

"Sir James and Friends": Camper vans based on Mercedes-Benz

Press Information

Date:
June 11, 2007

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Camper vans bearing the star: Individual holiday pleasure at its finest

Press Information

- **Numerous top-class models based on Mercedes-Benz**
- **Sprinter James Cook and Viano Marco Polo set standards**
- **Exemplary comfort and safety features**
- **Powerful and economical four and six-cylinder engines**
- **Particulate filter as standard in all models**

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Stuttgart. The holiday hotel of the discerning traveller should boast as many stars as possible, but one star is enough in the case of the mobile holiday apartment known as a camper van – the Mercedes-Benz star. It is the traditional hallmark of high-quality automobiles, and this also applies to camper vans: those looking for something special, a camper van holiday with real class, can rely on the Mercedes star as a seal of quality.

Top-class camper vans based on Mercedes-Benz

More than two dozen well-known camper van manufacturers base their top-of-the-range models on a Mercedes-Benz chassis out of preference. Camper vans bearing the Mercedes star mainly originate from the three largest markets in Europe: France, Germany and Italy. In Germany alone, the Mercedes-Benz market share in base vehicles for camper vans has been around ten percent for many years – a sign of both their exclusivity and popularity.

In Germany roughly one third of newly registered camper vans based on Mercedes-Benz chassis are registered in the luxury class above 3.5 tonnes gross vehicle weight. This clearly indicates the high level of customer expectations, to which our body manufacturing partners respond with correspondingly spacious and well-appointed camper vans.

But Mercedes-Benz itself also continues to set standards with comfortable and safe camper vans for discerning holiday-makers: as an innovative camper van in the luxury class, the new Westfalia James Cook Sprinter mote than upholds the tradition of its legendary predecessors. With its elegant appearance and numerous intelligent details, it opens up a new chapter in the long-running success story of these outstanding camper vans. The new James Cook has everything it takes to achieve the cult status of its predecessors.

The bestseller among the camper vans bearing the Mercedes star is the Westfalia Marco Polo Viano. With a total of more than 8000 examples built in two generations, it has meanwhile become one of the great successes in camper van history. The current model has been a particular success: in the spring our conversion partner Westfalia Van Conversion delivered the 5555th Marco Polo Viano. The Marco Polo Viano excels with its combination of everyday practicality and high recreational value. For the former case it has a dynamic engine performance, and its compact dimensions make it suitable for normal garages and multi-storey car parks. But with its pop-up roof, seating group, electrically operated, fold-up bench seat and fully equipped kitchenette it is also perfectly prepared for a spontaneous weekend excursion or the annual holiday.

Exemplary comfort and safety features

Whether the James Cook Sprinter, the Marco Polo Viano or the numerous camper van models produced by conversion partners – all of them benefit from the extensive comfort and safety features of every Mercedes-Benz. Owing to its high traction, the rear-wheel drive of the Sprinter and Viano is particularly suited to heavy camper vans. It is also a precondition for agile yet easily controllable driving characteristics, safe handling and excellent manoeuvrability.

Standard equipment for all models, as well as chassis, includes the latest-generation Electronic Stability Program (ESP) - Adaptive ESP. In addition to the previous parameters, this now measures the vehicle's mass and centre of gravity,

adapting its control characteristics to different bodies and load situations. All Sprinter and Viano models are fitted with 16-inch wheels as standard, providing space for large, robust disc brakes all-round whose braking performance likewise sets new standards.

Operating safety has always been an attribute of all automobiles made by Mercedes-Benz. Whether with respect to spaciousness, instrumentation or the layout of buttons, switches and control lamps, getting in and driving off without any significant familiarisation process is also the norm in an MB-based camper van. Holidaymakers in particular will appreciate the exemplary stowage concept in the Sprinter and Viano, as it ensures that everything needed is within easy reach but securely stowed. Visibility is also an important factor for camper vans, which often have very voluminous bodies. The exterior mirrors of the Sprinter and Viano, with their large lenses and wide-angle auxiliary lenses, make another significant contribution to driving safety.

Powerful and economical four and six-cylinder engines

The engines and drive systems are no less remarkable, with a choice of economical yet powerful CDI diesel engines with four or six cylinders and displacements of 2.2 and 3.0 litres. The range of outputs for the Viano CDI extends up to the V6 with 150 kW (204 hp), while the Sprinter CDI is available as a V6 with 135 kW (184 hp). The effortlessly powerful V6 CDI is a distinctive feature of the Viano and Sprinter, with a smoothness unrivalled in this class. In addition to output and comfort, powerful torque is a particularly important factor for camper vans: the maximum torque of the Viano V6 CDI is a muscular 440 Nm, and 400 Nm for the Sprinter. Smooth progress under all conditions is therefore assured even for heavier camper vans. Six-cylinder petrol engines round off the range in both model series.

As another unique feature of all models, power is transferred either by a six-speed manual transmission or a five-speed automatic transmission. No other base vehicle offers more comfort.

Particulate filter as standard for all models

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The CDI diesel engines are not only smooth-running and powerful, but also as environmentally clean as is technically feasible at present: as standard equipment, all the diesel units feature a closed-loop particulate filter for highly efficient emissions control. Naturally all the models are also certificated for a low level of fine dust particles and German pollution category S4, which means that they benefit from a low rate of vehicle tax.

The new Mercedes-Benz Sprinter James Cook Westfalia

Press Information

- **Sprinter James Cook Westfalia: a tailor-made camper van**
- **Living area: comfortable, elegant and spacious**
- **Two variants and two design and equipment lines**
- **Onboard technology: innovative solutions, mature technology**
- **Based on the Mercedes-Benz Sprinter: powerful, clean and safe**

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The legend lives on: with this third generation of the James Cook, Mercedes-Benz is writing the next chapter in the history of one of the most successful camper vans ever. The darling of the public with a tradition of winning numerous Camper Van of the Year awards, this new model upholds the pioneering status of its forebears in terms of technology and equipment: Previously successful as a stand-alone product, it is now for the first time taking to the stage in the form of a complete range of models. Two body variants ('Classic' and 'Compact') with different roof designs constitute the basic units. To complement these, there are also two design and equipment lines (TREND and AMBIENTE) as well as numerous customisation options. The distinctively individual James Cook is now a reality and is sure to appeal to a broad spectrum of the public seeking first-class standards of comfort and technology combined with refined elegance. Like the preceding models, the conversion is by Westfalia Van Conversion.

James Cook: a tailor-made camper van

Two roof variants, two design and equipment lines, numerous customisation options inside the vehicle and a wide range of equipment and accessories – the new James Cook Sprinter is a made-to-measure camper van. It is based on the Mercedes-Benz Sprinter with a wheelbase of 3665 mm and a length of 5.91 m. A modular system creates the platform which makes the new WESTFALIA James Cook Sprinter such a versatile vehicle. This system comprises an entirely new design of bench seat/bed, a bathroom and a choice of two different kitchens. These units can be combined and provide additional storage space.

The basic outline combines the advantages of both generations

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The basic outline draws together all the advantages of earlier generations of the James Cook: the interior seating layout with bench seat and swivelled front seats is essentially the same as the previous model. Viewed in the direction of travel, the bathroom is on the left and the kitchen is located in the back right-hand corner, reminiscent of the original model. In this way, the new James Cook Sprinter reinterprets the tried-and-tested four-zone concept of its predecessor and is characterised by its clear demarcation of cab, living area, kitchen and bathroom area.

Nevertheless, there is something quite distinctively different about this new model. There is now space beside the bathroom for an off-the-floor wardrobe under which an external stowage space is provided for items such as camping furniture.

An L-shaped kitchen layout with a removable rear cupboard is standard equipment in the "Classic" variant. With this variable layout the James Cook Sprinter now offers an additional, rear door and a generous stowage area at the rear with external access.

Choice of two roof designs

Customers can also choose between two roof variants: the super-high roof from the new Mercedes-Benz Sprinter offers a headroom well in excess of two metres and, over the cockpit, a large, open stowage space in the "Compact" model variant. The interior of the roof is fully lined.

The alternative high-roof option, the "Classic" variant from our partner Westfalia Van Conversion, is of double-skinned GRP sandwich construction with an intermediate insulating layer. The appealing roof design has soft, organic contours and blends harmoniously into the base structure of the Mercedes-Benz Sprinter. If desired, it can also include an integrated awning – just one of numerous new features in the James Cook Sprinter. The awning is not perfectly integrated for visual appeal, but also protected against weathering and located for

best aerodynamic efficiency.

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Generous roof bed in the James Cook "Classic"

There is plenty of space for a generously dimensioned roof bed under the high roof – indeed the bed size of 240 x 150 cm must be something of a record. The bed is sprung on plastic elements for effective mattress ventilation and a refreshing night's sleep.

Open stowage spaces, reading lamps on both sides and vent windows with concealed roller blind guides in the wall panels transform the roof space of the James Cook into a comfortable bedroom. The bed is mounted on a smooth-running system of rails, and can be quickly and easily collapsed into the front roof area during daytime.

Side windows with plastic interior panels

The side windows are equipped with clear plastic panels inside the glass panels; this high-quality glass/plastic form of double-glazing gives the window line a pleasingly uniform appearance when viewed from outside the vehicle, and good insulating action for the interior. Furthermore, the use of tinted windows on the new James Cook Sprinter, especially in its super-high-roof variant, means that it is not immediately identifiable as a camper van. This is especially the case if the optional black-tinted glass is specified for the rear.

Living area: comfortable, elegant and spacious

Another innovative highlight of the new James Cook Sprinter is the new-design bench seat/bed with two contoured seats including head restraints and integrated three-point seat belts. The bench seat avoids the usual compromise between seating and sleeping comfort: to turn the bench seat into a bed, the entire unit is simply folded forwards with the assistance of gas-pressure struts. One simple operation creates a double bed measuring 200 x 130 cm with a level surface and an innovative sprung base – yet another premiere. Roller blinds are used to

darken the interior.

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Two tables, numerous stowage spaces

Unlike conventional seating systems, the comfortably shaped cushion and backrest of the bench seat in the new James Cook Sprinter offer good support when travelling and also provide comfortable seating accommodation for the occupants when relaxing at their destination. Depending on the variant, the dining table folds away in transit into the roof bed assembly (Classic variant) or into the stowage compartment above the front seats (Compact). As in the preceding model, a small folding table fitted on the side wall can be used for quick snacks en route. Spacious stowage facilities on the side wall hold drinks and other essentials during the journey. Swivelling front seats complete the seating group and a lockable compartment in the base of the driver's seat can be used to store valuables.

Another highlight in terms of looks and functionality is the well-appointed interior and the elegantly shaped front panels on kitchenette and bathroom. Combined with the stylish furniture trim, examples being the light oak trim and the use of aluminium finishers, this creates the impression of a modern and spacious interior. This is further accentuated by an interior lining on the side walls, including the windows and their roller blinds. The pattern of the flooring in the new James Cook Sprinter is not unintentionally reminiscent of the parquet floor on a yacht.

Kitchen: practical and attractive

The kitchen of the new James Cook is equipped with a powerful compressor refrigerator (with a volume of 62 litres) with integrated three-star freezer compartment (13 litres), a sink with drainer and a hob with two gas burners and piezo-ignition. The sink and hob are fully recessed into the worktop of hard-wearing GRP. In the interests of providing plenty of lower cupboard space, the refrigerator is located in the free space between the bathroom and the bench seat.

The gas bottle is mounted conveniently in one of the cupboards under the kitchen worktop, where it is easily accessible when the sliding door is opened.

The lower level kitchen cupboards also house the waste bin with two separate inserts. Depending on the variant chosen, open shelves or stowage cupboards are situated above the kitchen unit. The cupboards are of an elegant, aircraft-cabin-type design and have an innovative latch system, the wide handle along the lower edge of the door also serving to unlatch the cupboard. Additional open stowage facilities are provided for kitchen utensils.

Bathroom: fully equipped

The bathroom of the new Westfalia James Cook Sprinter is fully equipped with a wash-basin, shower including hot water system and a cassette WC. An impressive feature is the elegant and practical, space-saving sliding door and the ventilation facilities of window and roof fan. The retractable clothes dryer is already familiar from the previous model.

A new feature, however, is the light column by the door, which simultaneously illuminates the interior of the washroom and the rear section of the camper van. As the toilet cassette is removed for emptying at the rear of the vehicle, there is no need for an additional access opening in the wall.

On-board technology: innovative solutions, mature technology

Innovative and intelligent on-board technology has always been a characteristic feature of the James Cook Sprinter. Development specialists have now raised the standard once again, incorporating numerous clever features in this new model. A fuel-powered hot water heating system is used for the first time, for example. Three convectors ensure a pleasant and even temperature distribution without any noise disturbance in the living area.

The heating system and the provision of hot water to the bathroom and kitchen are powered by the main fuel tank (diesel). This makes it possible to reduce the required amount of gas substantially, creating even more stowage space. It also

makes for more independence than ever before, as diesel fuel is always available almost anywhere. Page 11

If desired, the living area and bathroom can have different temperature settings. The heating system is controlled by a timer clock. The pipes for the water system and the electrical wiring are all routed inside the camper van, in an insulated space beneath the floor. The hot water heating system also warms the waste tank located under the floor.

Equipment also includes:

- **A fresh water tank holding about 90 litres**
- **A heated waste water tank (about 70 litres)**
- **Interior lighting with power-saving fluorescent tubes**
- **Two auxiliary gel batteries rated at 85 Ah each**
- **A utilities compartment, a built-in unit in a window recess on the left side of the vehicle which houses the connections for power and water**
- **Another new feature is the clearly laid-out, menu-guided control panel in the cockpit**
- **A solar power system is available as an option, to provide an extra power source where there is no connection to the mains.**

Individualism with a capital 'I'

The basic James Cook "Compact" and "Classic" models allow plenty of scope for individualisation with the two new design and equipment lines TREND and AMBIENTE. The TREND line deliberately emphasises the practical character of this vehicle while AMBIENTE has a look and range of equipment options to satisfy the needs of the most demanding of camper van holidaymakers.

Numerous options enable the new James Cook Sprinter to satisfy individual requirements. For example, the panoramic sunroof lets in plenty of light and fresh air, an electric door-closing aid enables the sliding door to glide closed quietly and a lockable safe provides storage for valuables. The sound system

delivers a high standard of musical listening pleasure, and a satellite receiver ensures that television news reach the camper van anywhere on its travels. The Customer Centre at Westfalia Van Conversion also provides plenty of further customisation options.

Based on the Mercedes-Benz Sprinter: powerful, clean and safe

The Mercedes-Benz Sprinter creates an ideal platform for the James Cook, setting new standards in a wide range of areas. Take the shape for example, combining elegance and dynamism in equal measure. Or the powerful yet fuel-efficient CDI diesel engines with ratings of 80 kW (109 hp) to 135 kW (184 hp). They all comply with the Euro 4 exhaust emission standard and are equipped with a particulate filter. Power is transferred by the standard six-speed manual transmission with joystick shift, or by the optional five-speed automatic transmission for extra convenience.

The Sprinter's chassis is designed for optimum safety and comfort. The 16-inch wheels provide plenty of space for large, robust disc brakes all-round. All models feature the latest-generation Electronic Stability Program – Adaptive ESP[®] – as standard. The anti-lock braking system ABS, acceleration skid control ASR, electronic brake force distribution EBD and Brake Assist BAS are already integrated. Driver and front passenger airbags and ISOFIX child seat attachment points on the bench seat are all standard equipment, with optional thorax sidebags for the driver and front passenger.

Another typical characteristic of the Sprinter is its ease of operation. The new James Cook features a multiple-adjustment luxury driver's seat as standard equipment. The seating position is very similar to that in a car, while freedom of movement, the cleverly devised stowage system, cockpit ergonomics and a rear view via new exterior mirrors with adjustable wide-angle inserts are quite simply the best on the market. Standard equipment also includes power windows, central locking with remote control and an electrically operated step below the sliding door. A wide range of comfort and safety extras are also available as options. These include audio and navigation equipment (e.g. COMAND APS), the

multi-function steering wheel with on-board computer, the air conditioning system for the cockpit or tyre pressure monitoring. The Sprinter is the only model in its class to be equipped with bi-xenon headlamps, including the active light system and cornering lights.

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James Cook: camper van with a great tradition

Conversion work for the new James Cook Sprinter is in the proven and capable hands of Westfalia Van Conversion. This subsidiary of DaimlerChrysler has more than 50 years of experience in the construction of camper vans, and was also entrusted with the construction of both the previous models of the James Cook. These were launched in 1977 and 1995 respectively, and soon took on the trailblazing role in their segment.

Mercedes-Benz Westfalia Marco Polo Viano: a long-running success story

Press Information

- **The most popular Mercedes camper van: more than 8000 examples built to date**
- **Compact camper van with high everyday practicality and high recreational value**
- **Innovative equipment details, sophisticated technology**

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The Westfalia Marco Polo Viano is a real success story among camper vans bearing the Mercedes star. Since it entered series production in spring 2004, the Marco Polo has established a succession of new volume records. The current model series has long surpassed the production volume of its predecessor, which was built from 1996. All in all, Mercedes-Benz and its partner Westfalia Van Conversion have produced more than 8000 examples of the Marco Polo.

The Marco Polo is based on the long version of the Mercedes-Benz Viano MPV. With a length of just under five metres and a width of 1.9 metres, the road footprint of the Marco Polo Viano hardly exceeds that of the medium-class car. This makes it eminently suitable for day-to-day use, but at the same time the Marco Polo with its fully-fledged camper van interior is a versatile travelling companion for weekends and holidays.

Modern and practical living area

Thanks to the joystick-type shift lever on the dashboard and the space-saving, foot-operated parking brake, the Marco Polo Viano allows easy access to the rear from the cockpit with its swivelling seats. Viewed in the direction of travel, the wardrobe and kitchen area are to be found along the left-hand side of the living area. Surfaces with an aluminium finish and wood-effect trim elements create a contemporary ambience. The kitchen area comprises a twin-burner gas hob, sink, drainer, compressor refrigerator with a capacity of 40 litres and generous stowage space with drawers and a floor cabinet. The practical, space-saving roller shutter doors used for the kitchen cabinet immediately catch the eye. Occupants

dine at a folding table, which can be neatly stowed away in the sliding door's panelling when on the move.

The centrepiece of this camper van is the bench seat with its comfortably contoured single seats, which can be conveniently repositioned by means of a system of rails. Both the electric seat adjustment and the pneumatic seat cushion adjustment are unique to the Viano Marco Polo – and both come as standard. At night the bench can be converted into a flat sleeping surface at the touch of a button.

Roof bed with a seal of approval

Additional sleeping accommodation for two under the pop-up roof is available as an option. Thanks to the flexible, independent spring elements which form its base, the roof bed mattress is both comfortable and offers excellent support for the back. This design also has the benefit of ensuring that air can circulate under the mattress. The roof bed in the Marco Polo Viano is the first camper van bed to be awarded the seal of approval of "Aktion Gesunder Rücken e.V.", a German association which promotes back health.

The concertina-type sidewalls of the roof bed area fold automatically when the roof is lowered. Available as an optional extra, the electro-hydraulic "Easy Up" roof mechanism allows the roof to be raised or lowered in a matter of seconds at the touch of a button. With an overall height of 1980 mm, the Westfalia Marco Polo Viano is also perfectly suited to everyday use.

Onboard power and water supply

Three 12V power sockets and one 230V power socket are provided for electrical appliances. When the vehicle is connected up to an external 230 V mains supply, both the standard-fit auxiliary battery and the starter battery are recharged via the charger unit. The water tanks are located inside the vehicle for frost protection and have a capacity of 36 litres for fresh water and 32 litres for waste water.

An additional single seat or two-seater bench can be supplied as special equipment, thus enabling the Marco Polo Viano to accommodate five or even six persons. Further optional items include an auxiliary heating system (which runs on the vehicle's fuel supply) with timer, air conditioning for the rear – air conditioning for the driver and co-driver is fitted as standard – and a bicycle carrier. Add to this a wide selection of paint finishes and upholstery, and it is easy to see why the Westfalia Marco Polo Viano has established itself as the practical, versatile and distinctive partner of choice for both work and pleasure.

Viano: the dynamic basis for the Marco Polo

Powerful CDI diesel engines from the four-cylinder with 80 kW (109 hp) to the V6 CDI with 150 kW (204 hp) ensure brisk yet economical progress. Alternatively there is a choice of V6 petrol engines with outputs of 140 kW (190 hp) or 170 kW 231 hp. Depending on the engine variant, power is transferred to the rear axle by six-speed manual or five-speed automatic transmission. Any need for particularly good traction in day-to-day or holiday driving is met by the four-wheel drive Marco Polo Viano 4Matic.

Sprinter and co.: High-class base vehicles bearing the star

Press Information

- **Sprinter: wide variety, powerful and safe**
- **Innovative low-frame chassis with independent suspension**
- **Viano/Vito: compact, comfortable, safe and dynamic**
- **Vario, Atego, Axor, Actros: platform for super-camper vans**

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Whether compact or spacious, as a camper van, alcove van, semi-integrated or fully integrated – the extensive Mercedes-Benz repertoire is bound to include the right base vehicle for practically any type of mobile home. The Viano MPV and its van equivalent, the Vito, are the obvious choice for compact and very easily managed camper vans. The versatile Sprinter in its many variants caters for a wide range extending from sophisticated panel van conversions to luxury camper vans. The real heavyweights ranging from the large-capacity Vario van to the mighty Actros provide the basis for custom-built mobile homes in the super-luxury class.

Sprinter: variety without equal

The current Mercedes-Sprinter, Europe's market leader in its category, is in its first full year of production in 2007. In addition to extensive safety features and outstanding operating comfort, its strengths include enormous variety. It is somewhat misleading to talk about "the new Sprinter" when there are actually something like a thousand different versions of this vehicle: in closed form, the Sprinter is available in three wheelbases, up to four lengths and with the choice of a standard roof, a high roof or the super-high roof. Chassis versions of the Sprinter are available with a cab, with a cab but without a rear bulkhead, or as a platform (cowl version) for integral-type ("A-Class") camper vans. And with GVW ratings from 3.0 to 5.0 tonnes, the new Sprinter caters for all the main weight segments in its class.

Special-purpose bodies require special chassis: camper vans in particular benefit from an especially low frame, which is a prerequisite for bodies with a double floor or a low silhouette. In the past this has not been possible in conjunction with rear-wheel drive. Not so for the Sprinter with its new, low-frame chassis.

This joint development by Mercedes-Benz and the chassis specialist AL-KO is based on trailblazing technology, a Mercedes-developed rear axle with independent suspension using semi-trailing arms, coil springs and a track width increased from 1716 to 1890 mm. As a result, the height of the upper frame edge is reduced by 205 mm to just under 500 mm. The rear overhang can be specified with the same height or stepped down even further.

The chassis is available in three wheelbases of 3600, 3850 and 4100 mm, and with a gross vehicle weight of 3.5 t or 3.88 t. It can be supplied directly from the Ludwigsfelde plant in Berlin, where chassis versions of the Sprinter are produced.

Depending on the wheelbase and rear overhang, the kerb weight of a low-frame chassis version with standard equipment is about 1800 kg. This means that, depending on the permissible GVW, the chassis has a load capacity of about 1700 to 2100 kg – normally sufficient for spacious, double-floor bodies. The trailed load rating for all variants is 2000 kg (braked) on gradients of up to 12%.

Extensive standard appointments, exemplary ergonomics and stowage

The new Sprinter has a comprehensive package of standard appointments: amongst many other features, every model now comes with electrically operated windows, radio remote control central locking, driver's airbag, six-speed transmission, wide-angle mirrors and Adaptive ESP®.

Extended longitudinal seat adjustment and increased headroom offer even greater freedom of movement and a pleasant sense of spaciousness. The Sprinter also impresses with the quality of its materials and workmanship – an important plus

for camper vans whose layout is such that the cab forms part of the living area. An all-new stowage concept also helps to make life easier for the driver. There are door compartments for large drinks bottles, a spacious stowage area on the instrument panel, which is divided into three segments, and stowage compartments above the windscreen for driver and co-driver. In vehicles with air conditioning, the glove compartment can also be cooled. All kinds of essential items for the journey can thus be stored and accessed easily.

First-class lighting and visibility, now with bi-xenon headlamps

The standard-specification H7 halogen headlamps already provide excellent light output and are complemented by the integral sidelights. The optional bi-xenon headlamps meanwhile represent a new dimension in lighting technology for vans. They also incorporate the Add-Light system and cornering light function – both of which are new to the van market in the Sprinter class.

For excellent rearward visibility, and thus safety, the Sprinter is equipped with new exterior mirrors featuring integrated wide-angle auxiliary mirrors left and right (particularly important for vehicles with large camper-van bodies). High-visibility side indicator repeaters are integrated in the mirror casings.

High-tech diesel engines: powerful and clean

The basic four-cylinder OM 646 diesel engine with a displacement of 2.15 l is now available in four output ratings, ranging from 65 kW (88 hp) to 110 kW (150 hp). The new top-of-the-line diesel engine is a 3.0-litre V6 unit developing a maximum output of 135 kW (184 hp) and a maximum torque of 400 Nm. All the diesel engines have Euro 4 or EU 4/III low emissions rating and are equipped as standard with a particulate filter. The oil-change intervals of 40,000 km equate to a complete circumnavigation of the globe.

The V6 petrol engine opens up a new dimension in performance. With a displacement of 3.5 l and delivering a maximum output of 190 kW (258 hp), it transcends all previous standards. As well as impressive power delivery, a

further feature of this high-tech engine is its exceptional smoothness. Power is transferred to the rear wheels via a five-speed automatic transmission. This transmission is also optionally available for the diesel engines, which are fitted as standard with a six-speed manual unit.

Innovative suspension, Adaptive ESP as standard

The chassis of the Sprinter is designed to cope with all the demands placed on it by the powerful engine line-up. The rear-wheel-drive layout with its high traction is particularly suitable for heavy camper vans. The suspension, damping and stabiliser bars are all set up for the specific requirements of camper vans. If the journey is in the nature of an expedition, with a need for extreme traction, Mercedes-Benz can also supply the Sprinter with four-wheel drive.

All models including chassis versions are equipped as standard with a new-generation Electronic Stability Program (ESP[®]) known as Adaptive ESP[®]. In addition to the usual parameters, this system now has Load Adaptive Control functionality which allows it to take account of load-related variations in the vehicle's mass and centre of gravity. It is therefore suited to a wide range of load situations, and its control function automatically adapts itself to the various bodies with varying weight distribution.

ESP also incorporates the anti-lock braking system ABS, acceleration skid control ASR, electronic brake force distribution EBD and Brake Assist (BAS). All Sprinter models are fitted with 16-inch wheels as standard, providing space for large, robust disc brakes all-round whose braking performance likewise sets new standards.

New: airbags for integrated camper vans

A driver airbag is also standard equipment in the Sprinter, with a front passenger airbag, thorax bags and windowbags available as optional extras. New: in future, chassis platforms (cowl versions) of the Sprinter with driver and front passenger airbags will also be available in conjunction with defined combinations of front

seats and seat belts. A corresponding crash test has produced very good results. In this way, integrated camper vans have reached a new level of passive safety.

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Another major feature for body manufacturers is the parameterisable special module (PSM) forming a standard interface between the electrics/electronics of the chassis and the CAN databus control and body. For easy access, the PSM is located with the Sprinter's central electrics in the seat box below the driver.

Viano/Vito: compact, comfortable, safe and dynamic

The large-capacity Mercedes-Benz Viano and its opposite number in the van sector, the Vito, are the ideal choice when it comes to compact camper van and recreational vehicle bodies and conversions. The emphasis here is on manoeuvrability and day-to-day practicality. A choice of two wheelbases and three lengths, each available in two heights and gross vehicle weight classes, provides the perfect basis for a tailor-made solution.

Rear-wheel drive is an unusual feature in the Viano and Vito class, however it is a precondition for dynamic performance, superior handling and good traction under all load conditions. The sophisticated running gear of the Viano and Vito also distinguishes them from the majority of their competitors, with an independent rear suspension featuring semi-trailing arms and coil springs. The Viano is even available with air suspension as an option. Rear-wheel drive ensures good traction when the vehicle is carrying a load, and for even greater traction requirements Mercedes-Benz also offers both model series with permanent four-wheel drive as an option.

Adaptive ESP as standard for all models

The Viano and Vito are equipped with extensive safety systems as standards. Standard equipment for all models includes the latest-generation Electronic Stability Program (ESP) - Adaptive ESP. In addition to the previous parameters, this now measures the vehicle's mass and centre of gravity (Load Adaptive Control) to suit different bodies and load situations.

ESP also incorporates the anti-lock braking system ABS, acceleration skid control ASR, electronic brake force distribution EBD and Brake Assist BAS. 16-inch wheels are a requirement for large-diameter brake discs and an efficient, fade-resistant braking system. Page 22

More powerful and economical with piezo-injectors

The diesel injection system used in the advanced CDI common-rail engines is now even more efficient thanks to the use of piezo-electric technology. The response time of the piezo-electric elements is only about one third of that of solenoid versions. This results in even faster, more precisely controlled injection which has a positive effect on power output, fuel consumption, exhaust emissions and smoothness.

The new injection technology is accompanied by changes to the output and torque figures for some engine variants. These translate into noticeable improvements in acceleration and top speed. The portfolio of 2.15-litre, four-cylinder CDI engines covers an output range from the Vito 109 CDI with 70 kW (95 hp) to the Viano CDI 2.0/Vito 111 CDI with 85 kW (116 hp) and the Viano CDI 2.2/Vito 115 CDI with 110 kW (150 hp).

The Viano 3.0 CDI and Vito 120 CDI were already equipped with piezo-electric injection technology, and with much more besides: both the 150 kW (204 hp) output and the 440 Nm maximum torque (between 1800 and 2400 rpm) generated by the 3.0-litre V6 represent new records for a diesel engine in this segment. Furthermore, the only six-cylinder diesel power plant in this vehicle category sets new standards with its smoothness.

Viano with particulate filter as standard

Clean exhaust emissions are also a major attribute of the CDI diesel engines in the Viano and Vito. They comply with the Euro 4 and EU 4/III exhaust emission standards respectively, and are equipped with a closed loop diesel particulate filter as standard (optional for Vito with four-cylinder CDI engine). The

introduction of piezo-electric injection technology has also made it possible to reduce fuel consumption even further compared to the previous engines.

Power is transferred by a six-speed manual transmission, with a five-speed automatic transmission available as an optional extra. The latter is standard equipment in conjunction with the six-cylinder CDI engine.

The same applies if the customer opts for the Viano or Vito with the six-cylinder petrol engine, another USP in this vehicle class. This unit excels with a high performance and extraordinary smoothness. The V6 petrol engine with a displacement of 3.5 litres is available in two output categories with 140 kW (190 hp) and 170 kW (231 hp).

Cockpit upgraded with new instruments

From the start of model year 2007, the cockpit of the Viano and Vito has been enhanced with a new instrument cluster available in two variants. This is based on large, clear speedometer and rev counter dials. Depending on the version, the space between the dials is occupied by an LCD display or a pair of pixel matrix displays showing the mileage reading, coolant temperature, time, outside temperature and fuel level (in the case of the matrix variant, there is a separate display for the fuel level).

The luxury appointments of the Viano and Vito are well above the average in extent. Whether central locking with radio remote control or power windows, a height-adjustable driver's seat or a steering wheel adjustable for height and rake - all these and more are standard features in these series. Depending on the model variant, the Viano and Vito are available with different airbag configurations. A driver airbag is standard in all cases, as is a front passenger airbag in the Viano and Vito crewbus.

Mercedes-Benz also provides suitable solutions if a little more is required: the real heavyweights ranging from the large-capacity Vario van to the light and heavy truck chassis of the Atego and Axor series, and right up to the mighty Actros, provide the basis for custom-built mobile homes in the super-luxury class.

Vario: robust and indestructible

The classic among large-capacity vans is indestructible: the Mercedes-Benz Vario with a gross vehicle weight of 6.0 t to 7.5 t has gained an almost legendary reputation for itself as a robust platform for luxury-class mobile homes. The current generation is centred around engines which have undergone comprehensive further development.

SCR technology: economical and clean

As in all heavy vehicles from Mercedes-Benz, the BlueTec engines of the Vario operate with SCR technology (SCR = Selective Catalytic Reduction). The focus of this technology is reducing untreated emissions even further by optimising the combustion process to minimise particulate formation while reducing fuel consumption. Combustion, which is so efficient that a particulate filter is unnecessary, is followed by an exhaust gas aftertreatment stage based on the SCR principle. This involves an aqueous urea solution (marketed under the name AdBlue) reacting with nitrogen oxides in a catalytic converter and reducing them to harmless nitrogen and water vapour.

Filling up with AdBlue is a straightforward process which is performed using a second filler neck immediately adjacent to the fuel filler neck. The AdBlue reservoir only needs to be refilled at approximately every third diesel refuelling stop. AdBlue is available at numerous filling stations throughout Europe (www.findadblue.com), and can also be carried in a spare canister.

The powerful yet economical BlueTec diesel engines of the Mercedes-Benz Vario

have four cylinders and a displacement of 4.25 litres. They are available in three power categories: 95 kW (129 hp) output and 500 Nm torque, 115 kW (156 hp) and 610 Nm, 130 kW (177 hp) and 675 Nm. All Vario models are now equipped with a six-speed manual transmission as standard. As an alternative, a five-speed automatic transmission with lock-up clutch is recommended for more luxurious camper vans. This is available for all engine variants.

Atego: modern, powerful and user-friendly

The Atego comes in a choice of weight classes from 6.5 to 16 t gross vehicle weight. Its four and six-cylinder engines with outputs from 95 kW (129 hp) to 210 kW (286 hp) offer plenty of pulling power. Depending on the model, power is transmitted by a manual transmission with six or nine gears. As an alternative, the Telligent automatic gearshift system can be specified for more comfort-oriented travel.

If the buyer of a luxury camper van is a holder of an old class 3 licence or the current C1 class licence and therefore has to comply with the 7.49-tonne weight limit, the Atego can be specified with the four-cylinder OM 914 LA engine. Weight-optimised yet powerful, this 4.8-litre unit develops 160 kW (218 hp) and an impressive maximum torque of 810 Nm.

Axor, Actros: heavy-duty basis for super-sized luxury camper vans

The heavy Axor and Actros trucks from Mercedes-Benz offer the perfect solution for customers seeking a heavy-duty basis for particularly large and tailor-made, super-size camper vans. With a permissible gross vehicle weight of 18 t in two-axle form, they offer plenty of scope for even the biggest ideas - such as a handy runabout vehicle in the rear garage. Immensely powerful Euro 4 and Euro 5 engines with outputs ranging from 175 kW (238 hp) to 315 kW (428 hp) in the Axor, and even as much as 440 kW (598 hp) in the Actros, offer all the performance one could ever wish for.

The transmissions with six, nine, twelve or even 16 gears transmit the prodigious

engine torque, which can be as high as 2800 Nm, to the rear axle. Gear shifting is performed manually, semi-automatically or fully automatically. Optional air suspension and the Telligent brake system with disc brakes all-round typify the advanced, safe and highly resilient commercial vehicle technology which underpins these vehicles. With driver assistance systems such as Telligent proximity control and Telligent lane assist, Mercedes-Benz has raised the safety standard of heavy commercial vehicles to yet another level. Page 26

Seven of the several dozen body manufacturers producing top-class camper vans

Press Information

- **The widest choice of vehicle platforms by any manufacturer**
- **Comfortable mobile homes in all categories**
- **Low frame, safety level, drive units: new dimensions**

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No manufacturer offers as wide a selection of vehicle platforms for mobile homes as Mercedes-Benz. Attributes they all share are an unrivalled level of safety, excellent economy, compatibility with a wide range of bodies, ease of operation, powerful engines and a driver-friendly cockpit. Especially for their luxury and flagship models, this is why a large number of body manufacturers chose vehicle platforms from Mercedes-Benz as a matter of preference.

Mobile homes in all categories

Whether high-class camper vans, stylish semi-integrated campers, spacious alcove vans or sophisticated, integrated mobile homes, vehicle platforms from Mercedes-Benz provide the basis for any category. Many of these open up new dimensions: the innovative Sprinter chassis with a low frame offers new design concepts, while the unrivalled level of safety meets the highest requirements together with powerful and comfortable drive train components such as the V6 CDI engine and the automatic transmission.

Dethleffs: a concept vehicle named BestAger

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Dethleffs regularly presents concept vehicles with which the company unveils a wealth of innovative ideas based on a theme. Mobile homes are predominantly purchased by more mature age groups, and it is to these that the current study named BestAger-Mobil is dedicated.

The vehicle is based on intensive surveys of mobile home users. Real aficionados know what they want, for example a Mercedes-Benz Sprinter as the base vehicle. The low-frame variant provides the ideal basis for a semi-integrated mobile home with a low silhouette. At the same time, this variant of the Sprinter combines powerful performance with predictable and comfortable handling characteristics.

Focus on safety and comfort

Safety and comfort are the order of the day in the BestAger mobile home. As an alternative to the central locking system for all the doors and flaps, for example, the vehicle can also be unlocked using a fingerprint-based, biometric locking system. The seating group with an L-shaped bench is raised to the level of the cab, and a separate single seat can be slid over to the table. The compact kitchen features a variable worktop cover, and the bathroom can be turned into a shower room with the help of a pivoting partition wall. A seat provides extra comfort when showering.

The developers have arranged two single beds across the corners at the rear, with steps leading to the upper berth. There are wide steps and easily accessible grab handles in all potentially hazardous areas, plus subdued night lights. New controls simplify operation of the onboard technology, and like the other innovations this is not just a welcome feature for people of mature years. More information: www.dethleffs.de

FR-Mobil: from a vision to an innovative product

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When a highly experienced mobile home user builds their own vehicles, the result is bound to be something special. The FR-Mobil, for example: company founder Heinrich Fromme has been producing bed systems with unitised springs for recreational vehicles for many years, as well as ramps, furniture fittings and many other plastic components. As an experienced mobile home holidaymaker himself, Fromme builds his own vehicles under the brand name FR-Mobil, and these certainly reflect this personal experience.

FR-Mobil specialises in integrated mobile homes, with a range of four models and eight variants. The bodies are typically of GRP sandwich construction with numerous intelligent solutions. Most of these vehicles are based on the Mercedes-Benz Sprinter. Customers who do not find something suitable in the range of 6.5 to 8.35-metre long mobile homes can also have a vehicle built to their individual requirements.

New approaches for comfortable travel

The standard production variants also have distinctive features, however. There are several models with single beds angled across the rear end. Practical experience is reflected in rollers which prevent the rear end from grounding when negotiating steep ramps, as well as double-glazed windows including the cockpit. Other features include night lights at floor level, a mains power socket in the rear garage with an underfloor connecting cable, and beds with adjustable headboards. FR-Mobil carefully evaluates every component to achieve added value combined with the highest quality.

There is a choice of cherrywood, maple or alder for the furniture décor, with veneer as an option. Living comfort is one of the great strengths of every FR-Mobil, enhanced with inlays in the tabletop or genuine teak decking if required. FR-Mobil prices start at 118,500 Euro. More information: www.fr-mobil.com

LMC: travel in extrovert style

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LMC has a long tradition of building elegant mobile homes with a highly sophisticated design. Owners of an LMC do not merely wish to see, but also to be seen. This extrovert brand is positioned accordingly within the Hymer group, to which it has belonged for many years.

Both the top models in the premium Liberty Finish Alcove series and those in the semi-integrated Liberty Finish TI series are based on the Mercedes-Benz Sprinter. Generous floorplans and extensive standard appointments are a matter of course, as is a spectacular appearance: all models are literally shining examples, thanks to the standard metallic silver paint finish. Their solidity and elegance makes these mobile homes particularly popular amongst the 50-plus generation. There is a choice of four models.

Shining star: Liberty Finish TI

The Liberty Finish TI 7305 G is the top model in the semi-integrated range, and is designed for couples with high expectations of the base vehicle and conversion. The floorplan is based on a lounge/diner with pivoting front seats. The wood décor in Alabama cherry lends a luxurious atmosphere to the interior. This is enhanced by the curved furniture flaps and numerous attractive yet highly practical details. The seating group is opposed by the kitchen with its extractor hood and refrigerator, which is raised for easy access. The spacious bathroom has modern fixtures and a separate shower cubicle.

Outstanding features of this mobile home are two single beds arranged longitudinally at the rear. These can quickly and easily be combined to form a generously sized sleeping surface. There is a spacious bicycle garage beneath the beds. The Liberty Finish TI is available from 66,630 Euro. More information: www.lmc-caravan.com

Robel: mobile homes for the discerning

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"Ideas from Experience" is the motto of mobile home manufacturer Robel, and quality and safety have a correspondingly high importance in these mobile holiday homes for the discerning customer. Based in the Emsland region, the company mainly manufactures alcove and semi-integrated models. The top of the range is the Megaron series (Greek for "large house"), which is predominantly based on the Mercedes-Benz Sprinter. Despite its name, the Megaron has a high profile owing to its double floor, but is slim in width at only 2.26 metres and surprisingly easy to handle.

The above-average safety and comfort features of the Sprinter are fully in line with the company's motto. Over and above the standard specifications, Robel provides e.g. a front passenger airbag, windowbags, thorax bags (not semi-integrated models), an adjustable steering column and a CD radio as a matter of course.

Megaron: particularly high-quality furniture

The Megaron series comprises eight alcove and two semi-integrated models, ranging from the compact, 6.2-metre long Model 620 H to the mighty Megaron 780 LB (7.8 metres). The range includes a choice of unusual floorplans, such as circular seating groups at the front or rear, and in the 650 HLB an alcove with longitudinal, single beds.

All Robel models are typically finished with great attention to detail and feature high-quality furniture – the company started life as a joinery. Furniture with real wood veneers, high-grade fittings and a designer interior make every Robel something special. The Robel Megaron starts at 77,000 Euro. More information: www.robел.de

TEC: double anniversary and a guiding star

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In 1957 Erwin Kiel could hardly have dreamt that 50 years after the foundation of his TEC brand, it would not only be celebrating a milestone but would also be among the well-established manufacturers of mobile homes and caravans in Germany and Europe. "Weltbummler" (= "Globetrotter") is the name of the most successful caravan. TEC is now a member of the Hymer group, and mobile homes have joined the caravans as an equally important product group. They too have an anniversary to celebrate: ten years of mobile homes by TEC.

The company motto is "An active leisure experience", and accordingly the TEC brand provides lots of mobile home for the money. Alcove and semi-integrated models predominate. The top model is the TEC.Star, which is based on the Mercedes-Benz Sprinter as a guiding star.

TEC.Star: flagship model based on the Mercedes-Benz Sprinter

The chrome inserts in the radiator grille of the 7.5-metre long TEC.Star 7205 TI already show that this is a very special model by TEC. The same applies to its overall external appearance, with trim strips joining the steel-blue of the cab to the light-coloured body. Another attractive feature is the structured roof cover, which reinforces the dynamism of a semi-integrated mobile home.

The floorpan is based on a lounge/diner with pivoting front seats and a side-mounted bench seat. The angled kitchen area and bathroom with shower cubicle are in the centre, with a double bed at the rear. The appointments include practical features such as electrically adjustable exterior mirrors, an illuminated wardrobe and an extractor hood in the kitchen. There is a spacious garage beneath the double bed. The TEC.Star is available from 62,570 Euro. More information: www.tec-caravan.com

Tikro: slim but spacious

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The idea is simple and logical, but difficult to realise: a mobile home with the dimensions of a fully-fledged camper van, but the spaciousness and insulation advantages of a mounted body. The answer is the Tikro. With a width of just two metres, this semi-integrated mobile home finds its way through almost any narrow space. At the same time its high-quality body of GRP sandwich construction has excellent winter characteristics by virtue of thermally insulated connections between the walls, roof and floor. The straight walls are the basis for surprising spaciousness.

The Tikro was developed by the highly experienced window specialist Eugen Seitz, who has been well-known on the mobile home scene for his innovative window and door designs, as well as his Heki roof vent, for decades. His inventive mind was also responsible for Tikro features such as the multifunctional roof section, to which accessories such as awnings and carrier systems can be attached.

Typically Tikro: three lengths and numerous floorplans

The Tikro is known for its enormous variety: three lengths from 5.4 to 6.4 metres and numerous floorplans produce a tailor-made holiday and recreational vehicle. Whether for a globetrotting couple or a family, they are all available on a Mercedes-Benz Sprinter base. Details such as height-adjustable beds, single or corner beds and a large, divided tailgate demonstrate the imaginative approach.

The Tikro will be appealing to even more users in the future, as it is no secret that the partially integrated range will be joined by semi-integrated models and an alcove model. The versatile Tikro is available from 46,000 Euro. More information at www.tikro.info

Vario mobil: holidays made to measure

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Vario mobil is happy to fulfil the dream of a tailor-made mobile home to absolute perfection. This custom shop in the Osnabrück area has been producing exclusively craftsman-built mobile homes for more than 20 years – each one a unique example of its kind, and a masterpiece.

Vario mobil gets going where other manufacturers stop: enormous, mobile luxury villas with a retractable bay, a car garage in the rear and extravagant paint finishes, whether with colour changes or underlaid with genuine gold leaf – the model range is only limited by the relevant registration regulations.

Star on a Sprinter: fine, compact luxury liner

The Star series based on the Mercedes-Benz Sprinter is the entry level for these exotic, architect-designed mobile homes. Vario mobil offers a choice of well over a dozen floorplans, but if customers want something quite different – no problem. A free choice of exotic wood veneers and solid fittings, fabrics and leather, plus household-level technology in the bathroom and kitchen – this is where dreams come true, packaged in a beautifully finished and well-insulated body.

One such example is the Star 750, a medium-size model in this series with a length of 7.65 metres. Fine furniture with beech veneer, hot-water underfloor heating, worktops in the kitchen and a bathroom washbasin unit of ‘corian’ artificial stone, two single beds with high-quality mattresses and a mirrored vanity unit in the bathroom – a home like this is a joy, and happy the customer who can call such a mobile home his own. These dreams on wheels start at 161,000 Euro. More information: www.vario-mobil.com

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