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Direct Data Transfer

From November 1957 the Mercedes-Benz 300d (W189) was published and obtained the status of a noble upper class car within a very short period. Although the group of buyers attached great importance to the comfort as well as special interior, this type was provided for another purpose of the Mercedes-Benz plant.

Because of its strong 160 hp fuel-injected engine, it was perfectly suitable for the use as a measurement vehicle. According to the technical state at that time it has to transport different data collection- and recording devices, which were very heavy and needed much place. However, the series production of the 300d was completely unsuitable for this transport, and therefore it was decided to rebuild the series-produced model appropriately. The rear part of the car was changed in the own testing department, so that a superstructure was produced and the unique specimen became an estate car. The new superstructure was mainly made of glass

parts and it was only strengthened by steel braces. From 1960 the new measurement vehicle was ready and was only used on the own testing track in Untertürkheim. The measurement vehicle, which was fully packed with data collection technique, was driving behind the testing passenger car and the obtained values could be transmitted by a cable to the measurement vehicle. The result was that between both cars the data line as connection always existed during the test drive. With the increasingly improved technology the measurement vehicle became increasingly no longer necessary and before the unique specimen became publicly known, the 300d could shut down its service. The optically successful measurement vehicle is today displayed in the own Mercedes-Benz museum.

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