



Mercedes-Benz Classic

Press Information

18 November 2019

H licence plate number for Mercedes-Benz classics 2020

- **Mercedes-Benz vehicles launched in 1990 are ready for the H licence plate number as of next year**
- **Countless fascinating vehicles from numerous model series**
- **Mercedes-Benz leads the statistics for vehicles with H licence plate numbers**

Stuttgart. Models with a greatly differing performance range and a motorsport homologation model: the spectrum of vehicles by Mercedes-Benz that premiered in 1990 is broad. The cars of these types registered for the first time in that same year can receive a classic car assessment in 2020. After this their registration in Germany with the renowned H licence plate number will be possible.

This special registration for classic cars is reserved for original and well-maintained cars. It means that they are recognised as a historical cultural asset. Moreover, the holder gets to enjoy a tax break. On the key date of 1 January 2019 there were 536,515 vehicles in Germany which, after successful assessment, attained the status of historical vehicle. Mercedes-Benz leads in these statistics with around a quarter of registrations. However, the number of recognised historical vehicles registered with an H licence plate number is not published by the Federal Motor Transport Authority.

This means that the first cars of these Mercedes-Benz types will be ready for the H licence plate number in 2020:

- 190 E 1.8 (W 201)
- 190 E 2.5-16 Evolution II (W 201)
- 250 TD TURBODIESEL¹⁾ (124 model series)
- 200 CE¹⁾ (124 model series)
- 500 E (124 model series)

¹⁾ Types originally to be exported to Italy that after reimportation can now receive the H licence plate number in Germany.

W 201 model series: large performance spectrum

The Mercedes-Benz W 201 model series was introduced in 1982. What was then called the compact class was positioned below the executive segment and successfully opened up the segment of smaller vehicles for the brand. Without compromising when it came to important brand values, such as comfort, safety, longevity and reliability, it fulfilled all requirements that had previously been perfectly implemented in larger vehicles across all generations. And so the “Baby-Benz” became a success story, paving the way for the later C-Class.

Mercedes-Benz Museum GmbH | Headquarters and Registry Court: Stuttgart, HRB No. 23165 |
Board of Management: Christian Boucke (Chairperson), Monja Büdke, Patrizia Radegast

* Further information on the official fuel consumption and the official, specific CO₂ emissions for new passenger cars can be found in the publication entitled “Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen” [“Guidelines on the fuel consumption, CO₂ emissions and electricity consumption of new passenger cars”], available free of charge from all showrooms and from Deutsche Automobil Treuhand GmbH at www.dat.de.

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In April 1990 Mercedes-Benz introduced the 190 E 1.8 with a 1.8-litre injection engine and 80 kW (109 hp), which replaced the previous 190 carburettor model and was launched as an entry-level model particularly for younger drivers. One month earlier, in March 1990, the 190 E 2.5-16 Evolution II had already celebrated its premiere at the Geneva Motor Show. As a homologation model for motorsport it was produced, like its predecessor model, in a limited edition of 500. Its powerful four-valve, four-cylinder engine used 2463 cubic centimetres of displacement to produce 173 kW (235 hp).

124 model series: coupé, modest estate and a legendary high-performance saloon

Unveiled in 1984, this model series was the first vehicle family from Mercedes-Benz. From 1993, it bore the name E-Class. Consistent lightweight design and optimised aerodynamics resulted in increased fuel economy and improved performance. Excellent driving safety was guaranteed by the innovative multi-link rear suspension. Mercedes-Benz also played a pioneering role in terms of reduced exhaust emissions: from autumn 1986, all standard petrol-engined models came with exhaust gas emission control provided by a feedback-controlled three-way catalytic converter. The line-up comprised the body variants saloon, estate, coupé, cabriolet and saloon with a long wheelbase. With the saloons and estates of the upper executive segment Mercedes-Benz introduced the innovative 4MATIC.

From June 1990, the coupé was built as the model series for Italy with a 2.0-litre injection engine. Without a catalytic converter the drive assembly generated 90 kW (122 hp); with exhaust gas emission control it was 87 kW (118 hp). The 250 TD TURBODIESEL Estate was also manufactured exclusively for the Italian market from June. Its prechamber diesel engine with turbocharging generated 93 kW (126 hp). A highlight is the 500 E, the new top model of the series, first introduced at the Paris Motor Show in October 1990. Outwardly only experts can recognise the high-performance saloon as such. After all, as with so many things, it is the inner values that count: with the sportily adapted chassis and its high-performance and torquey 5.0-litre V8 engine with 240 kW (326 hp) the saloon effortlessly switches between worlds – as a discreet glider or an outstanding athlete. The first vehicles of this top model, which rolled off the production line before the end of 1990 and were even registered that same year, can enjoy the H licence plate number from 2020.

Contacts:

Frank Mühling, +49 176 3095 1412, frank.muehling@daimler.com

Ralph Wagenknecht, +49 160 865 8077, ralph.wagenknecht@daimler.com

Julia Höfel, +49 151 5861 0215, julia.hoefel@daimler.com

Enquiries via email to classic@daimler.com or online at www.mercedes-benz.com/classic

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Captions

D91F918

D91F919

Mercedes-Benz 190 E 1.8 (W 201). The model with an injection engine replaced the 190 with a carburettor engine in 1990. The photo shows the "Rosso" equipment level.

D90F163

D90F166

Mercedes-Benz 190 E 2.5-16 Evolution II (W 201). The high-performance vehicle was produced in 1990 in a limited edition of 500 as a homologation model for motorsport.

A91F1328

Mercedes-Benz coupé of the 124 model series. From 1990 the 200 CE was produced for export to Italy.

A90F1376

Mercedes-Benz estate of the 124 model series. From 1990 the 250 TD TURBODIESEL was produced for export to Italy.

A90F1431

A90F1441

Mercedes-Benz 500 E (124 model series). The vehicle was introduced in October 1990 at the Paris Motor Show and produced until June 1993.