

1. Purpose of the Document

This Repair and Maintenance Information (RMI) document has been prepared to provide repair, maintenance, inspection and servicing information related exclusively to the vehicle completion activities performed by the final-stage manufacturer.

The document is published in accordance with Regulation (EU) 2018/858, specifically Chapter XIV – Access to Vehicle OBD Information and Vehicle Repair and Maintenance Information, and is intended to support fair access to vehicle repair and maintenance services.

2. Vehicle Scope

This document applies only to vehicles that have been:

- Converted from incomplete base vehicles
- Completed and approved as M2 or M3 category vehicles
- Finalised through body conversion and vehicle completion activities

Two separate document structures are defined:

- Chassis-based conversions (M2 & M3)
- Panel van-based conversions (M2 & M3)

This document covers only the systems, components and installations added or modified during the vehicle completion stage.

3. Manufacturer Responsibility Limitation

The responsibility of the final-stage manufacturer under this document is strictly limited to:

- Systems added during vehicle completion

- Structural, mechanical, electrical and interior components installed as part of the conversion
- Interfaces between the base vehicle and the completed vehicle systems only where modified by the final-stage manufacturer

The final-stage manufacturer does not assume any responsibility for:

- The base vehicle manufacturer's systems
- Original powertrain, drivetrain, braking, steering, suspension or ADAS systems
- Base vehicle electronic control units (ECUs) and OEM software
- OEM diagnostic software, fault codes or reprogramming procedures

All base vehicle-related repair and maintenance information remains under the responsibility of the original base vehicle manufacturer.

4. Relation to Base Vehicle RMI

For all base vehicle systems not modified during the vehicle completion process, repair and maintenance activities shall be performed in accordance with the official Repair and Maintenance Information provided by the base vehicle manufacturer.

This document does not replace, duplicate or override any OEM Repair and Maintenance Information issued by the base vehicle manufacturer.

5. Intended Users

This document is intended for use by:

- Authorised repairers
- Independent repairers
- Maintenance workshops
- Inspection and testing bodies

- Fleet maintenance operators

Any operator performing repair and maintenance activities within the scope of the completed vehicle systems may use this document.

6. Level of Technical Detail

The technical content provided in this document corresponds to the minimum level required by Regulation (EU) 2018/858 for repair and maintenance access and includes:

- Identification of completed vehicle systems
- Inspection and maintenance guidance
- Safe repair and replacement information
- Functional descriptions of added systems

This document does not include advanced diagnostic algorithms, OEM fault code databases or base vehicle ECU reprogramming procedures.

7. Accessibility

This Repair and Maintenance Information document is:

- Provided free of charge
- Publicly accessible
- Made available as a single downloadable PDF document

No registration, subscription or paid access is required.

8. Language

This document is issued in English.

An additional Turkish version may be provided separately.

9. Regulatory Reference Statement

This document is prepared to support compliance with the following provisions of Regulation (EU) 2018/858:

- Article 61 – Access to vehicle repair and maintenance information
- Article 62 – Obligations in multi-stage and mixed type-approval
- Article 63 – Fees for access to vehicle repair and maintenance information
- Article 64 – Proof of compliance
- Article 65 – Enforcement, audits and complaints handling
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A detailed compliance mapping is provided at the end of this document.

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2. Vehicle Identification and Applicability

2.1 Applicable Vehicle Categories (M2 / M3)

This document applies to vehicles approved as M2 and M3 category vehicles in accordance with Regulation (EU) 2018/858, following second-stage vehicle completion.

2.2 Base Vehicle Type

This document applies to vehicles based on the Mercedes-Benz Sprinter incomplete panel van base vehicle.

2.3 Completed Vehicle Definition

For the purposes of this document, the completed vehicle is defined as a Mercedes-Benz Sprinter panel van base vehicle that has undergone second-stage conversion to M2 or M3 category through structural, mechanical, electrical and interior modifications intended for passenger transport.

2.4 Identification of Completed Systems

The completed vehicle systems covered by this document include systems installed or modified during the second-stage conversion process, including passenger compartment structures, glazing, seating systems, access systems, interior trim, heating and ventilation systems, and completed vehicle electrical systems.

2.5 Limitations of Applicability

This document applies exclusively to systems added or modified during the second-stage conversion. Base vehicle systems supplied by the base vehicle manufacturer and not modified during the conversion process are excluded.

3. Description of Vehicle Completion

3.1 Overview of Vehicle Completion Process

The vehicle completion process involves the conversion of a Mercedes-Benz Sprinter panel van base vehicle into an M2 or M3 category vehicle through a series of controlled mechanical, structural and interior assembly operations. All conversion activities are performed as second-stage manufacturing operations in accordance with applicable regulatory requirements.

3.2 Disassembly Operations

During the initial phase of the conversion process, side wall panels and front passenger seats are removed. Openings for side glazing are cut into the vehicle body. The partition located behind the driver compartment is disassembled. An opening for the roof escape hatch is cut into the vehicle roof.

3.3 Glass Assembly Operations

ECE Regulation No. 43 certified glazing units are installed into the side walls of the vehicle. The glazing units are bonded using approved primer and adhesive systems suitable for automotive glazing applications. Following installation, sealing integrity is ensured.

3.4 Rear Extension Operations

The vehicle rear overhang is modified by cutting the original structure and extending it using material of equivalent specification. The extension is assembled using spot welding techniques to ensure structural continuity and strength.

3.5 Floor Assembly Operations

The vehicle floor is prepared by drilling fixation points for the installation of seat rails. Seat rails and underfloor sheet metal components are mounted using bolted connections. T-bolts are inserted into the seat rails to allow mounting of passenger seats.

Where a rear seat bench podium is used, the podium is mounted to the vehicle side walls and floor structure. Battens are installed on the vehicle floor and covered with a dedicated floor carpet system.

3.6 Roof Assembly Operations

A roof escape hatch is installed in the prepared roof opening. Where the base vehicle is not equipped with an air-conditioning system, a new roof-mounted air-conditioning unit is installed. Control components are positioned within the driver compartment. Air distribution turbines are installed on the roof to distribute conditioned air into the passenger compartment.

3.7 Power Operated Door and Retractable Step Installation

The power-operated sliding door of the base vehicle is used for passenger access. To comply with the requirements of ECE Regulation No. 107, a power-operated retractable step is installed beneath the sliding door. The step operates synchronously with the door opening and closing movements. Associated electrical and electronic components required for operation are installed as part of the completed vehicle system.

3.8 Heating System Installation

A convector-type heating system is installed on the left side wall of the vehicle. The system is connected to the vehicle engine cooling water circuit to provide heating to the passenger compartment.

3.9 Interior Trim Installation

Dedicated interior trim panels are installed on the side walls and side panels of the passenger compartment. These components provide finishing, protection and passenger comfort within the completed vehicle.

3.10 Seat Installation Operations

Passenger seat bases are mounted onto the seat rails using T-bolts. Passenger seats are installed onto the seat bases. All seating positions and distances are verified using dedicated gauges to ensure compliance with ECE Regulation No. 107.

3.11 Final Control Operations

All converted areas of the vehicle are inspected following completion. Functional, dimensional and regulatory checks are



Repair and Maintenance Information for MB Sprinter M2-M3 Vehicle

performed in accordance with applicable requirements. Mandatory labels are affixed to the vehicle in accordance with ECE Regulation No. 107. A water tightness test is conducted for all installed glazing.



4. Systems Covered by This Document

This section identifies the systems, components and installations that are covered by this Repair and Maintenance Information document. The scope is limited exclusively to systems added or modified during the vehicle completion stage by the final-stage manufacturer.

4.1 Body Structure and Frame Additions

This document covers body structures, frames, brackets and reinforcement elements installed during vehicle completion. These components are intended to support passenger transport functions and are separate from the base vehicle chassis and structural elements provided by the base vehicle manufacturer.

4.2 Passenger Seats and Anchorage Points

Passenger seats and their anchorage points installed during vehicle completion are covered by this document. This includes seat frames, mounting brackets, fixation points and associated fasteners that are part of the completed vehicle configuration.

4.3 Seat Belt Systems and Anchorage

Seat belt systems installed as part of the vehicle completion process, including belts, retractors, buckles and anchorage points, are within the scope of this document. The information provided applies only to seat belt systems added or modified during completion.

4.4 Flooring and Interior Trim

Flooring systems, floor coverings, sub-structures and interior trim elements installed in the passenger compartment during vehicle completion are covered. This includes panels, coverings and fixations associated with the completed interior layout.

4.5 Doors Added During Vehicle Completion

Doors installed or modified during vehicle completion, including manual or power-operated doors, door frames, hinges, locking mechanisms and associated components, are included within the scope of this document.

4.6 Access Systems (Steps, Ramps, Lifts)

Access systems installed to facilitate passenger entry and exit, such as steps, ramps or lifting devices, are covered. This includes mechanical and electrical components directly associated with these access systems.

4.7 Interior Lighting Systems

Interior lighting systems installed during vehicle completion, including luminaires, wiring and control elements, are covered by this document insofar as they relate to the completed vehicle configuration.

4.8 Emergency Exits and Signage



Emergency exits, emergency opening mechanisms and safety signage installed during vehicle completion are within the scope of this document. The information provided applies to inspection, maintenance and replacement of these elements.

4.9 Completed Vehicle Electrical Systems

Electrical systems installed by the final-stage manufacturer to support completed vehicle functions are covered. This includes wiring harnesses, fuse elements and distribution components associated with completed vehicle systems.

4.10 Control Units Installed by the Final-Stage Manufacturer

Electronic control units installed solely for the operation of completed vehicle systems are included within the scope of this document. This does not include base vehicle electronic control units or OEM software.

5. Inspection and Maintenance Information

This section provides inspection and maintenance information intended for repair and maintenance service providers. The information applies exclusively to systems and components installed or modified during the second-stage conversion of the Mercedes-Benz Sprinter panel van base vehicle to M2 and M3 category vehicles.

5.1 General Inspection Principles

Inspection and maintenance activities shall be carried out at regular intervals to ensure the safe and proper operation of completed vehicle systems. All inspections shall be performed by qualified personnel using appropriate workshop practices. Base vehicle systems not modified during the conversion are excluded from this section.

5.2 Body Structure and Glazing Inspection

All body structures modified during conversion, including side wall cut-outs and rear structure extensions, shall be visually inspected for cracks, deformation, corrosion and loose fixations.

Bonded glazing units shall be inspected for adhesion integrity, sealing condition and water tightness. Any signs of detachment, leakage or damage shall be addressed immediately.

5.3 Floor Structure, Seat Rails and Podium Inspection

The floor structure, seat rails and under-floor mounting elements shall be inspected for secure fastening, deformation and corrosion.

Bolted connections and T-bolts used for seat mounting shall be checked for tightness and correct positioning.

Where a rear seat bench podium is installed, its attachment points to the floor and side walls shall be inspected for structural integrity.

5.4 Passenger Seats and Seat Belt Systems

Passenger seats and seat belt systems installed during conversion shall be inspected for secure anchorage, correct positioning and proper operation.

Seat belt retractors, buckles and anchor points shall be checked for damage, wear and functionality.

Any seat or seat belt component showing signs of damage or malfunction shall be repaired or replaced.

5.5 Doors and Retractable Step System

The power-operated sliding door used for passenger access shall be inspected for correct opening and closing operation.

The retractable step installed beneath the sliding door shall be inspected for synchronized movement with the door, secure mounting and proper retraction when the vehicle is in motion.

Electrical connections related to the door and step system shall be checked for secure installation and proper operation.

5.6 Roof-Mounted Systems

The roof escape hatch shall be inspected for secure mounting, correct opening function and sealing condition.

Where a roof-mounted air-conditioning system is installed, the mounting points, air distribution turbines and control elements shall be inspected for secure installation and correct operation.

5.7 Heating System Inspection

The convector heating system installed on the side wall shall be inspected for secure mounting and proper connection to the vehicle cooling system.

Hoses and connections shall be checked for leaks, wear or damage.

5.8 Interior Trim and Finishing Components



Interior trim panels and coverings shall be inspected for secure attachment, damage or loosening.

Floor coverings shall be checked for correct positioning and fixation to prevent displacement during vehicle operation.

5.9 Electrical Systems Installed During Conversion

Electrical wiring, connectors, fuses and control elements installed as part of the conversion shall be inspected for proper routing, secure fastening and protection against damage.

Any malfunction of completed vehicle electrical systems shall be investigated and corrected without interfering with base vehicle electronic systems.

5.10 Periodic Maintenance Records

All inspection and maintenance activities related to completed vehicle systems shall be recorded. Records shall include the date of inspection, performed actions and identified findings to support traceability and continued safe operation.

6. Repair and Replacement Information

This section provides repair and replacement guidance intended for repair and maintenance service providers. The information applies exclusively to systems and components installed or modified during the second-stage conversion of the Mercedes-Benz Sprinter panel van base vehicle to M2 and M3 category vehicles.

6.1 General Repair Principles

Repair and replacement activities shall be performed to restore the completed vehicle systems to their original approved condition. All works shall be carried out by qualified personnel using appropriate workshop practices. Repairs shall not affect base vehicle systems or OEM software.

6.2 Repair and Replacement of Body Structure and Glazing

Structural elements modified during conversion, including side wall cut areas and rear extensions, may be repaired or replaced if damaged. Replacement parts shall be of equivalent material and specification.

Bonded glazing units may be replaced using approved adhesive and primer systems. After replacement, sealing integrity and water tightness shall be verified.

6.3 Repair and Replacement of Floor Structure and Seat Rails

Floor-mounted structures, seat rails, underfloor sheet metal components and podium structures may be repaired or replaced if damaged or deformed.

Bolted connections and T-bolts shall be replaced if damaged or if proper fastening cannot be ensured.

After repair or replacement, correct alignment and secure fixation of all components shall be verified.

6.4 Repair and Replacement of Passenger Seats and Seat Belts

Passenger seats and seat belt systems installed during conversion may be replaced as complete units or as individual components.

Replacement shall ensure correct anchorage, positioning and functionality.

After replacement, proper operation of seat belt retractors and buckles shall be verified.

6.5 Repair and Replacement of Doors and Retractable Step System

Components of the power-operated sliding door system and the retractable step installed during conversion may be repaired or replaced as required.

Following repair or replacement, synchronized operation between the door and the retractable step shall be verified.

Electrical components associated with these systems shall be checked for correct operation.

6.6 Repair and Replacement of Roof-Mounted Systems

Roof escape hatches and roof-mounted air-conditioning components may be repaired or replaced if damaged.

After replacement, secure mounting, correct operation and sealing integrity shall be verified.

6.7 Repair and Replacement of Heating System

Components of the convector heating system installed during conversion may be repaired or replaced as necessary.

After repair, the system shall be checked for leaks and proper heating performance.

6.8 Repair and Replacement of Interior Trim and Floor Coverings

Interior trim panels, coverings and floor carpets installed during conversion may be repaired or replaced if damaged or worn.

Replacement components shall be securely fixed to prevent loosening during vehicle operation.



6.9 Repair and Replacement of Electrical Systems Installed During Conversion

Electrical wiring, connectors, fuses and control components installed during conversion may be repaired or replaced in the event of malfunction or damage.

Repairs shall not involve modification of base vehicle electronic control units or OEM software.

6.10 Functional Verification After Repair

After completion of any repair or replacement activity, a functional verification shall be performed to ensure correct operation of the repaired or replaced system. Any identified malfunction shall be rectified before the vehicle is returned to service.



7. Safety Instructions and Warnings

This section provides safety instructions and warnings intended for repair and maintenance service providers performing inspection, maintenance, repair and replacement activities on the completed vehicle systems of the Mercedes-Benz Sprinter panel van converted to M2 and M3 categories.

7.1 General Safety Requirements

All repair and maintenance activities shall be performed by trained and qualified personnel. Appropriate personal protective equipment shall be used at all times. The vehicle shall be secured against unintended movement before any work is started.

7.2 Electrical Safety

Before performing any work on electrical systems installed during the conversion, the relevant electrical power supply shall be safely isolated. Electrical components and wiring shall be handled carefully to prevent short circuits, damage or unintended activation of systems.

7.3 Mechanical Safety

Mechanical components such as doors, retractable steps and seat structures shall be adequately supported during repair or replacement. Moving parts shall be secured to prevent unintended movement that could cause injury or damage.

7.4 Working at Height and Roof-Mounted Systems

When performing inspection or maintenance on roof-mounted components such as escape hatches or air-conditioning units, appropriate access equipment shall be used. Measures shall be taken to prevent falls and to protect personnel working at height.

7.5 Passenger Safety During Service Operations

Repair and maintenance activities shall not be carried out while passengers are present in the vehicle. The work area shall be secured to prevent unauthorised access during service operations.

7.6 Fire and Emergency Precautions

Fire safety precautions shall be observed during all service activities. Suitable fire extinguishing equipment shall be available in the workshop area. Emergency procedures shall be known and accessible to all personnel involved in repair and maintenance operations.



8. Tools and Equipment

This section specifies the tools and equipment required by repair and maintenance service providers to perform inspection, maintenance, repair and replacement activities on the completed vehicle systems of the Mercedes-Benz Sprinter panel van converted to M2 and M3 categories.

8.1 General Workshop Tools

Standard workshop tools suitable for mechanical and electrical service operations shall be used. These include hand tools for fastening and removal operations, measurement tools for dimensional checks, and basic electrical test equipment for continuity and functionality checks of completed vehicle systems.

8.2 Tools for Body Structure and Glazing Service

Appropriate cutting, removal and installation tools shall be used for body structure and glazing-related service operations. Tools and materials suitable for bonded glazing replacement, including approved adhesive application tools, shall be used to ensure proper sealing and fixation.

8.3 Tools for Floor Structure, Seat Rails and Seating Systems

Tools suitable for bolted connections, torque application and alignment checks shall be used when servicing floor structures, seat rails, T-bolts and seating systems. Torque tools shall be used where fastening integrity is required.

8.4 Tools for Doors and Retractable Step Systems

Service operations on power-operated doors and retractable step systems shall be carried out using appropriate mechanical tools and basic electrical diagnostic equipment. Tools shall allow safe access to mounting points, actuators and associated electrical components.

8.5 Tools for Roof-Mounted and Heating Systems

Suitable access equipment shall be used when servicing roof-mounted components such as escape hatches and air-conditioning units. Tools appropriate for hose connections and mounting fixations shall be used for heating system service operations.

8.6 Electrical Service Equipment

Basic electrical service equipment, including test lamps, multimeters and insulation checking tools, shall be used for inspection and repair of electrical systems installed during conversion. Equipment shall be used in a manner that avoids interference with base vehicle electronic systems.

9. Information Excluded from This Document

This section defines the systems, components and information that are explicitly excluded from the scope of this Repair and Maintenance Information document. The exclusions are established to clearly delineate the responsibilities of the final-stage manufacturer from those of the base vehicle manufacturer and to avoid interference with base vehicle systems.

9.1 Base Vehicle Systems

All systems supplied by the base vehicle manufacturer and not modified during the second-stage conversion are excluded from this document. This includes the original vehicle structure, chassis elements, powertrain, drivetrain and associated components provided at the incomplete panel van stage.

9.2 Powertrain, Drivetrain and Chassis Systems

The engine, transmission, axles, braking system, steering system, suspension system and related components provided by the base vehicle manufacturer are not covered by this document. Inspection, maintenance and repair of these systems shall be performed exclusively in accordance with the Repair and Maintenance Information issued by the base vehicle manufacturer.

9.3 OEM Electronic Systems and Software

Original electronic control units, vehicle software, calibration data and OEM electronic systems supplied by the base vehicle manufacturer are excluded from the scope of this document. This includes all OEM software updates, coding, parameter settings and programming functions.

9.4 OEM Diagnostic and Programming Functions

OEM diagnostic procedures, fault code definitions, diagnostic software tools and

vehicle reprogramming functions are not included in this document. Access to and use of such information and tools shall be obtained directly from the base vehicle manufacturer.



10. Interface with Base Vehicle Manufacturer Repair and Maintenance Information

This section describes the interface between the Repair and Maintenance Information provided in this document and the Repair and Maintenance Information issued by the base vehicle manufacturer for the Mercedes-Benz Sprinter panel van base vehicle.

10.1 Responsibilities of the Base Vehicle Manufacturer

The base vehicle manufacturer remains fully responsible for providing repair and maintenance information related to all base vehicle systems supplied at the incomplete panel van stage. This includes, but is not limited to, powertrain systems, braking systems, steering systems, suspension systems, original body structure, original electrical architecture and OEM electronic control units.

10.2 Use of OEM Repair and Maintenance Information

For any inspection, maintenance or repair activity involving base vehicle systems or components not modified during the second-stage conversion, the official Repair and Maintenance Information provided by the base vehicle manufacturer shall be used. This document shall not be used as a substitute for OEM repair and maintenance documentation.

10.3 Coordination Between Base Vehicle and Completed Vehicle Systems

Where interfaces exist between base vehicle systems and systems installed during the second-stage conversion, repair and maintenance activities shall be performed in a manner that does not alter, bypass or interfere with base vehicle systems, OEM electronic control units or vehicle software. Any work affecting such interfaces shall respect the separation of responsibilities between the base vehicle manufacturer and the final-stage manufacturer.

10.4 Official Mercedes-Benz Base Vehicle RMI Links

For inspection, diagnosis, maintenance or repair activities involving Mercedes-Benz Sprinter base-vehicle systems, the official Mercedes-Benz resources below shall be used. Access to individual applications or VIN-specific information may require registration, activation, multi-factor authentication or the applicable access rights.

1. Mercedes-Benz B2B Connect - Main RMI Portal

<https://b2bconnect.mercedes-benz.com/gb>

2. Standardised RMI Access and Navigation

<https://b2bconnect.mercedes-benz.com/gb/help/navigation>

3. RMI Access and Payment Information

<https://b2bconnect.mercedes-benz.com/gb/help/navigation/payment>

4. XENTRY Operation Time - Operations and Labour Times

<https://b2bconnect.mercedes-benz.com/gb/shop/workshop-solutions/xentry-operation-time>

5. Digital Service Booklet - Digital Maintenance Records

<https://b2bconnect.mercedes-benz.com/gb/workshop-solutions/rmi/digital-service-booklet>

6. XENTRY Tips Information

<https://b2bconnect.mercedes-benz.com/gb/help/faq/software/xentry-tips>

7. Mercedes-Benz RMI and Maintenance Information FAQ

<https://b2bconnect.mercedes-benz.com/gb/help/faq/mercedes-benz-genuine-parts-and-products/general-questions>

Sprinter model information shall be selected using the applicable VIN and model series in the Mercedes-Benz B2B Connect and XENTRY environment.

11. Regulatory Compliance Mapping

This section provides a clear mapping between the requirements set out in Regulation (EU) 2018/858, Chapter XIV, and the corresponding sections of this Repair and Maintenance Information document for the Mercedes-Benz Sprinter panel van converted to M2 and M3 categories.

11.1 Regulation (EU) 2018/858 – Article 61

Access to Vehicle Repair and Maintenance Information

Article 61 requires manufacturers to provide access to vehicle repair and maintenance information necessary for inspection, servicing and repair activities.

This requirement is fulfilled by:

- Section 2, which defines the vehicle applicability and scope of completed systems
- Section 5, which provides inspection and maintenance information for completed vehicle systems
- Section 6, which provides repair and replacement information for completed vehicle systems

These sections ensure that repair and maintenance information related to the second-stage conversion is accessible to service providers.

11.2 Regulation (EU) 2018/858 – Article 62

Obligations in Multi-Stage Type-Approval

Article 62 requires each manufacturer involved in multi-stage type-approval to provide information related to the systems for which it is responsible.

This requirement is fulfilled by:

- Section 3, which describes the second-stage vehicle completion operations
- Section 4, which identifies the systems installed or modified during the conversion
- Section 9, which clearly excludes base vehicle systems from the scope of responsibility

These sections define the responsibilities of the final-stage manufacturer in accordance with Article 62.

11.3 Regulation (EU) 2018/858 – Article 63

Fees for Access to Vehicle Repair and Maintenance Information

Article 63 regulates the conditions under which access to repair and maintenance information may be subject to fees.

This requirement is fulfilled by the provision of this document as a publicly accessible Repair and Maintenance Information document made available free of charge.

11.4 Regulation (EU) 2018/858 – Article 64

Proof of Compliance

Article 64 requires manufacturers to be able to demonstrate compliance with their obligations regarding access to repair and maintenance information.

This requirement is fulfilled by:

- The publication and availability of this document
- The structured definition of scope, responsibilities and system coverage within this document

The existence of this document constitutes proof of compliance with Article 64.

11.5 Regulation (EU) 2018/858 – Article 65

Enforcement, Audits and Complaints Handling

Article 65 establishes provisions for enforcement and verification of compliance by approval and market surveillance authorities.

This requirement is fulfilled by the clear structure and traceability of information within this document, in particular:

- Section 2 (Applicability and limitations)
- Section 9 (Excluded systems)



– Section 11 (Regulatory compliance mapping)

These sections allow effective verification during audits or inspections.

11.6 Regulation (EU) 2018/858 – Article 66 Forum on Access to Vehicle Information

Article 66 promotes transparency and consistent access to vehicle information.

This requirement is fulfilled by the non-discriminatory and transparent provision of repair and maintenance information for completed vehicle systems through this document, in line with the objectives of Article 66.