Body style4-door van2-door Truck4-door crew of van4-door minibusLayoutFR layout; FF Layout (2018-)/RelatedVolkswagen Crafter Volkswagen LTChronologyPredecessorMercedes-Benz TN (since 1995) Dodge Ram Van (since 2003) Lightweight versions of Mercedes-Benz Vario (since 2013) Mercedes-Benz Sprinter is a lightweight commercial vehicle (van) built by Daimler AG in Stuttgart, Germany as a van, chassis cab, minibus and pickup truck. In the past, Sprinter was sold under Mercedes-Benz, Dodge, Freightliner and Volkswagen plates. In the U.S., it is built from full knockdown (CKD) Freightliner kits. Currently they are mainly on the Mercedes-Benz market. Overworked and re-engineered Sprinters were also sold to Volkswagen Commercial Vehicles as Volkswagen LT and Volkswagen Crafter. First generation (1995–2006) First generation (903) T1NPost-facelift Mercedes-Benz SprinterOverviewAlso calledDodge SprinterFreightliner SprinterMercedes-Benz Transporter T1NSprinter 314 (Iran)Mercedes-Benz Sprinter Classic (since 2013) (Russia)Production1995–20062013-Present (As Sprinter Classic by MB and GAZ) (Russia Only)4)Body and chassisBody style2-door pickup truck 4-door van 4-door minibusPowertrainEnginePhase I 1995–2000:2.3L I4 OM 601 79 hp Diesel2.9L I5 OM 602 102 hp Turbodiesel2.9L I5 OM 602 129 hp Turbodiesel2.3L I4 M 111 143 hp DOHC 16v MPIPhase II 2000–2006: 2.1L I4 OM 611 82 hp CDI2.1L I4 OM 611 109 hp CDI2.1L I4 OM 611 129 hp CDI2.1L I4 OM 612/ 15 OM 612/ OM 647 156 hp CDI2.3L I4 M 111 143 hp DOHC 16v MPITransmission5-speed manual5-speed automatic Pre-facelift Mercedes-Benz SprinterPost-facelift Mercedes-Benz Sprinter Dodge Sprinter (US) Freightliner Sprinter (US) The first generation Sprinter was launched in Europe in 1995 to replace the famous but outdated Mercedes-Benz TN van dating from 1977. It was recognized as The International Van of the Year in 1995. North America This article needs additional quotes to check. Please help improve this article by adding quotes to reliable sources. Non-sources of materials can be challenged and removed. Find sources: Mercedes-Benz Sprinter - News newspaper book scientist JSTOR (August 2018) (Learn how and when to remove this template message) First Generation (VA Chassis) North American Sprinter was launched in 2001 In the U.S. and was originally branded as Freightliner. The units sold to the rest of North America were badges like Mercedes-Benz until 2003, when they got Dodge branding. Units in the United States and Canada, but not in Mexico, can be purchased as a Dodge or Freightliner since 2003. The product was launched and supported by DaimlerChrysler Vans LLC, a small unit based in Huntersville, North Carolina. Key individuals from DaimlerChrysler Commercial Transportation Unit and Freightliner Trucks were selected to lead the effort and made up the bulk of the division. Vans LLC сохранила поддержку roadway for the North American Sprinter market until sales, maintenance and parts were absorbed by Chrysler's Commercial Vehicle Division in 2004. Nearly all of the original employees were retained, although the base of operations moved from North Carolina to Auburn Hills, Michigan. The rest of DaimlerChrysler Vans LLC remained active in Huntersville as an engineering, upfitter certification and safety compliance resource in support of Sprinter. In 2003, DaimlerChrysler introduced a branded version of Sprinter Dodge in the North American market. It was identical to the Freightliner Trucks version, except for small styling and forging details. Instead of redesigning the aging Dodge Ram Van, which has used the same base case and layout since the 1970s and was discontinued in 2003, DaimlerChrysler decided to replace it with Sprinter. From 2001 to 2006, versions of the Sprinter cargo van were produced in Dusseldorf, Germany, partially dismantled and shipped to a facility in Gaffney, North Carolina, where they were assembled. Cargo versions classified as light trucks are subject to a 25% chicken tax if they are imported as a full unit, which can be avoided by disassembling and subsequent assembly. Passenger vans do not fall under the same tax classifications and were imported as a assembled unit through Mercedes-Benz in Jacksonville, Florida. The cargo version of this model was assembled at a plant in Ladson, North Carolina, which was previously used as the American LaFrance plant. Like its predecessor, the passenger version is imported as a full unit. The previous assembly facility in Gaffney, North Carolina, is still used by Freightliner Custom Chassis Corporation. The Japan Sprinter van was sold as a Mercedes-Benz Transporter T1N because of Toyota, using the name Toyota Sprinter, a version of the Corolla. Iran's First Generation Model 314 is still assembled by Iran's Khodro Diesel. It is used as an ambulance. Vietnam's first generation sprinter was assembled by Mercedes-Benz Vietnam in Ho Chi Minh City from CKD kits to avoid high local import duties. Since 2013, the Sprinter Classic has been revived in Russian markets only as the Mercedes-Benz Sprinter Classic. Phase 2 2 2002-2006 grille was selected for use on the Sprinter Classic and 2000-2006 dashboard design. Sprinter Classic used the steering wheel of the Sprinter 2006-2014 models. The Sprinter Classic was built by the Gorkov Automotive Plant in Nizhny Novgorod only for service in the Russian/Eastern European markets. Engines of the Max displacement engine configuration models. Power max. Torque 208 D308 D408 D OM 601 in line four 8v SOHC 2299 cc (140.3 cubic s.) 79 hp (58 kW; 78 hp) 152 N·m (112 lb·ft) 210 D310 D410 D OM 602 in line 10v OHC 2874 cc (175.4 cc) 102 i.s. (75 kW; kW; 250 N·m (184 lb·ft) 212 D312 D412 D OM 602 inline five 10v OHC 2,874 cc (175.4 cu in) 122 PS (90 kW; 120 hp) 275 N·m (203 lb·ft) 214314414 M 111 inline four 16v DOHC 2,295 cc (140.0 cu in) 143 PS (105 kW; 141 hp) 210 N·m (155 lb·ft) Fuel economy Model Roof Height Wheelbase Engine Manufacture Estimate Typical 2500 Standard Roof 140 2.7L I5 OM 612/ OM 647 156 hp CDI 24 2500 High Roof 158 2.7L I5 OM 612/ OM 647 156 hp CDI 22 2500 High Roof 158 2.7L I5 OM 612/ OM 647 156 hp CDI 22 3500 High Roof 158 2.7L I5 OM 612/ OM 647 156 hp CDI 21 3500 High Roof 158 2.7L I5 OM 612/ OM 647 156 hp CDI 21 Second generation (2006–2018) Second generation (906) NCV3OverviewAlso calledFreightliner SprinterDodge Sprinter (2007–2010)JAC Sunray (China)Production2006–present2007–2010 ∓ 2012–present (Argentina)2014–present Tiaret , AlgeriaDesignerLaurent BoulayBody and chassisBody style2-door pickup4-door van 4-door vanLayoutFR layout (8)RelatedVolkswagen Crafter (LT3)PowertrainEngine2.1L I4 OM651 CDI3.10L V6 OM642 CDI3.5L V6 M272Transmission6-speed manual 5-speed automatic 7-speed automaticDimensionsLengthSWB: 5425 mm (213.213), 6 inches)MWB: 5910 mm (232.7 in)LWB: 6945 mm (273.4 inches)XLWB: 7345 mm (289.2 inches) 0005 mm (118.3 inches) Fuel consumption (l/100 km) 8)ChronologySuccessorRam Promaster (for Dodge Sprinter) Pre facelift Mercedes-Benz SprinterPre-facelift Freightliner SprinterDodge Sprinter 2500 Second Generation Sprinter was introduced in Europe in 2006. He was recognized by Wang of the Year 2007 and again in 2008 by professional van and light truck magazine. Data on information and fuel consumption for 2012. Also known as NCV3 or New Concept Van 3. NCV3 appeared in Europe and other countries in the 2006 model year. North America received its own NCV3 for the 2007 model year. The American cargo version of the 906 NCV3 comes in two wheelbase variants (144, 170), two roof heights (standard 60.6, high 72.4), three lengths (short 233.3), Standard 274.2, Advanced 289.8, and two weight classes (2500, 3500). 3500 models have the option of dual rear wheels or extra-wide super-single wheels in some, but not all, markets. Neither the 128 percent wheelbase nor the rear super-single tires are available in the U.S. market. The American cargo version is assembled from kits at an assembly plant located in Ladson, North Carolina, while passenger models are imported directly from Germany. The second-generation 906 was produced in Argentina only for export markets, with the exception of mercosur markets (Brazil, Uruguay and Paraguay) from 2007 to 2010, but in 2011 announced a new second-generation production at Centre Industrial J. Manuel Fangio, in Buenos Aires, with a new OM 651 engine (also locally produced) and exported to the rest of America and exported to the rest of America Mercosur Markets). Since 2012 mercosur and 40 other countries. A class-action lawsuit has been filed in a California court against Mercedes-Benz alleging the defendant sold a Mercedes-Benz Sprinter model of 2500 and 3500 with water that leaked from the air conditioning in the roof of the passenger area. The air conditioning leak was also detected on the Dodge Sprinter made by Mercedes-Benz from 2003 to 2009. The lawsuit affected Californians with rooftop air conditioners and sprinters equipped with rear air conditioning. Collision avoidance system (optional), blind zone monitor (optional), adaptive high beam, lane warning system), Euro VI emissions compliance, redesigned grille, more angular headlights, new upholstery and seat coverings, thicker steering wheel, extra fresh air nozzles can boast chrome applications, new-generation radio. The car was presented in 2014 at the International Commercial Vehicle Exhibition. The order began in June 2013 and deliveries in September 2013. Early models include a six-speed ECO-Gear manual or a seven-speed TG-TRONIC PLUS automatic transmission with a clutch. American models went on sale in the fall of 2013 as cars of the 2014 model year. Early models included a choice of 2 engines (2.1-liter 4-cylinder turbodiesel (163PS) with a 7-speed automatic, 3.0-liter turbodiesel V6 (190PS) with 5-speed automatic transmission), 144 and 170 wheelbase (both engines), 3 body lengths, high roof option, 5 configurations (Cargo, Crew, Passenger MiniBus, Cabin). In September 2018, Amazon's e-commerce platform announced that it had signed a contract to purchase 20,000 Amazon-badged Sprinters that would be available to small business partners for their own logistics service. Sprinter 4x4 Sprinter 4x4 Early models include Sprinter 313/513 BlueTec 4x4, Sprinter 316/516 BlueTec 4x4, Sprinter 319/519 BlueTec 4x4; Eco Gear six-speed manual or five-speed automatic (transmission with converter Sprinter 319/519 BlueTec 4x4). American models were to go on sale in the first quarter of 2015 as the cars of the 2015 model year. Early models included 144 and 170 wheel bases in low and high roof configuration, 5 body styles (Passenger van, Crew Van (mixed 2-row passenger and cargo app), and Cargo Van (both 8550 and 11,030 GVWRs), 1 engine choice (3.0 L V6 BlueTEC (exclusive 4x4 transmissions). 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