

Buying an early postwar Mercedes-Benz

The choice and the examination

No reader of this book will need to be reminded that durability is one of the essential qualities of all Daimler-Benz products. Nonetheless, it is a sobering thought that the oldest postwar 170 models are now rapidly approaching the age of 40 – which may herald the beginning of life in human beings, but is more likely to bear witness to the ravages of time in cars. The fact that even a Mercedes-Benz can degenerate into a heap of rust is something which has to be faced; and those splendid long-lived diesel engines can eventually burn more oil of the lubricating kind than they do of the fuel kind. So how does the Mercedes-Benz enthusiast avoid buying an expensive liability?

In the period covered by this volume, there is certainly no lack of variety in Mercedes-Benz passenger cars, for the choice ranges from the humble 170D to the prestigious 300S or the exotic 300SL. Yet despite this wide variety of models, only three basic engine families were built at Stuttgart in the first 15 or so years after the war. It will be as well to begin this buyers' guide with a few words on their strengths and weaknesses.

The oldest family is that of the side-valve four-cylinder engines, originally of prewar design, but carried over via the 170 models and the earliest 180 variants until the mid-1950s. Subsequent engines, however, were all overhead-camshaft designs. The 3-litre 'six' introduced in the 1951 300 saloon was closely related to the later OHC 'four' first seen in the 190SL sports car, while the 2,195cc 'six' which also appeared in 1951 was yet another design which was only related to these by certain basic concepts. All the 'fours' had diesel offspring, the side-valve models updated through pushrod-operated overhead valves, but the OHC units differing from their petrol

equivalents in little more than combustion chamber design and fuel system. No diesel 'sixes' were ever available, but both the smaller and larger petrol designs were found in a number of different versions, with either carburettors or fuel injection.

In terms of durability, there is nothing to distinguish the side-valve 'fours' from the newer OHC units. All seem to thrive on the three main bearings which in higher-stressed engines would be considered distinctly marginal. The secret, of course, is that these engines were designed to run at speeds high up in their rev range on the German autobahn system; in combination with high axle ratios, this meant that they were very rarely subjected to any kind of serious strain, so that major overhauls are unlikely to be necessary before 100,000 miles or so have been clocked. As for the diesel variants, add 50,000 miles to that, although oil consumption will increase in a high-mileage engine and the familiar diesel clatter will certainly not decrease.

The weak point of all of the four-cylinder petrol engines is carburation, however. The Solex carburettors which were fitted to them were subject to problems caused by wear, and poor starting is a common malady which does not necessarily indicate an engine in need of major work. The problem is particularly acute on 190SL engines with their twin carburettors, on which wear around the throttle shafts makes adjustment and tuning difficult, and idling – in bad cases – next to impossible. In many cases, the diagonal brace which supports the heavy air intake plenum chamber has been removed by an uncomprehending owner or mechanic, so that the full weight of that component rests on its attachment bolts and allows vibration to loosen the gaskets between intake manifold and engine. Obviously,

troublesome air leaks are the result. Many 190SL owners have replaced their Solexes with single or twin Weber 40 DCOE carburettors; the twin-Weber set-up certainly gives better performance and trouble-free tuning, but at the expense of higher fuel consumption and more rapid engine wear if the extra performance is used regularly.

The six-cylinder engines are, if anything, even more robust than the 'fours', and should be good for 150,000 miles or so without a rebuild. Solex troubles are, of course, encountered again here, and the alternative fuel injection is not something on which any amateur should attempt to work. Major fuel injection faults are likely therefore to be expensive to rectify. In the 300SL engine, with its higher state of tune, plug fouling and consequent misfiring in traffic are quite common and need not indicate a fault; the trouble should, however, clear itself rapidly with open-road driving.

Turning now from engine types to car types, it is worthwhile to consider availability of the different models as well as their strengths and weaknesses. Anyone who thinks he can go straight out and find a good used 300SL, for example, is in for a shock! Earliest of the cars under consideration here are the 170 and 220 models, which are not plentiful, either in Britain or the USA. There are very few indeed in Britain, although the USA's lack of a dealer network when the cars were current was to some extent offset by returning servicemen who brought examples back home with them from Germany. In continental Europe, however, considerably more will be found, although for the most part they will obviously have left-hand drive. Prices of saloon variants will not be very high, unless a car is in first-class original condition (and even then a seller might have difficulty attracting custom); nevertheless, the desirable cabriolets and coupes will command considerably higher prices almost regardless of condition. In Britain, these are as rare as hen's teeth, but there are far greater numbers in the USA and it is not too difficult to find a choice of examples for sale.

Sadly, it is the two-door models which suffer most in old age, as their wooden body-frames rot and sag, and hold water against the steel body panels, thus promoting rust. Cabriolets are especially prone to rust at the bottoms of their doors, although saloons are far from being immune to the disease. All the 170 and 220 models may suffer from rust at the base of the radiator

shell, and likewise the tinworm is particularly active at the point where the front wings rest on their supports above the wheels. These points apart, though, the cars are generally pretty sound, their backbone chassis and separate body making for a long-lived ensemble.

Generally speaking, the 300 models are also long-lived, although rust at the door bottoms and around the wings (especially on pre-300d cars) can present expensive and unsightly problems. The wood trim suffers badly from sunlight, too, and the chromed exterior parts are liable to lose their plating and eventually disintegrate. Rear suspensions on these heavy cars can also become tired. In general, it is not advisable to buy a 300 which needs a lot of work. This comment applies with added emphasis to the 300S cars, which were expensive playthings in their heyday and are extremely expensive to restore properly now. As for availability, neither the 300 nor the 300S sold in great numbers in Britain, although the latter is rather more common on the other side of the Atlantic. Any enthusiast who *really* wants one of these vehicles is advised to seek one in Germany – where, of course, any available will almost certainly have left-hand drive.

The 300SLs are, of course, both very rare and more expensive to buy than any of the other models covered in this book. In Britain, their appearance on the market is so uncommon that any would-be owner is strongly advised to look abroad for a car – all in any case have left-hand drive. Far more will be found in the USA, where the majority of those produced were sold, but even so the would-be owner will have to be patient in waiting for one to appear in the 'For Sale' columns. As for prices, a first-class specimen is likely to cost about as much as a new Rolls-Royce, and anything significantly cheaper should be viewed with grave suspicion. Repairs to a damaged spaceframe, for example, are a specialist's job, and will probably be hideously expensive.

The Ponton models, rapidly becoming an enthusiast's favourite despite their humble pretensions, are fairly plentiful and reasonably cheap on both sides of the Atlantic. In Britain, diesels and four-cylinder cars are very much less common than the six-cylinder models, and the two-door variants are rare (allegedly only 20 RHD 220S cabriolets were built, for example). By way of contrast, the two-door models – cabriolets

in particular – are not hard to find in the USA. Two-door cars will be expensive, and it is worth remembering that the doors and front wings of these hand-built bodies were often tailored to the individual car, so that replacing panels can present difficulties.

The more mundane saloons suffer primarily from the enemy of all early unit-construction cars, and rust will render them unlovable if not necessarily unserviceable. Fortunately, the sills are not structural, and rust here need not be too much of a worry, although the jacking points ahead of the rear wheels can also rust out, with consequent wheel-changing problems. The structural tube below the radiator commonly corrodes at its extremities, but other rust traps present mainly cosmetic problems – the inner rear wings (betrayed by water inside the boot), the bottom edges of the doors, the tops of the wings in a line parallel to the bonnet, and directly above the headlamps, where mud collects after being thrown up by the wheels. Doors which shut badly are more likely to indicate hinge wear than body sag, and it is worth noting that front hinges are only accessible after the wings have been removed!

As for the underside, rust may cause the rubber-bushed rear radius-arms to pull out of the floor, while kingpin wear at the front – detectable by rocking wheels vertically to check for excess movement after the car has been jacked up – can be rectified with new parts, though these are expensive. The gearbox has no special weaknesses, although its shift linkage may be sloppy. Clutches unfortunately are not long-lived items, and may have been mistreated in Hydrak-equipped cars.

The basic construction of the Ponton saloons is shared by the

190SL, which is similarly prone to rusting. Rust attacks the sills (again not structural), the jacking point holes and, in bad cases, the structural rails behind the sills. The rear radius-arm attachment points are prone to the same trouble as in the saloons, and the rear inner wings and boot are commonly attacked. Rust will also get at the panels below the headlights, the headlight bowls and the surrounds, as well as the battery box.

Fortunately, about 90% of 190SL parts are still available at the time of writing – though not all from the factory – which makes restoration of a poor example an attractive possibility for those with the time, money and patience. Many 190SLs will be found in the USA, and there is no real shortage of examples even in Britain, where the car nevertheless seems to be somewhat under-appreciated. Prices for good examples are likely to be close to those for similar-condition British sports cars of the 1950s and early 1960s, such as Triumph TRs and MGAs/MGBs.

The foregoing should give some idea of the availability of the various Mercedes-Benz models covered by this book, and of their major weaknesses. Obviously, far more *could* be said about each one, but space is unfortunately limited. The potential buyer is advised to consult other owners of the model of his choice before entering into a purchase and, if he can, to persuade such an owner to accompany him when he views possible purchases. If the purchase goes well, the next step for the Mercedes-Benz enthusiast must be consideration of the problems of keeping the car in good condition, and the next chapter is intended as an outline guide to the available sources of assistance.

300Sc, pilot-build September 1955, produced December 1955 – April 1958 (W188)

As 300S, except:

Engine: Compression ratio 8.55:1. Bosch fuel injection. Maximum power 175bhp DIN at 5,400rpm; maximum torque 188lb/ft at 4,300rpm. Transmission: Gear ratios 3.55:1, 2.30:1, 1.53:1, 1.00:1, reverse 2.78:1. Axle ratio 4.44:1.

Running gear: Single-pivot swing-axle rear suspension with coil springs. Larger brakes.

Weight: 3,924lb.

300SL, racing versions (W194, W197) built 1952; (W198) coupe, produced August 1954 – May 1957; roadster, pilot-build February 1957, produced May 1957 – February 1963

Construction: Steel tubular spaceframe with separate body of light sheet steel (aluminium body available to order).

Engine: Type M198 6-cyl, 85mm bore × 88mm stroke, 2,996cc OHC (last 229 built with all-alloy block). Compression ratio 8.55:1 (9.5:1 on US roadster models). 7-bearing crankshaft, Bosch direct fuel injection. Maximum power 195bhp DIN at 5,800rpm (US roadster models and others with optional sports camshaft and high compression head 215bhp DIN at 6,100rpm); maximum torque 217lb/ft at 4,800rpm (US roadsters, etc, 228lb/ft).

Transmission: 4-speed all-synchromesh gearbox with reverse. Gear ratios 3.34:1, 1.97:1, 1.385:1, 1.00:1, reverse 2.57:1 (later and all roadsters 2.73:1). Single-dry-plate clutch. ZF limited-slip differential. Axle ratio 3.64:1 (3.25:1, 3.42:1, 3.89:1 and 4.11:1 optionally available, 3.89:1 standard on US-market roadsters).

Running gear: Independent front suspension with twin wishbones, coil springs and anti-roll bar. Swing-axle rear suspension with coil springs (roadsters have single-pivot swing-axle with compensating spring and coil springs). Hydraulic telescopic shock absorbers. Recirculating-ball steering, 17.3:1 ratio (lower and higher ratios available to order). Hydraulic drum brakes on all 4 wheels (disc brakes from March 1961) with servo assistance. 6.50 × 15 tyres (6.70 × 15 on roadsters).

Dimensions: Wheelbase 94.5in, front track 54.5in (roadsters 55in), rear track 56.5in (roadsters 57in), length 178in (roadsters 180in), width 70.5in, height 51.2in, ground clearance 5.1in. Weight 2,890lb (roadsters 3,130lb, 3,220lb with hardtop). Turning circle 37ft.

180, produced July 1953 – June 1957 (W120)

Construction: All-steel unitary body with separate front subframe.

Engine: Type M136 4-cyl, 75mm bore × 100mm stroke, 1,767cc. Compression ratio 6.8:1. 3-bearing crankshaft. Solex 32 PICB downdraught carburettor. Maximum power 52bhp DIN at 4,000rpm; maximum torque 82.5lb/ft at 1,800rpm.

Transmission: 4-speed all-synchromesh gearbox with reverse. Gear

ratios 4.05:1, 2.38:1, 1.53:1, 1.00:1, reverse 3.92:1. Axle ratio 3.89:1. Running gear: Independent front suspension with coil springs; swing-axle rear suspension with coil springs (single-pivot swing-axle from September 1955). Recirculating-ball steering, 18.5:1 ratio. Hydraulic drum brakes on all 4 wheels. 6.40 × 13 tyres. Dimensions: Wheelbase 104.3in, front track 55.9in, rear track 58.1in, length 176.4in, width 68.5in, height 61.4in, ground clearance 7.3in. Weight 2,596lb (2,640lb from September 1955). Turning circle 38ft.

180D, pilot-build October 1953, produced February 1954 – July 1959 (W120)

As 180, except:

Engine: Type OM636 4-cyl diesel, 75mm bore × 100mm stroke, 1,767cc. Compression ratio 19:1. 3-bearing crankshaft. Maximum power 40bhp DIN at 3,200rpm (43bhp at 3,500rpm from September 1955); maximum torque 75lb/ft at 2,000rpm.

Transmission: Axle ratio 3.7:1.

Dimensions: Front track 56.3in. Weight 2,684lb.

180a, produced June 1957 – July 1959 (W120)

As 180, except:

Engine: Type M136 4-cyl, 85mm bore × 83.6mm stroke, 1,897cc. Compression ratio 6.8:1. 3-bearing crankshaft. Solex 32 PICB carburettor. Maximum power 65bhp DIN at 4,500rpm; maximum torque 94lb/ft at 2,200rpm.

Transmission: Axle ratio 3.9:1.

Weight: 2,662lb.

180b, produced July 1959 – August 1961 (W120)

As 180a, except:

Engine: Solex 34 PICB downdraught carburettor. Maximum power 68bhp DIN at 4,400rpm; maximum torque 96lb/ft at 2,500rpm.

Running gear: Brakes with larger swept area and optional vacuum servo assistance.

180Db, produced July 1959 – August 1961 (W120)

Technical specification identical to 180D.

180c, produced June 1961 – October 1962 (W120)

As 180b, except:

Engine: Improved valve gear.

180Dc, produced June 1961 – October 1962 (W120)

As 180Db, except:

Engine: Type OM621 4-cyl diesel, 87mm bore × 83.6mm stroke, 1,988cc. Compression ratio 21:1. 3-bearing crankshaft. Maximum power 48bhp DIN at 3,800rpm; maximum torque 80lb/ft at 2,200rpm.

Brakes: Larger swept area, as 180b.

190, produced March 1956 – August 1959 (W121)

As 180, except:

Engine: Type M121 4-cyl, 85mm bore × 83.6mm stroke, 1,897cc OHC. Compression ratio 7.5:1. 3-bearing crankshaft. Solex 32 PAITA downdraught carburettor. Maximum power 75bhp DIN at 4,600rpm; maximum torque 101lb/ft at 2,800rpm.

Transmission: Axle ratio 4.1:1.

Running gear: Single-pivot swing-axle rear suspension with coil springs. Larger brake swept area (as 180b), servo assistance optional.

Dimensions: Front track 56.3in. Weight 2,728lb.

190b, produced June 1959 – August 1961 (W121)

As 190, except:

Engine: Maximum power 80bhp DIN at 4,800rpm; maximum torque 103lb/ft at 2,800rpm.

Dimensions: Length 177.2in.

190D, produced August 1958 – July 1959 (W121)

As 190, except:

Engine: Type OM621 4-cyl, diesel, 85mm bore × 83.6mm stroke, 1,897cc OHC. Compression ratio 21:1. 3-bearing crankshaft. Maximum power 50bhp DIN at 4,000rpm; maximum torque 79.5lb/ft at 2,200rpm.

Transmission: Axle ratio 3.7:1.

Weight: 2,750lb.

190Db, produced June 1959 – September 1961 (W121)

As 190D, except:

Dimensions: Length 177.2in.

219, produced March 1956 – July 1959 (W105)

Construction: All-steel unitary body with separate front subframe.

Engine: Type M180 6-cyl, 80mm bore × 72.8mm stroke, 2,195cc OHC. Compression ratio 7.6:1 (8.7:1 from August 1957). 4-bearing crankshaft. Solex 32 PAATJ dual downdraught carburettor. Maximum power 85bhp DIN at 4,800rpm (90bhp from August 1957), maximum torque 116lb/ft at 2,400rpm (123lb/ft from August 1957).

Transmission: 4-speed all-synchromesh gearbox with reverse. Gear ratios 3.52:1, 2.32:1, 1.52:1, 1.00:1, reverse 3.29:1. Axle ratio 4.1:1 (3.9:1 from August 1957). Hydrak automatic clutch optionally available.

Running gear: Independent front suspension with coil springs; single-pivot swing-axle rear suspension with coil springs. Recirculating-ball steering, 21.4:1 ratio. Hydraulic drum brakes on all 4 wheels. 6.40 × 13 tyres.

Dimensions: Wheelbase 108.3in, front track 56.3in, rear track 57.9in, length 184.3in, width 68.5in, height 61.4in, ground clearance 7.3in. Weight 2,838lb. Turning circle 38ft.

220a, pilot-build March 1954, produced June 1954 – April 1956 (W180)

As 219, except:

Transmission: 1st gear ratio 3.40:1, later 3.52:1. Axle ratio 4.11:1, later 4.10:1.

Dimensions: Wheelbase 111in, length 185.6in. Weight 2,860lb.

220S, produced March 1956 – August 1959 (saloon); produced July 1956 – October 1959 (cabriolet); produced October 1956 – October 1959 (coupe) (W180)

As later 220a, except:

Engine: 2 Solex 32 PAJTA carburettors. Maximum power 100bhp DIN at 4,800rpm (106bhp at 5,200rpm from August 1957); maximum torque 119lb/ft at 3,500rpm (127lb/ft from August 1957).

Running gear: Servo-assisted brakes standard. 6.70 × 13 tyres.

Dimensions: Wheelbase 111in (saloon), 106.3in (coupe and cabriolet), length 187in (saloon), 183.9in (coupe and cabriolet), width 68.5in (saloon), 69.5in (coupe and cabriolet), height 61.4in (saloon), 60.2in (coupe and cabriolet). Weight 2,970lb (saloon), 3,102lb (coupe), 3,219lb (cabriolet). Turning circle 38ft (saloon), 37ft (coupe and cabriolet).

220SE, pilot-build April 1958, produced October 1958 – August 1959 (saloon); pilot-build July 1958, produced October 1958 – November 1960 (coupe and cabriolet) (W128)

As contemporary 220S, except:

Engine: Bosch fuel injection. Maximum power 115bhp DIN at 4,800rpm (120bhp from August 1959); maximum torque 152lb/ft at 4,100rpm.

Transmission: Gear ratios, US-market cars only: 3.65:1, 2.36:1, 1.53:1, 1.00:1.

Weight: 3,014lb (saloon), 3,146lb (coupe), 3,234lb (cabriolet).

190SL, pilot-build January 1955, produced May 1955 – February 1963 (W121)

Construction: All-steel unitary body with separate front subframe.

Engine: Type M121B 4-cyl, 85mm bore × 83.6mm stroke, 1,897cc OHC. Compression ratio 8.5:1 (8.7:1 from August 1957, 8.8:1 from September 1959). 3-bearing crankshaft. 2 Solex 44 PHH dual downdraught carburettors. Maximum power 105bhp DIN at 5,700rpm; maximum torque 105lb/ft at 3,200rpm.

Transmission: 4-speed all-synchromesh gearbox with reverse. Gear ratios 3.52:1, 2.32:1, 1.52:1, 1.00:1, reverse 3.29:1. Axle ratio 3.7:1 (changed very early to 3.9:1, 4.1:1 optional).

Running gear: Independent front suspension with coil springs and telescopic dampers; single-pivot swing-axle rear suspension with coil springs and telescopic dampers. Recirculating-ball steering, 18.5:1 ratio. Hydraulic Alfin drum brakes on all 4 wheels with optional vacuum servo assistance (servo standardized for 1957). 6.40 × 13 tyres.

Dimensions: Wheelbase 94.5in, front track 56.2in, rear track 58.1in, length 166.1in, width 68.5in, height 52in, ground clearance 7.3in. Weight 2,552lb (roadster), 2,596lb (coupe). Turning circle 36.1ft.

APPENDIX B

Chassis number sequences and production figures

Chassis number sequences and production figures

During the period covered by this book, 4 different chassis numbering systems have been employed on Mercedes-Benz cars:

1946-1950

11 digit numbers, broken down as follows:

First 3 numbers: Type (as W number)

Next 3 numbers: Body type (e.g. saloon, cabriolet, etc.)

Final 5 numbers: Serial number

1951-1952

13 digit numbers, as 1946-1950, but:

Last 2 numbers: Production year (e.g. 51 = 1951).

1953-1959

14 digit (LHD) and 15 digit (RHD) numbers, broken down as follows:

1st digit: R (RHD models only; LHD models have no identifying prefix)

Next 3 digits: Type (as W number)

Next 3 digits: Body type

Next digit: N (standard transmission) or Z (Hydrak clutch)

Next 2 digits: Production year in reverse (e.g. 35 = 1953, etc)

Final 5 digits: Serial number.

1960 and later

14 digit numbers, broken down as follows:

First 3 digits: Type (as W number)

Next 3 digits: Body type

Next digit: 1 (LHD) or 2 (RHD)

Next digit: 0 (standard transmission), 1 (Hydrak clutch), or 2 (automatic)

Final 6 digits: Serial number.

Type and body type numbers

Model by model, these numbers list out as follows:

	W136 models		Model by model, these numbers list out as follows:				
	170V	170D	170S	170Va/ Vb	170Da/ Db	170S-V	170S-D
Saloon	136.010	136.110	136.040	136.060	136.160	136.081	136.181
Saloon w/sunroof	-	--	136.049	136.072	136.172	136.082	136.182
Cabriolet A	-	-	136.042	-	-	-	-
Cabriolet B	-	-	136.043	-	-	-	-
Ambulance	136.014	136.114	136.044	136.070	136.170	136.083	136.183
Delivery van	-	-	136.046	-	-	-	-
Pick-up	136.016	136.115	-	136.074	136.175	-	-
Police patrol car	136.017	-	136.047	-	136.174	-	-
Police radio car	-	-	136.048	-	-	-	136.187
Ditto w/sunroof	-	-	136.050	-	-	-	136.188
Taxi	136.019	-	-	136.069	136.169	-	136.184

W191 models (170Sb and 170DS)

	170Sb	170DS
Saloon	191.010	191.110
Saloon w/sunroof	191.018	191.113
Ambulance	191.013	191.111
Delivery van	-	191.112
Police patrol car	191.015	191.116
Police radio car	191.016	-
Ditto w/sunroof	191.017	-

W187 models (220)

Saloon	187.010
Cabriolet A	187.012
Cabriolet B	187.013
Saloon w/sunroof	187.014
Police radio car	187.017
Police patrol car	187.018
Coupe	187.020

W186 models (300, 300b, 300c)

	300/300b	300c
Saloon	186.000	186.016
Cabriolet B	186.013	-
Cabriolet D	186.014	186.033
Saloon w/sunroof	186.015	186.017

W189 models (300d)

Saloon	189.010
Saloon w/sunroof	189.011
Cabriolet D	189.033

W188 models (300S, 300Sc)

	300S	300Sc
Cabriolet A	188.000	188.013
Coupe	188.011	188.014
Roadster	188.012	188.015

W198 models (300SL)

Coupe	198.040
Roadster	198.042

W120 models (180, 180D; all suffix letters)

	180	180D
Saloon	120.010	120.110
Ambulance, 4-door	120.000	120.100
Special body, 2-door	120.001	120.101
Special body, 4-door	120.002	120.102

W121 models (190SL, 190 and 190D; all suffix letters)

	190SL	190	190D
Coupe	121.040	—	—
Roadster	121.042	—	—
Saloon	—	121.010	121.110
Saloon w/sunroof	—	121.011	121.111
Ambulance	—	121.000	121.100
Special body	—	121.002	121.102

W105 models (219)

Saloon	105.010
Saloon w/sunroof	105.011
Ambulance	105.000

W180 models (220a, 220S)

	220a	220S
Saloon	180.010	180.010
Saloon w/sunroof	180.011	180.011
Ambulance	180.000	180.000
Cabriolet	—	180.030
Coupe	—	180.037

W128 models (220SE)

Saloon	128.010
Saloon w/sunroof	128.011
Cabriolet	128.030
Coupe	128.037

Production totals

Note: Figures are for calendar year, not model-year.

170 models

Year	170V	170D	170S	170S Cabriolet	170Va	170Da	170DS	170Sb	170Vb
1946	214								
1947	1,045								
1948	5,116								
1949	13,101	907	3,370	39					
1950	(+)	5,609	14,735	1,686	11,876 (+)				
1951			10,333	708	12,687	14,622			
1952			326		3,692	8,115	6,734	4,580	
1953							6,251	3,514	1,636
Total	19,476 (+)	6,516	28,764	2,433	28,255 (+)	22,737	12,985	8,094	1,636

Year	170Db	170S-V	170S-D	Annual total
1946				214
1947				1,045
1948				5,116
1949				17,417
1950				33,906
1951				38,350
1952				23,447
1953	4,570	2,102	6,494	24,567
1954		880	5,992	6,872
1955		140	2,401	2,541
Total	4,570	3,122	14,887	153,475

Notes: (+) The figure of 11,876 for 170Va production in 1950 also includes those 170V models built between January and May 1950. A breakdown is not available.

170V/Va/Vb production figures may be broken down as follows:

Saloon	44,251	Van	1,685
Sd	1,489	Chassis	275
Ambulance (V)	600		
Ambulance (Va/Vb)	1,067	Grand total	49,367

220 models

Year	Saloon	Coupe/Cabriolet	Annual total
1951	3,453	368	3,821
1952	9,165	1,178	10,343
1953	3,322	403	3,725
1954	214	259	473
1955		152	152
Total	16,154	2,360	18,514

300 models

Year	300/300b Saloon	300/300b Cabriolet	300c Saloon	300c Cabriolet	300d Saloon	300d Cabriolet	Annual total
1951	47	2					49
1952	2,659	262					2,921
1953	1,776	181					1,957
1954	1,185	87					1,272
1955	547	59	330	3			939
1956			885	48			933
1957			217			144	361

1958					1,165	3	1,168
1959					607	23	630
1960					581	22	603
1961					535	16	551
1962					45	1	46
Total	6,214	591	1,432	51	3,077	65	11,430

300S models

Year	300S	300Sc	Annual total
1951	2		2
1952	113		113
1953	353		353
1954	37		37
1955	55	5	60
1956		140	140
1957		52	52
1958		3	3
Total	560	200	760

Type breakdown:

	300S	300Sc
Roadster	141	53
Cabriolet	203	49
Coupe	216	98

300SL models

Year	300SL Gullwing	300SL Roadster/Coupe	Annual total
1954	146		146
1955	867		867
1956	311		311
1957	76	554	630
1958		324	324
1959		211	211
1960		249	249
1961		250	250
1962		244	244
1963		26	26
Total	1,400	1,858	3,258

180, 180D, 190 and 190D models

Year	180	180a	180D	180b	180Db	180c	180Dc	Annual total
1953	4,362		11					4,373
1954	20,306		15,532					35,838
1955	17,704		20,345					38,049
1956	8,464		21,013					29,477
1957	1,350	4,656	22,910					28,916
1958		15,967	26,693					42,660
1959		6,730	9,981	7,314	8,076			32,101
1960				14,384	11,151			25,535
1961				7,717	5,449	4,980	4,822	22,968
1962						4,300	7,000	11,300
Total	52,186	27,353	116,485	29,415	24,676	9,280	11,822	271,217

Year	190	190D	190b	190Db	Annual total
1956	16,001				16,001
1957	22,578				22,578
1958	15,791	5,469			21,260
1959	6,975	15,160	6,613	13,709	42,457
1960			12,986	29,116	42,102
1961			8,864	18,464	27,328
Total	61,345	20,629	28,463	61,309	171,746

220, 220S and 220SE models

Year	220a	220S	220S Cabrio/Coupe	219	220SE	220SE Cabrio/Coupe	Annual total
1954	4,178						4,178
1955	19,348						19,348
1956	2,411	10,525	297		5,474		18,707
1957		15,459	1,066		8,505		25,030
1958		20,181	1,280		9,296	201	31,072
1959		9,114	786		4,570	1,773	16,871
1960							1,200
Total	25,937	55,279	3,429	27,845	1,974	1,942	116,406

Overall totals, Ponton models

Year	4-cylinder	6-cylinder	Total
1953	4,373		4,373
1954	35,838	4,178	40,016
1955	38,049	19,348	57,397
1956	45,478	18,707	64,185
1957	51,494	25,030	76,524
1958	63,920	31,072	94,992
1959	74,558	16,871	91,429
1960	67,637	1,200	68,837
1961	50,316		50,316
1962	11,300		11,300
Grand total			559,369

190SL models

Year	Total	Year	Total
1955	1,727	1960	3,977
1956	4,032	1961	3,792
1957	3,332	1962	2,246
1958	2,722	1963	104
1959	3,949		
Grand total			25,881