AR82.60- P- 7502EA	Remove/ install radio	5.5.94

MODEL 129

mit Einblockgerät, Bedienteil Zweikomponentengerät 2. Generation und MB- Radios

MODEL 163

with CODE (257) Radio Hi- Line

with CODE (259) Radio Premium with Bose sound system

with CODE (352a) COMAND operating and display system

with CODE (353) Audio 30 APS

with CODE (357) Navigation system - additional unit

with CODE (522) Modular control system (MCS) radio USA

with CODE (750a) MB radio Audio 30 RDS

with CODE (752) Radio Becker Mexico 2000 with traffic news decoder

with CODE (753) MB radio Audio 30 RDS

with CODE (756a) MB radio Audio 10 RDS with CD compartment

MODEL 168

with CODE (353) Audio 30 APS

with CODE (750b) MB Audio 30 radio with TP/ RDS

with CODE (752a) MB Audio 30 radio without TP/ RDS

with CODE (753a) MB Audio 10 CC radio with TP/ RDS

with CODE (754) MB Audio 10 CC radio without TP/ RDS

with CODE (756b) MB Audio 10 CD radio with TP/ RDS

with CODE (758a) MB audio 5 radio

with CODE (759a) MB audio 5 TP radio with RDS

MODEL 170

with CODE (510a) Radio MB Exquisit with traffic news decoder, with RDS (Becker)

with CODE (512a) Radio MB Special with traffic news decoder, with RDS

with CODE (515a) Radio MB Classic with traffic news decoder, with RDS

with CODE (516a) Radio MB Classic without traffic news decoder

with CODE (755) MB Special radio with CD drawer

MODEL 202

with CODE (510a) Radio MB Exquisit with traffic news decoder, with RDS (Becker)

with CODE (512a) Radio MB Special with traffic news decoder, with RDS

with CODE (515a) Radio MB Classic with traffic news decoder, with RDS

with CODE (516a) Radio MB Classic without traffic news decoder

with CODE (750) Radio Becker Europa 2000

with CODE (751) Radio Becker Grand Prix 2000 with RDS

MODEL 208

with CODE (510a) Radio MB Exquisit with traffic news decoder, with RDS (Becker)

with CODE (512a) Radio MB Special with traffic news decoder, with RDS

with CODE (515a) Radio MB Classic with traffic news decoder, with RDS

with CODE (516a) Radio MB Classic without traffic news decoder

MODEL 210

with CODE (510a) Radio MB Exquisit with traffic news decoder, with RDS (Becker)

with CODE (512a) Radio MB Special with traffic news decoder, with RDS

with CODE (515a) Radio MB Classic with traffic news decoder, with RDS

with CODE (516a) Radio MB Classic without traffic news decoder

with CODE (750a) MB radio Audio 30 RDS

with CODE (753) MB radio Audio 30 RDS

with CODE (756a) MB radio Audio 10 RDS with CD compartment

MODEL 463.200 /204 / 206 Ø07 / 208 /209 / 220 Ø21 / 224 Ø25 / 227 Ø28 / 230 Ø31 / 232 /233 / 240 Ø41 / 243 Ø44 / 245 / 246 / 247 Ø48 / 249/ 250 Ø54 / 300 /304 / 307 ß08 / 309 ß20 / 321 ß22 / 323 ß24 / 325 /327 / 328 ß30 / 331 ß32 / 333

with CODE (ER5) MB "Classic" radio or standard class stereo cassette radio

with CODE (ER6) MB "Special" radio or mid- class stereo cassette radio

with CODE (ER7) MB "Exquisit" radio or comfort class stereo cassette radio

MODEL 414.700

with CODE (EF8) Sound 10 radio

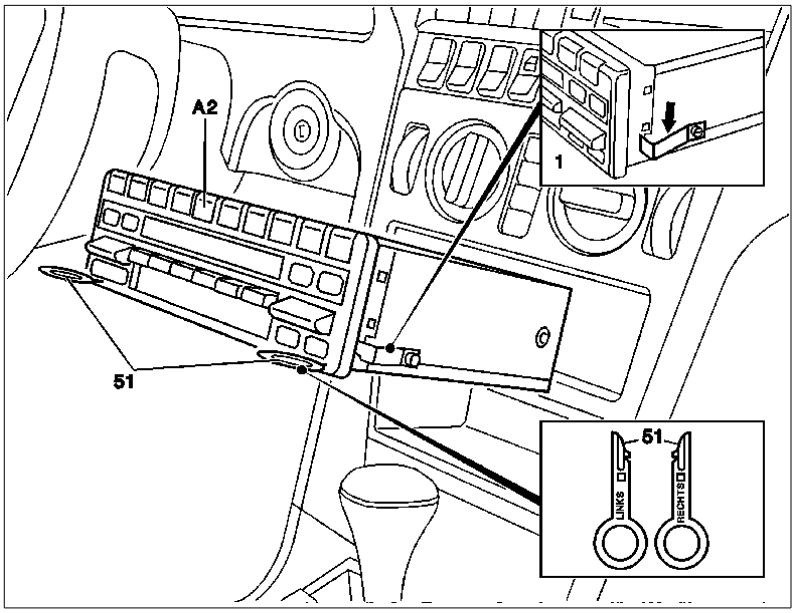
with CODE (EF9) Sound 20 radio

with CODE (EG5) Sound 30 radio

with CODE (EG6) Audio 10 comfort radio, D2B networked

The figure shows removal of radio in model 202

51 Removal tools
A2 Radio



P82.60- 0001- 06

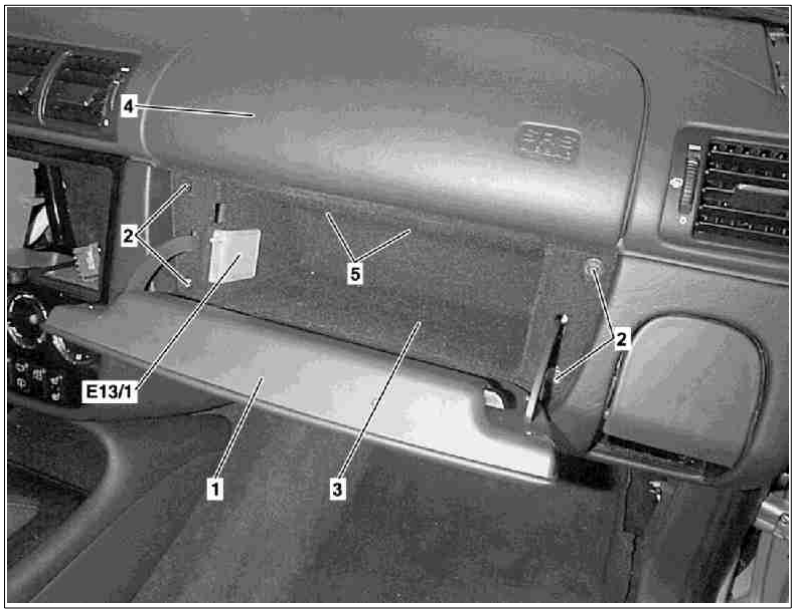
□□	Remove, Install		
1	Disconnect ground cable of battery	□ On model 163, 210, insulate cable terminal for ground lead to prevent unintentional contact between disconnected ground lead and ground point W10 Model 463 except 463.241 with code 979. Model 463.241 with code 979.	AR54.10-P-0003A AR54.10-P-0003G AR54.10-P-0003PV
2	Pull out radio (A2)	□ First, insert the detent release tools (51). Press retaining springs (arrow) back on removed radio (A2) and pull out removal plates (51)	
k	MB radio	Model 202.	BT82.60-P-9309-01A
k	MB radio	As of 02/ 97.	BT82.60-P-9309-01B
k	MB radio	Model 129 as of 02/ 91.	BT82.60-P-9309-01C
3	Unplug electrical connectors.		
4	Install in the reverse order		
5	Code radio	Code 750, 751. Code 510a, 512a, 515a, 516a, 755, ER5, ER6, ER7. Model 129. Models 168, 414. Model 163.	AR82.60-P-7502-01A AR82.60-P-7502-01B AR82.60-P-7502-01C AR82.60-P-7502-01GC AR82.60-P-7502-01GH

AR68.10- P- 1400GI	Remove/ install glove compartment	22.4.99

MODEL 163.136 /154 / 172 #A as of 145273,
163.136 / 154 /172 #X as of 708319,

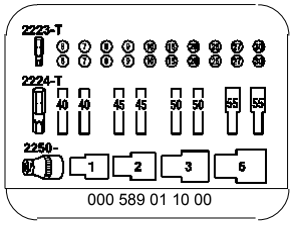
163.113 / 128 /157 / 174 /175

1 Glove compartment lid
2 Screws
3 Glove compartment
4 Instrument panel
5 Spreading rivets
E13/1 Glove compartment lamp



P68.10- 2330- 06

□ □	Remove/ Install		
1	Open glove compartment lid (1)		
2	Unclip glove compartment lamp (E13/ 1) and disconnect connector		
3	Unscrew bolt (2)	□ Torx bit set	*000589011000
4	Remove upper spreading rivets (5) from glove compartment (3)	□ Press pressure pin approx. 4 mm upward and remove spreading rivet downward.	
5	Pull glove compartment (3) out of instrument panel (4)		
6	Install in the reverse order	□ Align upper edge of glove compartment lid (1) in relation to instrument panel (4).	



000 589 01 10 00

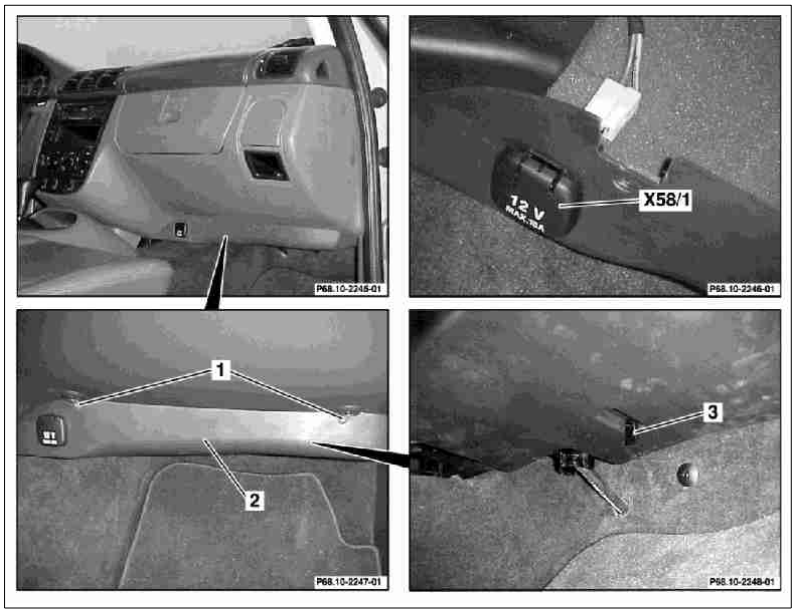
Torx bit set

AR68.10- P- 1520GI	Remove/ install cover below instrument panel (right)	2.6.99

MODEL 163.136 /154 / 172 #A as of 145273,
163.136 / 154 /172 #X as of 708319,

163.113 / 128 /157 / 174 /175

1	Torx bolts
2	Cover
3	Locking lever
X58/1	I nterior socket



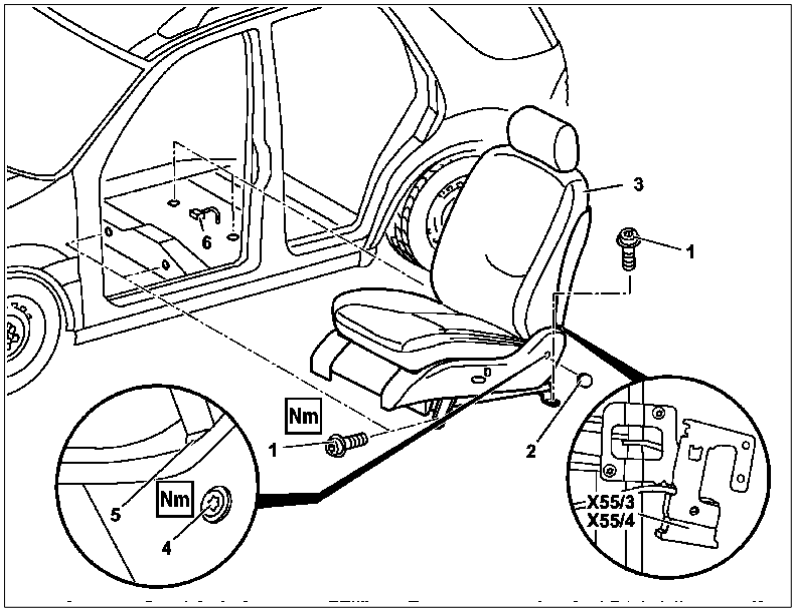
P68.10- 2249- 06

□ □	Remove/ Install		
1	Unscrew Torx screws (1) form cover (2)		
2	Fold locking lever (3) downward		
3	Pull cover (2) downward and lay down		
4	Disconnect electrical connector from interior socket (X58/ 1)		
5	Install in the reverse order		

AR91.10- P- 1000GH	Remove/ install front seat	3.3.97

MODEL 163.113 /128 / 136 /154 / 157 /172 / 174 /175 with CODE (221b) Electrically adjustable driver and passenger seat

1 Torx socket screws
2 Cover cap
3 Front seat
4 Torx socket bolt
5 Belt end fitting
6 Connector
X55/3 Left front seat contacting strip
X55/4 Right front seat connector block



P91.10- 0547- 06

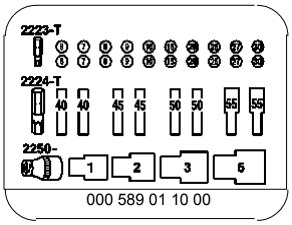
□ □	Remove/ install		
1	Remove headrest	□ See owner's manual	
2	Remove cover cap (2) from seat rail paneling	□ Set the seat height adjustment such that the screw on the belt end fitting is visible.	
3	Unscrew internal Torx drive bolt (4) from the belt end fitting (5)	□ □ Torx bit set	*BA91.40-P-1001-01D *000589011000
4	Remove belt end fitting (5)		
5	Unscrew internal Torx drive bolts (1) from the front seat console	□ Installation: Replace bolts. □ □ Torx bit set	 *BA91.10-P-1001-01B *000589011000
6	Move the front seat (3) forward		
7	Unscrew internal Torx drive bolts (1) from the back seat console	□ Installation: Replace bolts. □ □ Torx bit set	 *BA91.10-P-1001-01B *000589011000
8	Detach connector (6) from the front left seat connector block (X55/ 3) and the front right seat connector block (X55/ 4)		
9	Remove front seat (3)		
10	Install in the reverse order		

□ Front seats

Number	Designation	Model Series 163
BA91.10- P- 1001- 01B	Bolt of seating mounting bracket to vehicle floor Nm	40

□ Safety belts/ emergency tensioning retractors

Number	Designation	Model 163 up to 08/ 99	Model 163 as of 09/ 99
BA91.40- P- 1001- 01D	Belt end fitting screw Nm	35	35

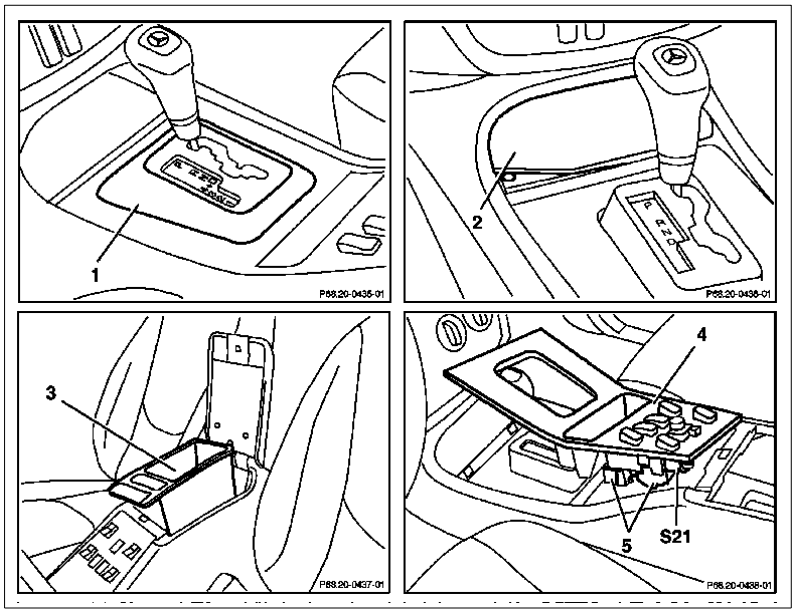


Torx bit set

AR68.20- P- 2310GH	Removing and installing cover at gearshift lever	4.2.97

MODEL 163.113 /136 / 154 /172 / 174 up to 31.8.01

1 Plastic frame
2 Covering in front stowage compartment
3 Center console insert
4 Cover
5 Connectors
S21 Center console switch group

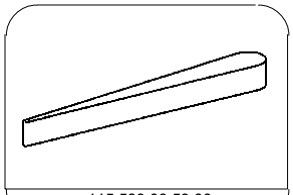


P68.20- 0434- 06

Operation no. of operation texts or standard texts and flat rates

Range	Op. no.	Operation text
P	683450	REMOVING AND INSTALLING COVER FOR SHIFT LEVER
P	683455	REPLACING COVER FOR GEARSHIFT LEVER

□ □	Remove/ install		
1	Remove plastic frame (1) upward	□	*115589035900
2	Remove covering in stowage compartment (2)	□ Fastened with pin.	
3	Remove center console insert (3)	□ Remove screws (2 each) from insert floor	
4	Press cover (4) out of catch in center console at rear and sides with long wedge	□	*115589035900
5	Disconnect connectors (5) from center console switch group (S21)		
6	Install in the reverse order		



115 589 03 59 00

Long wedge

Mercedes-Benz

star bulletin

Service

Date: February 2002

Order No.: S-B-82.70/179A

Supersedes: S-B-82.70/179

Group: 82

UPDATE*: *Programming corrections—boldfaced print, pages 2 and 3 (This bulletin supersedes S-B-82.70/179 dated December 2001)

SUBJECT: MODELS 129, 163, 170, 203, 208, 210, 215, 220, 230, 463

MODEL YEAR 2002/2003

V60 PORTABLE TELEPHONE PROGRAMMING

The following programming instructions are for the V60 portable telephone.

Questions concerning telephone selection in accordance with customer cellular carrier choice and/or telephone programming should be addressed with the Mercedes-Benz/Motorola V60 Technical Hotline toll free at 1-877-668-8600.

The programming sequence differs between a TDMA telephone and a CDMA telephone.

DCAG Ref. No.
This bulletin has been created and maintained in accordance with MBUSA-SLP 5.1, Document and Data Control, and MBUSA-SLP 16.1, Control of Quality Records.

TDMA PROGRAMMING

1. Obtain the following information from the cellular carrier before beginning the programming sequence:
   - Cellular telephone number: __ __ __ - __ __ __ - __ __ __ __
   - Carrier system I.D.: __ __ __ __ __ (I.D. number will be 1 to 5 digits)
2. Obtain the telephone security code from the customer. In a new telephone, it is set to 000000.
   - Telephone security code: __ __ __ __ __ __ (Default is all zeros)
3. Program as follows:

Step	To	Press (Input)	Phone Displays
1	**Enter Programming Mode**	**Press: #, Carrier System I.D., #, *, "SEND"**	**Enter Security Code _ _ _ _ _ _**
2	**Enter Security Code**	**Press: 0, 0, 0, 0, 0, 0 and select "OK" (This is the factory default code)**	**ESN (Hex)**
3	**Enter Phone Number**	**Scroll down to MIN: --- --- --- ---- and insert the ten digit MIN through the keypad and select "OK" (MIN is the customer's cellular number)**	**IMSI**
4	**Finalizing Programming**	**Select "DONE" (The handset display will turn off temporarily)**	**Main Menu**

Note: The telephone will display "Try Again" if an entry error is made. Press "CLR" to erase the message/incorrect digits or press and hold "CLR" to clear all digits and then enter the correct number and press "SEND."

4. The telephone will power off after the "NAM Program Begins" message displays. When the telephone is powered up again, it will search for the network and be ready for use.

CDMA PROGRAMMING

1. Obtain the following information from the cellular carrier before beginning the programming sequence:
   - Cellular telephone number: __ __ __ - __ __ __ - __ __ __ __
   - Carrier analog system I.D.: __ __ __ __ __ (I.D. number will be 1 to 5 digits)
   - Carrier digital system I.D.: __ __ __ __ __ (I.D. number will be 1 to 5 digits)

   Note: Generally, the analog and digital system I.D. numbers will be the same. Questions regarding system I.D. numbers should be addressed with the cellular carrier.

2. Program as follows:

Step	To	Press (Input)	Telephone Displays
1	Enter Programming Mode	Press: 7, 4, 6, 6, 3, #, MENU, MENU	Nam 1 Nam 2
2	Selecting NAM	Choose "SELECT" for NAM 1	MIN: 0000000000
3	Enter Phone Number	Insert the ten digit MIN through the keypad and select "OK" (This is the customer's cellular number)	IMSI
4	Enter AMPS System I.D.	Scroll down to AMPS Sys ID, insert the number and select "OK" (AMPS data is provided by the carrier)	**CDMA** Sys ID:
5	Enter **CDMA** System I.D.	Insert the CDMA Sys ID and select "OK" (**CDMA** data is provided by the carrier)	MIN:
6	Finalizing Programming	Select "DONE" and then press the "END" key	Main Menu

Note: The telephone will display "Try Again" if an entry error is made. Press "CLR" to erase the message/incorrect digits or press and hold "CLR" to clear all digits and then enter the correct number and press "STO."

3. After the "Entry Done" message appears, the telephone will display "Searching" as it attempts to contact a network. When the "Searching" message disappears, the telephone is ready for use.
4. To program a second number, follow step 1 in the table below and steps 2-6 in the above table.

Step	To	Press (Input)	Phone Displays
1	Enter NAM2 Programming Mode	7, 4, 6, 6, 3, #, 2, FCN, FCN	Enter MIN

Note: Be sure to obtain the system I.D. for each before beginning the programming sequence if the second through fourth numbers are with different cellular carriers.

Note: The CDMA telephone has a two telephone number maximum. Refer to the operation guide for instructions on how to switch between the various telephone numbers.

Mercedes-Benz

service information

Date: August 2000

Order No.: S-SI-82.64/135

Supersedes:

Group: 82

SUBJECT: MODELS 129, 163, 170, 203, 208, 210, 215, 220

MODEL YEAR 2001

D2B FIBER OPTIC CONFIGURATION AND VERSION CODING

Following are fiber optics installation general handling notes and generic configuration diagrams for the above referenced vehicles. Model specific references are included where applicable.

A. D2B general notes

1. Fibers are easily damaged and must be handled with care to prevent cuts, nicks, abrasions, kinks and/or crushing.
2. Fiber minimum bend radius is 25 mm. A bend radius less than 25 mm will permanently damage the fiber, thus necessitating replacement.
3. Optical fibers have a ring type configuration (i.e. The output of the previous component is coupled to the input of the next component in a daisy chain type loop. The ring must form a closed loop in order to function [Figure 1]).
4. Light enters the clear fiber **(input)** and exits the red fiber **(output)**. Each active D2B connector must therefore contain one red and one clear fiber (Figure 1).
5. The red fiber is always on the chamfered side and the clear fiber on the square side of the connector (Figure 1).

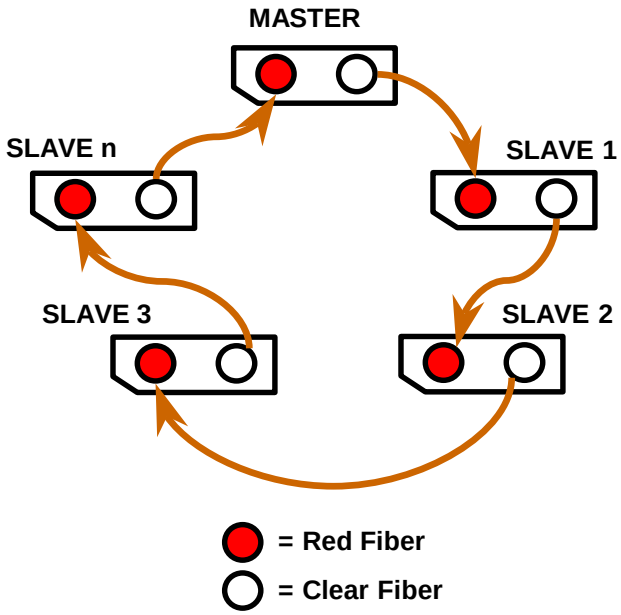


Figure 1

DCAG Ref. No.

This bulletin has been created and maintained in accordance with MBUSA-SLP 5.1, Document and Data Control, and MBUSA-SLP 16.1, Control of Quality Records.

6. All fiber connections or couplings should follow a clear to red logic. A coupling must never contain two fibers of the same color (Figure 1).

   Note: Due to the keying of the fibers, this would only be possible through forced insertion.

7. Fiber optic (D2B) cables are identified by orange/brown semi-rigid insulation.
8. The fibers are loosely pre-wired with the vehicle electrical harnesses in most applications. The fibers are not affected by electromagnetic interference (EMI) from the bundled vehicle electrical harnesses.

B. Configuring the D2B ring

1. Vehicles delivered from the factory may have active fibers (e.g. optical amplifier and/or factory installed CD), inactive fibers (e.g. no amplifier or accessories installed), or no fibers. Vehicles will vary in accordance with the equipment installed. Some vehicles will have all required fibers installed while others will contain additional fiber links in the accessory kit(s). Refer to the respective accessory reference for fiber location information.

2. To remove/install components, the D2B ring must be 'broken' and the appropriate adjustments made to the configuration. One or all of the following optical connector styles may be present.
   a) In-line coupler (Figure 2) Disassemble by gently prying up, from the side of the clip closest to the connector, one or both of the metal spring clips on either side of the connector.
   b) 90-degree angle connector (Figure 3) Disassemble by gently separating the two plastic housing halves.
   c) Straight connector (not shown: similar to Figure 3, but straight) Disassemble by gently separating the two plastic housing halves.

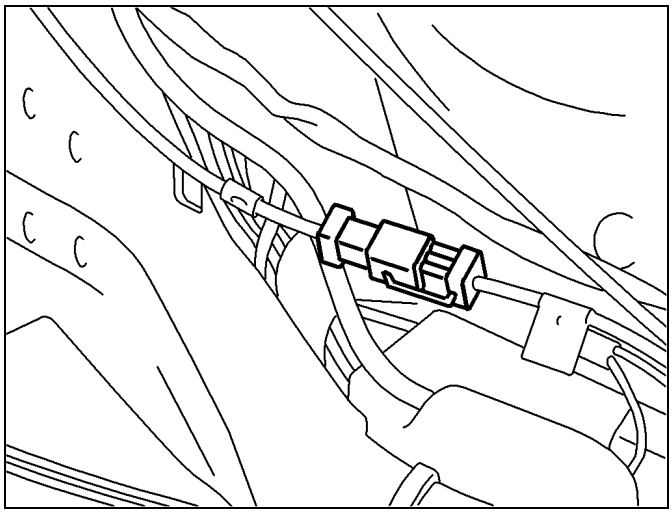


Figure 2 P82.64-2010-01

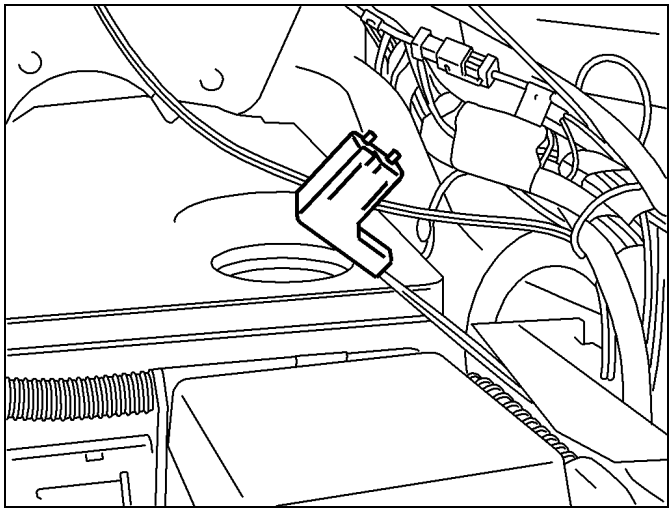


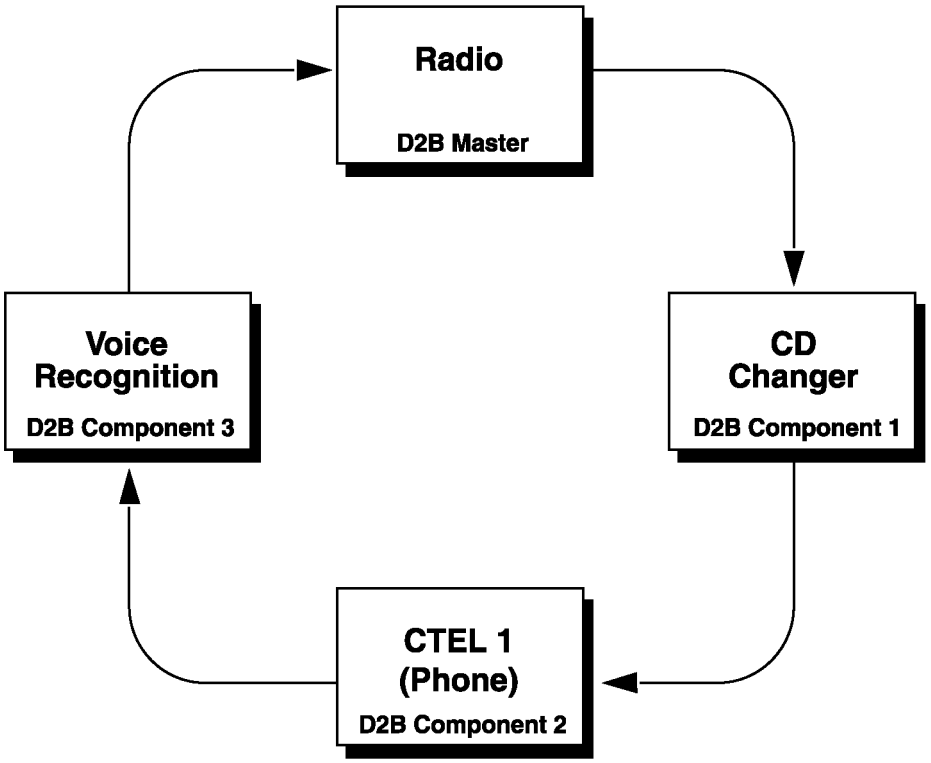
Figure 3 P82.64-2011-01

3. Exercise extreme care when disassembling connectors and handling fibers to ensure that no fiber ends are damaged. Fiber end damage will result in light loss that may lead to intermittent D2B ring operation and/or failure.
4. The D2B ring configuration varies according to vehicle type and in accordance with the vehicle's equipment level and necessity to add or remove. Refer to **Section C** and use the following examples as guides in determining how to configure the D2B ring.

C. D2B ring version coding

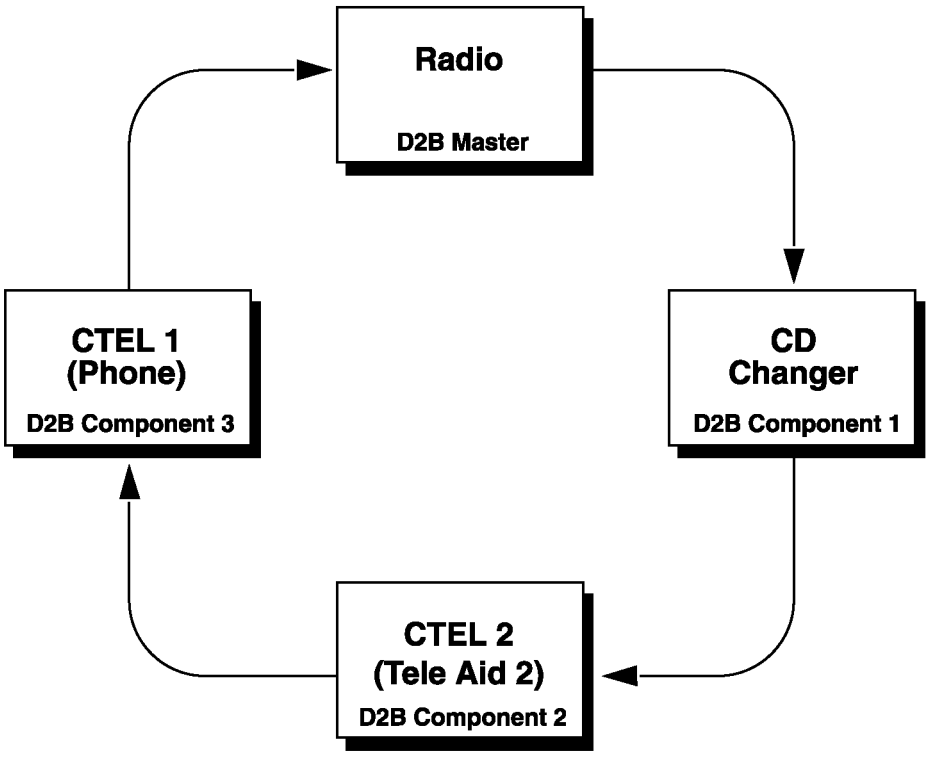
1. The D2B master (radio or head unit) must recognize the ring configuration in order for the D2B ring to properly function. The ring configuration is critical to the proper function of the D2B self-diagnostic systems. Improperly version coded rings may intermittently malfunction and will generate false diagnostic trouble codes (DTC's).
2. Version coding is performed using StarDiagnosis (SDS). While the exact path to the version coding screens may differ according to the equipment used and software updates made, the following sample path represents how to access this function on the diagnostic equipment:
   - **Control units / Information and communication / D2B / Control unit adaptations / D2B nominal configuration**
3. Once in the configuration screen, the individual D2B components must be set to the appropriate configuration. The diagrams following illustrate proper version coding assignments for each model.
4. The diagrams following, are examples of D2B ring configurations with the maximum number of ring components. Some installations will not include all of the components shown in the examples. If a component is not present, connect the preceding component output to the input of the one following the component not present.
5. Do not leave any blank or **Not Present** between components when setting the configuration. All components must be listed one after the other in proper order, and then after the last component, the remaining entries should be set to **Not Present**.
6. Only vehicles with COMAND or MCS include the Tele Aid 2 module in the D2B ring.

Model 129 (SL-Class) D2B Ring Configuration



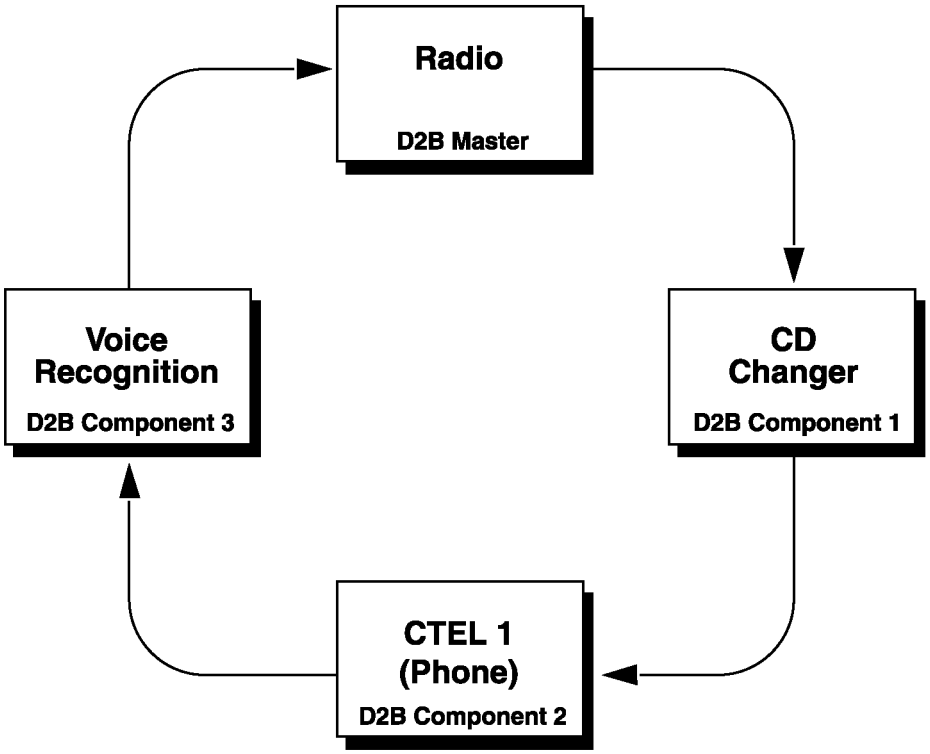
P82.64-2239-11

Model 163 (M-Class) D2B Ring Configuration



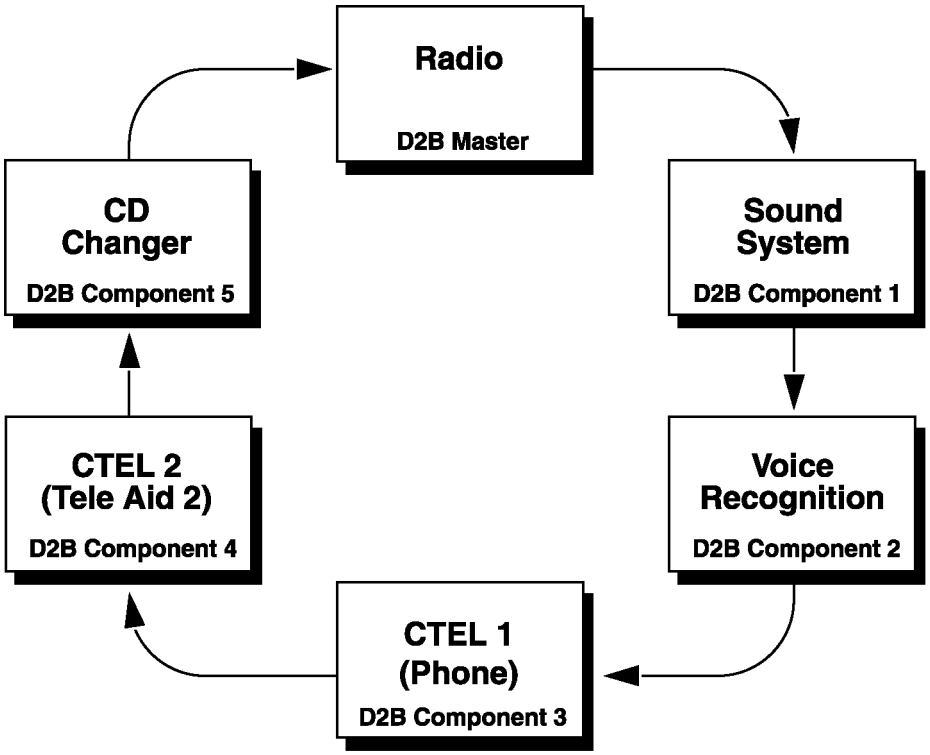
P82.64-2240-11

Model 170 (SLK-Class) D2B Ring Configuration



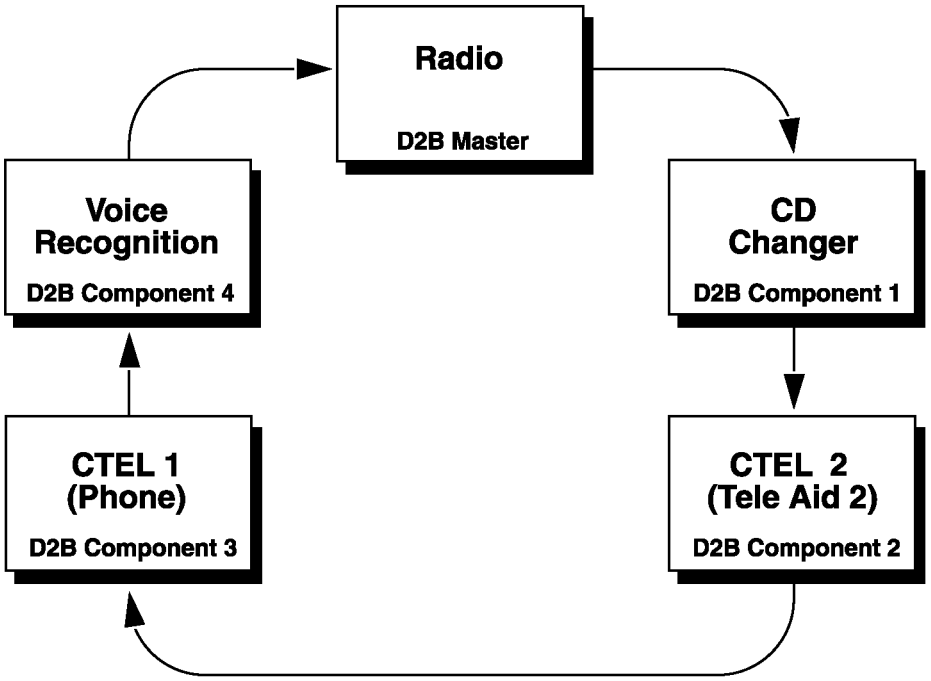
P82.64-2241-11

Model 203 (C-Class) D2B Ring Configuration



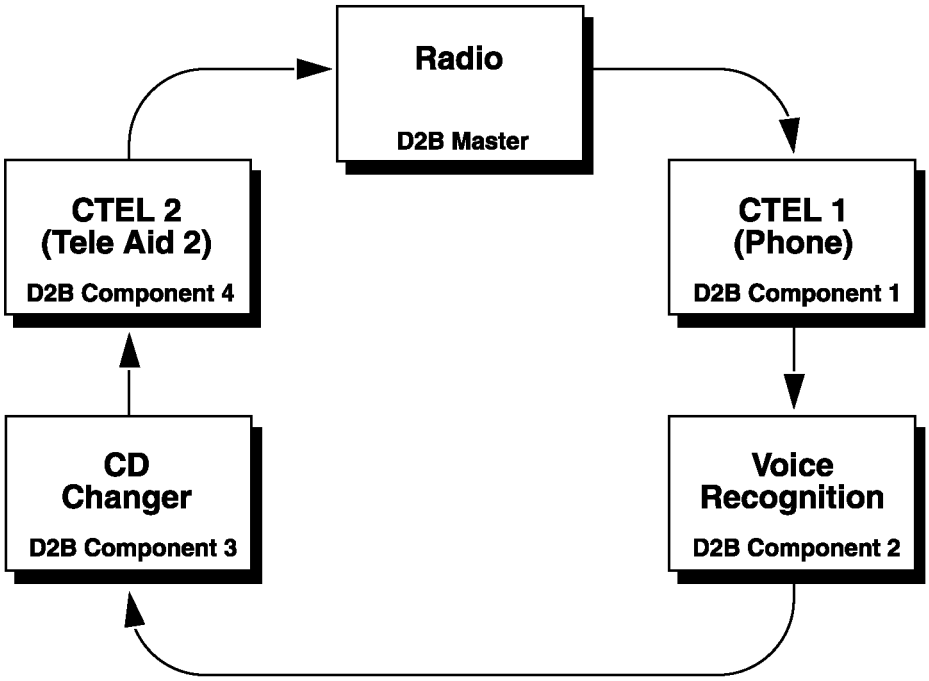
P82.64-2242-11

Model 208 (CLK-Class) D2B Ring Configuration



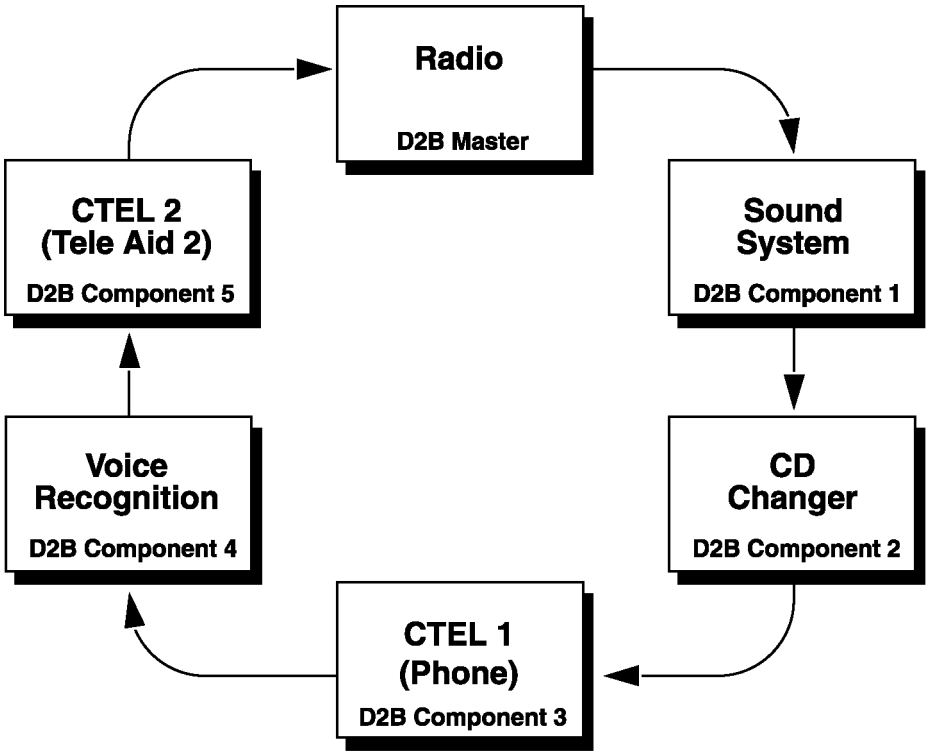
P82.64-2243-11

Model 210 (E-Class) D2B Ring Configuration



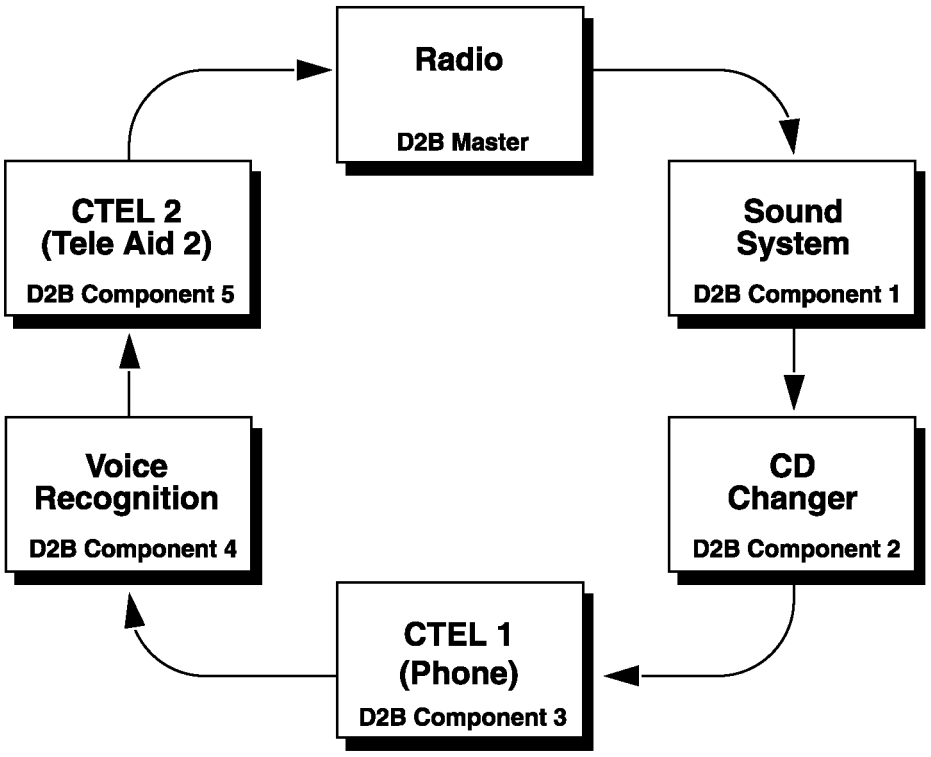
P82.64-2244-11

Model 215 (CL-Class) D2B Ring Configuration



P82.64-2245-11

Model 220 (S-Class) D2B Ring Configuration



P82.64-2246-11

7. Confirm that the programmed and actual configurations are the same once the ring has been properly version coded. This can be accomplished by using the D2B actual values function. Again, the paths to access this feature may vary depending on the test equipment and software level, but the following is a representative sample:
   - **Actual values/D2B actual configuration**
8. Verify that the version coding input (specified value) matches the actual configuration performed during installation (actual values). If a difference exists, the ring has been improperly configured and must be disassembled to diagnose and correct the error.

   ⚠ **CAUTION**
   DO NOT alter the configurations in the diagrams to match the vehicle configuration. Failure to have the configuration set as illustrated in the preceding diagrams will result in erroneous system operation and/or intermittent failure of some or all components as well as failure of the diagnostic system to provide accurate diagnostic messages.
9. Check the DTC memory of all installed components and the head unit. Any present DTC(s) should be diagnosed, identified, corrected and the DTC memory cleared.

   Note: Powering up a newly installed system prior to version coding will set D2B ring configuration errors. These errors may be ignored during the initial DTC check. If, after clearing the DTC(s), they return in subsequent operation of the system, a configuration error is present that must be located and corrected.
10. Perform a short functional test on the D2B system group and confirm that no new DTC's have been set.