



The Mercedes-Benz single-joint swing axle, with compensating spring, gives the 280 SL its famous road holding qualities, which make fast driving safe.

You can talk about safety, you can apply lavish foam rubber padding or you can attack the problem of safety at the roots. The latter way is difficult and expensive, but more responsible, although the results of serious safety research cannot immediately be seen.

In a single year of testing Mercedes-Benz drove 80 brand new passenger cars on to the scrap heap in the most varied ways, in order to track down certain problems.

After many series of tests, for example, Mercedes-Benz developed an instrument panel which yields in stages, depending on the force of the impact, thus largely eliminating serious injuries. Foam padding alone is obviously the least important part of the Mercedes-Benz instrument panel.

For Mercedes-Benz, safety isn't a matter of individual points, not even the couple of dozen features built into every Mercedes-Benz.

Mercedes-Benz safety is a system based on scientific research. Its individual elements are interdependent. It is a system which is forever being extended and tested.

Here are just a few examples;

The Mercedes-Benz safety door locks will not suddenly burst open in an accident (and hence prevent passengers being flung out), and do not jam if the doors have to be opened quickly after an accident.

The brake power control When braking the load shifts to the front axle and the rear axle load is lessened. Thus the rear wheels could lock more easily. The brake power control considerably reduces this hazard.

The safety steering has a large padded boss on the centre of the steering wheel, with a collapsible impact absorber under the padded boss and a steering column which "telescopes" under impact, with the steering box located well behind the front axle. This avoids the dangerous "impaling" effect of the steering column in a crash.



Independent wheel suspension, disc brakes all round, gas-filled telescopic shock absorbers, anti-roll bar, steering damper — these are some of the important design features.

Straight-line stability and reliable roadholding — a result of independent suspension and separate wheel location — are indispensable factors in driving safety. An anti-roll bar eliminates unpleasant rolling in corners and contributes to the neutral driving characteristics.

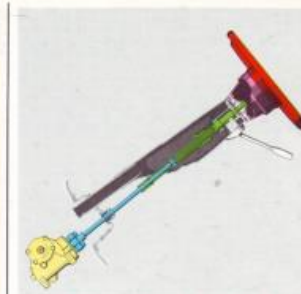
The dual-circuit servo-assisted braking system has disc brakes all round which can be subjected to continuous stress, are effectively cooled, self-adjusting and ensure uniform braking without swerving. A warning light indicates failure of a brake circuit.

The parking brake with extra brake shoes and brake drums.

And much more Anatomically correct driving position eliminates fatigue and keeps the driver's reflexes intact; firmly anchored "breathable" seats are contoured to provide good lateral support; seat springs and vehicle suspension perfectly tuned; steering damper absorbs road jolts; rubber mountings on the axles absorb unevenness in the road; gas-filled telescopic shock absorbers guarantee efficient operation.



The strong pin of the safety lock.



Steering without "impaling" effect. Steering column "telescoping" on impact impact absorber under the large padded boss on the steering wheel. The impact absorber has been patented.

Today Mercedes-Benz intensive research goes beyond the automobile proper. The second decisive factor tested is man and his reactions. Mercedes-Benz sends its vehicles on to the test track with everyday drivers at the wheel. Specialists simulate hazards not expected by the driver. All reactions are recorded. From the analysis of these it is possible to calculate the average reactions of the average driver.

The experience gained thereby is then put into practice to obtain even better results.

Safety