



**MORE E 320 CDI**  
[ PAGE 15 ]

# WHEELS

An advertising section of The Sun-Tribune

Thursday, December 2, 2004



**E 320 CDI INTERIOR**  
[ PAGE 15 ]



The leap to electronic fuel injection means that the E320 CDI engine can be cleaner, quieter and more powerful than conventional mechanically injected diesel engines.

## CDI is a diesel version of the successful E-Class

2005 MERCEDES-BENZ E 320 CDI  
by Rob Beintema

Rudolph Diesel would have been impressed.

The originator of the diesel engine had always intended for his creation to be a strong, viable and economical alternative power source. As a matter of fact, the first working diesel engine that he exhibited in Paris in 1898 even ran on an alternative fuel source — peanut oil, also one of the first demonstrations of biofuel viability.

So, it seems somehow fitting that while the world researches exploratory technologies based on hydrogen fuel cells and hybrids, others are turning back to new answers based on old solutions.

Yes, the diesel engine.

Mercedes-Benz, the company that invented the diesel car, is debuting a new diesel-powered car for the Canadian market. The E320 CDI is a powerful, highly fuel-efficient diesel version of its very successful E-Class sedan.

Mercedes-Benz debuted the world's first diesel passenger car, the 260D, in 1936, and with the evolution of the global lineup, diesel



CDI is still an E-Class with all the luxury, refinement and sophistication that customers expect of the Mercedes-Benz brand.

engines now power about 40 percent of Mercedes cars. In Europe and other markets around the world where gas prices are much higher than in North America, diesel sales are booming.

Even here in Canada, in the 1980s, more than 75 percent of the Mercedes-Benz cars sold were diesel-powered. Those numbers tailed off with the end of the energy crunch and, by the 1990s, diesel cars had tailed off of

the company's product mix. Mercedes-Benz last offered a diesel car, the E300 Turbodiesel, in 1999.

But the diesel is back and better than ever in a new, high-torque engine design that is quiet and impressively fuel efficient, while also achieving lower exhaust emissions than previous diesels. The turbocharged 6-cylinder powerplant features full electronic fuel injection, considered technically impossible on a diesel until only a few years ago. CDI stands for Common-Rail Direct Injection, a term denoting the fuel line loop supplying constant, very high fuel pressure (up to 23,000 psi) to each of the six solenoid injector valves. Relying purely on the heat of highly compressed intake air to ignite the fuel, diesel engines operate without spark plugs or other ignition parts.

The leap to electronic fuel injection means that the E320 CDI engine can be cleaner, quieter and more powerful than conventional mechanically injected diesel engines. Diesel powerplants inherently produce 20 to 30 percent lower carbon dioxide emissions and sig-

Please see CDI, page 15

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