More than an alternative.

Mercedes-Benz

Economical and clean: the new Sprinter NGT.

With its bivalent natural-gas drive, the new Sprinter NGT (Natural Gas Technology) is the practical answer to today's pressing questions. This alternative, innovative drive concept impresses on two counts – economically and ecologically – as it reduces emissions substantially, cuts fuel costs and allows longer operating ranges.

With rising fuel prices and mounting pressure for increasingly cost-effective transport, there are more and more arguments in favour of using alternative drive technologies in the commercial sector. And these arguments are starting to carry more and more weight. The new Sprinter NGT expertly combines an ecological sense of responsibility with economic benefits and uncompromising practicality.

The Sprinter NGT displays the very same qualities that have always made the Sprinter the benchmark in its class. Thanks to natural-gas drive, as opposed to conventional drive systems, every kilometre covered reduces the environmental burden and cuts your fuel expenditure.

NGT (Natural Gas Technology) – advantages at a glance.

- Practically no fine-dust and particulate emissions
- No load-capacity penalty owing to underfloor installation of gas cylinders
- Natural gas is a primary energy source which can be used without conversion losses
- Less violent combustion means lower noise emissions
- 100lt petrol tank


NCT
NCT

Mature performance: the bivalent drive system in the Sprinter NGT.

Natural gas benefits the environment and can boost your bottom line, while petrol is always readily available – these are the main advantages of the bivalent drive system at the heart of the new Sprinter NGT. Thanks to this “dual-platform” configuration, the Sprinter NGT is a match for its conventionally driven counterpart in terms of both range and reliability of supply – since it can easily switch from natural-gas mode to petrol mode, as and when required.

Mercedes-Benz Natural Gas Technology has extremely low emissions and is based on two different fuels: natural gas and premium unleaded. The bivalent design of this drive system is of major practical benefit as the driver can switch from natural-gas mode to petrol mode and vice versa at the touch of a button.

This option makes the Sprinter NGT eminently suitable for applications consisting of journeys in both city and rural areas where the use of both operating modes allows substantial overall range and, therefore, the radius of operation. In inner cities and recreational areas especially, natural-gas drive can relieve the environmental burden appreciably as it emits only very small quantities of nitrogen oxides (NOx) and hydrocarbons (HC). Plus, it helps to reduce the ozone concentration in the lower atmosphere. Furthermore, the Sprinter NGT emits virtually no soot or other particulates.

Safety as standard.

The Sprinter NGT meets the same high standards of safety as all Sprinter models. It is equipped with steel compressed-gas tanks, each of which is fitted with a safety valve; the tanks are extremely resistant, even when exposed to external forces.

The technology: 100% Mercedes-Benz.

The innovative natural-gas drive system in the Sprinter NGT is based on Mercedes-Benz's many decades of experience in the development of alternative drive concepts. Our engineers developed and tested the Natural Gas Technology rigorously right up until the go-ahead for production was given. Furthermore, in contrast to many retrofit solutions, each of the system components is a fully integral part of the overall vehicle concept. We believe that one thing above all clearly marks this out as a new type of drive system: lower fuel costs.

The Sprinter NGT is powered by a bivalent 4-cylinder in-line engine with a rated output of 115kW (156hp) in gas or petrol mode and a rated torque of 240Nm and complies with the current EURO 5 emissions standard.

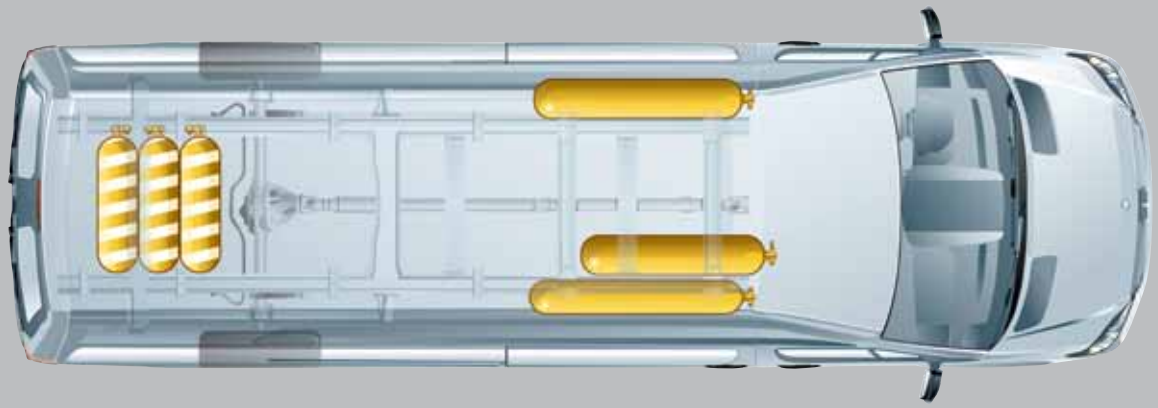
In order to allow optimal fulfilment of individual needs with respect to range and payload, the Sprinter NGT is available with the option of adding extra gas tanks behind the rear axle, to further increase the range. As all the compressed-gas tanks are incorporated in an underfloor design, the cargo space can be used without restriction or compromise*.

* Additional gas tanks are optional equipment available at additional cost. Additional gas tanks remove spare tyre.
Images displayed may be of overseas models.

The advantages at a glance.

- Additional gas tanks can be fitted behind the rear axle as an option*
- Ideal integration of all drive components ex factory
- High levels of reliability and operating safety
- A touch of the button on the instrument panel is all it takes to switch from natural-gas mode to petrol mode and vice versa
- Digital gas gauge on the Highline display
- The filler necks for the natural gas and petrol are in the usual place
- No reduction in cargo space thanks to underfloor mounting of gas tanks (the gas tanks are only coloured yellow for illustrative purposes; they are actually black)

Example of a gas-tank configuration for the panel van



Standard equipment Optional equipment

* Additional gas tanks are optional equipment available at additional cost. Additional gas tanks remove spare tyre.

An environmentally friendly concept that benefits more than just the environment.

The Sprinter has always enjoyed a reputation as one of the most economical vehicles in its class. And the new Sprinter NGT more than lives up to this billing.

Alternative drive systems frequently have to battle against the preconceived idea that they are complicated, prone to faults and expensive. The Sprinter NGT proves that it doesn't have to be this way: its bivalent engine has proven its reliability after many years of testing.

Technical data

Model	Sprinter 316 NGT	Model	Sprinter 316 NGT
No. of cylinders	4	Perm. gross vehicle weight/perm. towing capacity (kg)	3550 / 2000*
Total displacement (cc)	1796	Perm. gross combination weight (kg)	5550
Rated output (kW/hp @ rpm)	115kW/156hp @ 5000rpm	Fuel Type	Natural gas (CNG) and premium unleaded
Rated torque (Nm @ rpm)	240Nm @ 3000-4000rpm		

Variants

Body Variant	Panel Van	Body Variant	Panel Van
Perm. GVW (t)	3.55	Total optional gas tank capacity (kg)	Approx. 13
Body length	MWB	Total standard petrol tank capacity (l)	Approx. 100
Wheelbase (mm)	3665	Payload capacity (kg)	Approx. 1367^
Total standard gas tank capacity (kg)	Approx. 18		

*Trailer load with brakes. Maximum towing capacities depend on individual state legislation.
^ Based on a standard gas tank (18kg) configuration.

Sprinter NGT Van Model Range

3.55t/3.88t GVM	Van with Standard Roof	Van with High Roof
MWB Compressed Natural Gas		
LWB Compressed Natural Gas		

Sprinter NGT Single Cab Chassis Model Range

3.55t GVM	Single Cab Chassis	Single Cab Chassis with tray
MWB Compressed Natural Gas		
4.49t / 5.0t GVM	**Single Cab Chassis**	**Single Cab Chassis with tray**
LWB Compressed Natural Gas		

Specifications and information referred to herein are correct at the time of publication (April 2010). Some of the equipment depicted either on vehicle illustrations or separately may be non-standard, optional at extra cost or not yet available in Australia. Mercedes-Benz Australia/Pacific Pty. Ltd. reserves the right to discontinue or modify any vehicle or optional equipment at any time without prior notice to meet any requirement of a manufacturing or commercial nature which it may deem appropriate. Consult your authorised Mercedes-Benz Van Dealer for the latest details on specification, colours, options, prices and availability.

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