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The Traveliner minibus is just one of nine bodystyles offered in the Sprinter range, each available in different body lengths, heights, and varying payloads. The Sprinters are built to last the course and make for a faithful workhorse.Read More Looking for dimensions info for the Mercedes-Benz Sprinter? Then you've come to the right place. Here you'll find details of length, height and width inside and out, as well as payload and towing capacity for the current Mercedes Sprinter, first introduced in 2018. Alternatively to find out how what this model is like to drive, what the interior is like and whether it's good value, check out our main Mercedes-Benz Sprinter review page. The 2018-onwards Mercedes-Benz Sprinter panel van comes in four lengths and three roof heights, and you can also choose between front-wheel drive (FWD), rear-wheel drive (RWD) and all-wheel drive (4x4). In addition to this, the Sprinter is also available to buy as a chassis cab. Mercedes-Benz Sprinter dimensions: Length | Height | Width | Wheelbase | Load Space | Doors These are the full dimensions specifications of the Mercedes Sprinter panel van; based on official Mercedes data but collated by Parkers - let us know if you think we've got anything wrong. Mercedes-Benz Sprinter van length: Mercedes Sprinter L1 L2 L3 L4 Exterior length 5,267mm 5,932mm 6,967mm 7,367mm Note: if viewing on mobile, you may need to turn the screen sideways to see the whole table Mercedes-Benz Sprinter van height: Mercedes Sprinter H1 H2 H3 Exterior height (FWD) 2,351-2,356mm 2,638mm Exterior height (RWD) 2,613-2,620mm 2,925-2,931m Exterior height (4x4) 2,778-2,785mm 2,995mm Note: if viewing on mobile, you may need to turn the screen sideways to see the whole table All heights given by Mercedes are with the van unladen. Exact van height also varies with length: the longer the van, the lower it is (f only by a few millimetres) Mercedes-Benz Sprinter van width: Mercedes Sprinter All models Exterior width including door mirrors 2,345mm Note: if viewing on mobile, you may need to turn the screen sideways to see the whole table Mercedes-Benz Sprinter van wheelbase: Mercedes Sprinter wheelbase Short (SWB) L1 Medium (MWB) L2 Long (LWB) L3/L4 Wheelbase length (FWD) 3,259mm 3,924mm Wheelbase length (RWD) 3,665mm 4,325mm Wheelbase length (4x4) 3,665mm 4,325mm Note: if viewing on mobile, you may need to turn the screen sideways to see the whole table Mercedes-Benz Sprinter van load area length: Mercedes Sprinter L1 L2 L3 L4 Max load length (FWD) 2,732mm 3,397mm Max load length (RWD) 3,272mm 4,410mm 4,810mm Max load length (4x4) 3,272mm 4,410mm Note: if viewing on mobile, you may need to turn the screen sideways to see the whole table Mercedes-Benz Sprinter van load area width: Mercedes Sprinter FWD 4x4 Max load width 1,787mm 1,787mm height (FWD) 1,798mm 2,079mm Max load height (RWD) 2,009mm 2,243mm Max load height (4x4) 2,009mm 2,243mm Note: if viewing on mobile, you may need to turn the screen sideways to see the whole table Mercedes-Benz Sprinter van load volume: Mercedes Sprinter L1H1 L2H1 L2H2 L3H2 L3H3 L4H2 L4H3 Max load volume (FWD) 7.8m3 9.5m3 11.0m3 Max load volume (RWD) 10.5m3 14.0m3 15.5m3 15.5m3 17.0m3 Max load volume (4x4) 10.5m3 14.0m3 15.5m3 Note: if viewing on mobile, you may need to turn the screen sideways to see the whole table Mercedes-Benz Sprinter van rear loading height: Mercedes Sprinter L1H1 L2H1 L2H2 L3H2 L3H3 L4H2 L4H3 Step-in height (FWD) 576mm 569mm 566mm Step-in height (RWD) 626mm 621mm 621mm 617mm 617mm Step-in height (4x4) 790mm 783mm 782mm Note: if viewing on mobile, you may need to turn the screen sideways to see the whole table Mercedes-Benz Sprinter van door sizes: Mercedes Sprinter L1H1 L2H1 L2H2 All other models Side door height 1,599mm 1,599mm 1,599mm 1,818mm Side door width 1,009mm 1,260mm 1,260mm 1,260mm Rear door height 1,631mm 1,550mm 1,927mm 1,846mm Rear door width 1,555mm 1,555mm 1,553mm 1,555mm Note: if viewing on mobile, you may need to turn the screen sideways to see the whole tableMore info about the cargo area of the Mercedes-Benz Sprinter The Sprinter goes above and beyond in the design of its load area and the features that go with it - both standard and optional. For example, the 'self-arresting' hinge design on the rear doors makes it easier and safer to open them one-handed, and also removes the need for rubber stops as they automatically prevent themselves from banging into the sides of the van. The load floor comes as bare metal or with a choice of lightweight plastic or heavy-duty finishing - the first maximising payload where loads can be evenly distributed, the second designed to cope with substantial weight applied at concentrated points, such as via shelving. Similarly, the rear wheel arches are now available boxed-in with load-bearing panels, maximising the storage space available. LED strip lighting means you'll be able to see what you're doing back there. Load lashing options range from basic rings to rails that can be fitted to the floor, sides and ceiling (and accessorised with additional restraints such as cross bars and netting to stop things shifting). There are even moveable pallet supports, designed to stabilise Euro pallets or crates when going round corners. All Sprinters come with a full-width bulkhead as standard, though this can be deleted if not required. As with most modern vans, the Sprinter doesn't compare terribly well with older rivals when it comes to maximum payload. Put this down to its robust construction and extensive amount of high-tech equipment. Mercedes-Benz Sprinter gross vehicle weight The Mercedes Sprinter comes in four main gross vehicle weights (GVW): 3.0 tonnes (3.0t - 3,000kg) - badges starting with a 2 3.5 tonnes (3.5t - 3,500kg) - badges starting with a 3 5.0 tonnes (5.0t - 5,000kg) - badges starting with a 5 5.5 tonnes (5.5t - 5,500kg) - 4x4 models with badges starting with 5 At launch there was also a 4.1 tonnes (4.1t - 4,100kg) - badges starting with a 4 In addition to the above, Mercedes offers the option of downrating and upping the official GVW of some models. So if buying used, make sure you check the weight-plate on the van to make sure you know exactly what you're getting. Mercedes-Benz Sprinter payload: Mercedes Sprinter L1 L2 L3 L4 3.0t max payload (FWD) 925kg 852kg 3.5t max payload (FWD) 1,413kg 1,329kg 3.5t max payload (RWD) 1,339kg 1,237kg 1,085kg 1,038kg 5.0t max payload (RWD) 2,372kg 2,306kg 3.5t max payload (4x4) 1,024kg 873kg 5.5t max payload (4x4) 2,813kg 2,649kg Note: if viewing on mobile, you may need to turn the screen sideways to see the whole table So, maximum payload for a 3.5t Sprinter is currently 1,413kg for a front-wheel drive model, 1,339kg for a rear-wheel drive model and 1,024kg for a 4x4 model. Mercedes Sprinter towing capacity Towing capacity is 750kg unbraked and 2,000kg braked for a standard Sprinter van. However, Mercedes does offer additional equipment to boost the Sprinter to 2,800kg or 3,500kg braked towing capacity. This is an inexpensive upgrade. 1 2 3 4 5 6 7 8 9 WWW.BAG-PLASTICS.COM BAGPLASTICS@VIP.163.COM WWW.BAG-PLASTICS.COM BAGPLASTICS@VIP.163.COM WWW.BAG-PLASTICS.COM BAGPLASTICS@VIP.163.COM WWW.BAG-PLASTICS.COM BAGPLASTICS@VIP.163.COM Sprinter vans, known for their versatility and dependability, have become a staple in the commercial vehicle industry. However, even the most robust Sprinter vans with the OM642 engine can experience issues, especially with the Diesel system, and that's where Diagnostic Trouble Codes (DTCs) come in. These alphanumeric codes, typically displayed on the dashboard or accessible through an OBD-II scanner, act as a universal language for technicians to diagnose and repair issues in Sprinter vans. Most Sprinters now have an OBD-II port for easier diagnosis and repair. DTC, or Diagnostic Trouble Code, is the automotive way of communicating underlying issues in your vehicle. These codes are like Morse code; your Sprinter's onboard computer warns you through your dashboard with a Check Engine Light or any warning light to alert you of potential problems. Now, almost a hundred warning lights can illuminate your dashboard; these include ABS, Engine Start Not Possible - Starts Remaining, SRS, transmission, oil pressure, battery charging, differential, traction control, and many more. They seem overwhelming, but how will we get the codes and interpret them? We'll have to use an OBD-II scanner like our YOUCANIC Scanner, which is available for purchase. Whether to tackle fault codes yourself or seek professional assistance depends on your mechanical aptitude and the issue's complexity. If you're a seasoned DIY enthusiast with a well-stocked toolbox, you might be able to handle many issues. However, for more intricate problems, it's wise to entrust your Sprinter to the expertise of authorized Sprinter technicians. The problem is that few mechanics know how to work on Sprinters, and sometimes, you may know even more than the average mechanic about your Sprinter. OBD stands for "On-Board Diagnostic". Most modern vehicles now include an OBD port, which can be utilized by a scanner that communicates to your vehicle. It is plugged into the socket by an OBD-II scanner, designed to help automotive technicians interpret faults and other issues that your Sprinter may be experiencing or have recorded. Here are the steps on how to read DTCs or Fault codes: ★★★★★ 4.8/5 (130+ Verified Reviews) ✓ Complete Access to All Vehicle Systems ✓ Free Lifetime Updates - No Hidden Fees ✓ Live Data + Advanced Bi-Directional Controls Why DIYers Trust YOUCANIC: ✓ US-Based Technical Support ✓ Detailed Diagnostic Guides ✓ 30-Day Money-Back Guarantee Read User Review & Check Price – Free Express Shipping + Trusted by 3,500+ DIYers & Mechanics Gather the necessary tools: Equip yourself with a Professional-Grade OBD-II Scanner compatible with your Sprinter. See our Professional-Grade YOUCANIC Scanner Access the OBD-II Port: This port is usually found under the dashboard, near the steering column; the OBD-II port is the gateway to your vehicle's diagnostic information. Turn the ignition key to the "ON" position without starting the engine to make a connection with the vehicle's computer. If your Sprinter has a START/STOP feature, press the button without pressing the brake pedal. Do not start the engine. If you are unsure of the OBD-II port of your vehicle, you can always check the Owner's Manual. Access the Diagnostic Menu: On the YOUCANIC scanner's display, navigate to the "Diagnostic" or "Scan" menu. This menu allows you to access various diagnostic functions for your Sprinter. Select "SPRINTER" as the Vehicle Make: This ensures the scanner effectively communicates with the Sprinter On-Board Diagnostic system and effectively scans the fault codes. Do not select Mercedes-Benz from the list; choose Sprinter instead. Select option for model selection: The scanner has various options; you can choose SmartVIN to detect your vehicle automatically. However, you choose Manual Selection if SmartVIN does not work as intended. Select the Specific Model and Chassis: After selecting the vehicle make, scroll through the available models and select the correct one for your Sprinter. Choose the corresponding chassis or body type to sync the scanner to your vehicle properly. Select Control Units: Once you have selected the model and chassis, the scanner will let you choose between "Quick scan" or "Control Modules". Control Modules display a list of control units or modules in your vehicle. Examples include the engine control module (ECM), transmission control module (TCM), and ABS control module. Choose the specific module you want to diagnose. Otherwise, you can also choose the "Quick Scan" to check everything. Interpret the Codes: Once the YOUCANIC scanner completes the code retrieval process, the displayed codes will provide information about specific issues detected by the control unit. Take note of these codes for further analysis and diagnosis. Each DTC consists of a letter and four numbers. The letter indicates the system affected, while the numbers describe the issue more specifically. Click here to learn more about fault codes. Erase Codes: After the problem has been repaired, return to the scanner's menu and select the option to "Erase Codes" or "Clear Codes." This action removes the stored fault codes from the control unit's memory, indicating that the problem has been resolved. Please note that you may or may not erase a code when the issue is not fixed. NOTE: These pictures are just the demo of our YOUCANIC Scanner. It may or may not be the same, but the procedure is similar. A good scanner allows you to read fault codes from all systems. Without a good scanner, you will only have a generic warning message or light on the dashboard. Here are some common lights and messages on a Sprinter that you can use the scanner to figure out what is wrong. Sprinter Turbo on OM642 Diesel Engine - A Common Issue Like many modern vehicles, Sprinter is equipped with a range of warning lights on its dashboard. These lights are designed to alert the driver to various issues or malfunctions within the vehicle. Some of the most common warning lights that may come up on a Sprinter van include: Check Engine Light: This light indicates various issues, from minor ones like a loose gas cap to more serious ones like engine malfunctions. Oil Warning Light: This light warns of low oil pressure, which could indicate a need for oil top-up or a more serious engine issue. Brake Warning Light: This may indicate that the handbrake is on, there is low brake fluid, or there is a problem with the brake system. ABS (Anti-lock Braking System) Light: This light comes on if there is a problem with the anti-lock braking system. DPF (Diesel Particulate Filter) Light: For diesel Sprinters, this light indicates issues with the DPF, such as needing regeneration due to clogging. AdBlue Warning Light: This light indicates that the AdBlue fluid level is low. AdBlue is used in diesel engines to reduce emissions. Battery/Charging Warning Light: This signifies an issue with the vehicle's electrical system, often related to the battery or alternator. Tire Pressure Warning Light: This light indicates that one or more tires are significantly under-inflated. Airbag Warning Light: This light suggests a problem with one or more of the van's airbags or the airbag system in general. Temperature Warning Light: This indicates that the engine is overheating, possibly due to various issues like a malfunctioning radiator or low coolant levels. Drivers need to address these warnings promptly, as they can indicate critical issues that may affect the safety and functionality of the vehicle. The most common fault codes that we see on Sprinter vans include: P0299: Turbo/Super Charger Underboost. This code suggests that the turbocharger or supercharger is not providing enough boost, which can lead to reduced engine power. P20BD: Reductant Heater 'B' Control Circuit/Open. This code is related to the AdBlue system (used in diesel models for emissions control) and indicates an issue with the AdBlue heater. P0671 to P0676: Cylinder Glow Plug Circuit. These codes indicate issues with the glow plugs in various cylinders, which are crucial for starting diesel engines in cold conditions. P242F: Diesel Particulate Filter (DPF) Restriction - Ash Accumulation. This indicates that the DPF has accumulated too much ash and likely requires cleaning or replacement. P2006: Intake Manifold Runner Control Stuck Closed Bank 1. This code suggests a problem with the intake manifold runner control system. P0401: Exhaust Gas Recirculation (EGR) Flow Insufficient. This indicates an issue with the EGR system, which is crucial for reducing NOx emissions. P0301 to P0306: Cylinder Misfire Detected. These codes signify misfires in individual cylinders, which can lead to engine performance issues. P0162 to P0167: O2 Sensor Circuit Malfunction (Bank 2 Sensor 3). These codes indicate problems with the oxygen sensors, affecting fuel efficiency and emissions. P2138: Throttle/Pedal Position Sensor/Switch 'D'/'E' Voltage Correlation. This code suggests a problem with the throttle position sensor or its circuit. P2187: System Too Lean at Idle (Bank 1). This indicates that the fuel/air mixture in the engine is too lean, which could be due to various factors like vacuum leaks or issues with the fuel system. Once you've identified the DTCs, you may be tempted to clear them, hoping to continue driving your Sprinter, and the problem magically disappears. While clearing the codes can temporarily remove the "Check Engine" light, it doesn't address the underlying issue. It will always come back. Here are also some lists of why you cannot clear the codes of your Sprinter: Use a Professional-Grade Scanner: Ditch the generic scanner and upgrade to a professional-grade scanner like YOUCANIC. Generic scanners are like trying to open a Ferrari with a Ford key—it won't work! YOUCANIC, on the other hand, is like the master key that you or your Sprinter's diagnostics, unlocking hidden diagnostic powers and letting you clear codes that would otherwise remain stubborn and hidden. Underlying Issues: Before clearing fault codes, remember to address the underlying issue that triggered them in the first place. Clearing codes is like patching a leaky pipe without fixing the cracked valve - it's just a temporary fix. The 'check engine' light will surely come back and haunt you. Continuous Fault Monitoring: Like the SRS system, certain fault codes may be cleared by disconnecting the battery (like a reset). However, they will reappear even after clearing until the root cause is resolved. This is a persistent reminder to fix the problem, not just mask it. Proper Clearing Procedure: Following the correct steps outlined in your diagnostic scanner's user manual is essential to clear fault codes effectively. If unsure about the clearing procedure, consult a professional for guidance specific to your scanner and Sprinter model. Check our professional-grade YOUCANIC scanner here: YOUCANIC Full System Car Diagnostic Scanner Yes. Initially produced by the Mercedes-Benz platform, the Sprinter van has been used as the basis for several other vans through rebadging or as the foundation for custom conversions. Some of the notable vans built on the Sprinter platform include: Freightliner Sprinter: A rebadged version of the Mercedes-Benz Sprinter, marketed primarily in North America. It's often used for commercial purposes. Dodge Sprinter: Before the rebadging of DaimlerChrysler commercial vehicles under the Mercedes name in North America, the Sprinter was sold as the Dodge Sprinter, catering to the same markets as the Mercedes and Freightliner versions. Volkswagen Crafter: The first generation of the Crafter, produced until 2016, was developed in collaboration with Mercedes-Benz and was largely based on the Sprinter platform. However, the latest Crafter models are now built on a Volkswagen platform. Custom Conversion Vans: Numerous companies specialize in converting Sprinter vans into custom vehicles for various uses, including luxury passenger transport, recreational vehicles (RVs), and specialty commercial vehicles such as Winnebago, Airstream, Roadtrek, Pleasure Way, and Advance RV. Turning a blind eye to DTCs is like ignoring those nagging reminders from your doctor. It might seem harmless in the short term, but ignoring these warning signs can lead to a cascade of problems, potentially causing significant damage to your Sprinter's delicate systems, especially if you have issues with the AdBlue, which could lead to the DPF filter clogging and causing more expensive repairs the road. Check our article here if you want to know what is the best OBD-II for DIY Enthusiasts: Best OBD2 Scanner For DIY Auto Repair - YOUCANIC DTCs, or Diagnostic Trouble Codes, are alphanumeric codes that your Sprinter's computer stores when it detects a problem. Ignoring fault codes can lead to several problems, including further damage to your vehicle, increased emissions, and failure to pass emissions testing. Yes, you can scan your vehicle using a professional-grade scanner. It is ideal to know at least how to read codes so you can diagnose them in case of emergencies. If the issue is more complex, consult an authorized Sprinter technician. The Drive - What Is an OBD2 Scanner and How Does It Work? DTC Fault Codes - YOUCANIC Consumer Reports - What Does the Check Engine Light Look Like, and What Does It Mean? Hello CPT Team, Trying to unlock this R7F701330 module but I get the following error. Benn trying fr 2 days almost. I have n-checked connectios,... You do not have permission to view this gallery. This gallery has 4 photos. Today, 01:56 CPU: TC233LP-32F?? is TriCore SAK-TC233LP-16F... Yesterday, 23:21 Hi All is good now. Many thanks. Toyota Aygo TRW 89170-0H020 95040 ----- Yesterday, 16:56 Test this file and post the result, password in PM.... Yesterday, 16:20 SORRY FOR DUPLICATE POST OTHER POST SAID 'MARKED AS SPAM' FOR SOME REASON. Hi I have a Citroen C1 Airbag ECU with crash data.... 17.07.2025, 18:11 Try writing this file to the eeprom, pass in pm and post result... 17.07.2025, 17:09 Here its photo from module sricker... 17.07.2025, 16:21 Here it is connection. 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