Measurements under Test Load

Model	Load	
	with weights in vehicle	with suspended loads [1]
280 S/8, 280 SE/8 280 SEL/8, 280 SE/9 3.5	2×65 kg on front seats 1×65 kg on rear seats	100 kg on front axle 95 kg on rear axle
280 SE/9 3.5	2×75 kg on front seats 40 kg in trunk	

[1]) On mounting brackets of front and rear bumpers.

G. Vehicle Level

Vehicle Level on Front Axle with Vehicle Ready for Driving

Model	Front axle load [1] approx. kp	Control arm position mm
280 S/8	745	93 ± 15
280 SE/8 Lim	755	
280 SEL/8	770	
280 SE/8 Cp	765	89 ± 15
280 SE/8 Ca	800	
280 SE/9 3.5 Cp	825	
280 SE/9 3.5 Ca	860	
280 SL/8 [2])	730	88 ± 15

Special version: Harder springs for bad road conditions and special sedans with higher rear axle load, for example police radio cars.

280 S/8	730	97 ± 15
280 SE/8 Lim	750	
280 SEL/8	755	
280 SE/8 Cp	765	92 ± 15
280 SE/8 Ca	800	
280 SE/9 3.5 Cp	825	
280 SE/9 3.5 Ca	860	
280 SL/8 [2])	730	84 ± 15

[1]) Additional load with sliding roof approx. 10 kg, with power steering approx. 10 kg, with automatic transmission approx. 15 kg.
[2]) Vehicle with coupe roof and with roadster top in well; front axle load without coupe roof approx. 5 kg less.

Vehicle Level on Rear Axle with Vehicle Ready for Driving

Model	Rear Axle Load [1] approx. kg	Rear Wheel Camber
Standard Suspension		
280 S/8	735	0° ± 30′
280 SE/8 Lim	740	
280 SEL/8	755	
280 SE/8 Cp	745	
280 SE/8 Ca	790	
280 SE/9 3.5 Cp	745	
280 SE/9 3.5 Ca	790	
280 SL/8 [2]	675	+ 1°30′ ± 30′
Special Version: Harder suspension for bad road conditions.		
280 S/8	730	+ 0°30′ ± 30′
280 SE/8 Lim	740	
280 SEL/8	750	
280 SE/8 Cp	750	
280 SE/8 Ca	800	
280 SE/9 3.5 Cp	745	
280 SE/9 3.5 Ca	790	
280 SL/8 [2]	675	+ 1°15′ ± 1°
Special Version: Harder suspension for special sedans with higher rear axle load, for example police radio cars.		
280 S/8	880	+ 0°30′ ± 30′
280 SE/8	900	

[1] Additional load with sliding roof approx. 10 kg, with suspended load approx. 20 kg.
[2] Vehicle with coupe roof and roadster top in well; rear axle load without coupe roof approx. 40 kg less

Vehicle Level on Rear Axle under Load on Vehicles with Hydropneumatic Compensating Spring[1]

Model 280 S/8, 280 SE/8, 280 SEL/8, 280 SE/9 3.5

Test	Vehicle load [2]	Rear axle camber	
		Normal vehicle level normal suspension	**Higher vehicle level** harder suspension for bad road conditions, special sedans with higher rear axle load, for example police radio cars
Vehicle level under test load	approx. 100 kg in trunk or approx. 95 kg suspended load at rear [3]	−0°45′ ± 30′	0° ± 30′
Function test	approx. 200 kg in trunk or approx. 120 kg suspended load on rear end + approx. 50 kg in trunk [3]	Rear wheel camber up to 1° less than when measuring level under test load	
Leak test		Permissible reduction of rear wheel camber in connection to function test 2° within 2 hours	

[1] For testing and adjustment of hydropneumatic compensating spring refer to Job No. 32-7, Section B.
[2] Prior to applying the load, the vehicle should be ready for driving (refer to "Loads for Vehicle Measurements").
[3] Attach suspended load to mounting brackets for rear bumper.

Vehicle Level on Vehicles with Air Suspension

	Normal level [1]		Higher level [4]
	Values for adjustment [2]	Values for checkup [3]	Values for checkup
Model 300 SEL/8, 300 SEL/9 3.5			
Control arm position of front axle	57 ± 2 mm	57 ± 10 mm	107 ± 10 mm
Rear wheel camber	−0°45′ ± 15′	−0°45′ ± 1°	+ 3° ± 1°
Model 300 SEL/8 6.3			
Control arm position of front axle	42 ± 2 mm	42 ± 10 mm	92 ± 10 mm
Rear wheel camber	−0°45′ ± 15′	−0°45′ ± 1°	+ 3° ± 1°

[1] The normal vehicle level with the vehicle ready for driving is adjusted by adjusting the connecting rods on the level control valves (at left and right each on front axle and in center of rear axle).
[2] Actuate level control valves manually until the specified level has been attained.
[3] The difference in the tolerance between the values for adjustments and the values for checkups is the result of the idle travel of the level control valves. The values obtained during adjustment by actuating the level control valves manually are maintained only with the vehicle in driving condition.
[4] The values for the higher level are stated not for making adjustments, but for a checkup.