



Mercedes-Benz

Press Information

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The new Mercedes-Benz EQS: Smarter than ever. Further than ever.

- 926 kilometres WLTP range¹ enables extended long-distance journeys without charging stops
- With up to 350 kW charging power, in 10 minutes up to 320 km range (WLTP) can be recharged²
- By introducing the New EQS, Mercedes-Benz is the first German car manufacturer to bring steer-by-wire to a series-production car³
- Supercomputer with AI keeps software up to date and the EQS attractive
- Now available to order in Switzerland

Schlieren. As the first all-electric luxury saloon from Mercedes-Benz, the EQS has been pioneering technology since 2021. Once the aerodynamics world champion for production cars, it has shifted efficiency benchmarks. It was also the first Mercedes-Benz with the MBUX Hyperscreen – a feature that revolutionised the brand's display and operating concept. Since its launch, Mercedes-Benz has continuously developed the EQS, integrating innovations into series production independently of model updates and more rapidly than ever before.

Now, more than a quarter of all vehicle components is newly-developed, updated and refined. At the core of the new EQS is a new next-generation electric architecture. This includes 800-volt technology, new drive units developed in-house, a two-speed gearbox on the main drive at the rear axle as well as larger batteries with optimised cell chemistry. Also new is the addition of the Mercedes-Benz Operating System (MB.OS), which transforms the EQS into an even more intelligent companion that understands, thinks ahead and evolves with its driver. MB.OS integrates and controls every aspect of the vehicle. This supercomputer uses artificial intelligence (AI) as well as powerful chips and is connected to the Mercedes-Benz Intelligent Cloud.

Innovative interior features create an unmistakable sense of comfort and belonging – the brand's signature "Welcome home." feeling. Innovative seatbelt heating on the front seats provides soothing warmth in cold weather, while the new anthracite open-pored poplar trim and iconic laurel stitching in macchiato beige and space grey echo the Mercedes-Benz emblem, reinforcing a sense of arrival every time the car is entered.

Since Carl Benz filed the patent for the first automobile exactly 140 years ago, Mercedes-Benz has dedicated itself to constantly innovate and to create the world's most desirable cars for customers. With the EQS, the brand consistently builds on this heritage for the future, underscoring its claim to leadership. One of the most significant innovations in the new EQS is steer-by-wire. Mercedes-Benz is the first German automotive manufacturer to bring this technology into a series-production car – once again demonstrating how 140 years of innovation pave the way into the automotive future.

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Key Facts

Next-level travel: The new EQS 450+ sets a new benchmark in electric mobility with a WLTP range of 926 km¹ – an increase of 13 per cent compared with its already long-legged predecessor. This opens the door to extended long-distance journeys. Based on calculated figures and WLTP consumption, the available energy is sufficient, for example, for the route from Munich to Paris or the trip from Zurich to Hamburg.

Range boost: 800-volt technology enables ultra fast charging: up to 350 kW adds 320 km of range in 10 minutes (WLTP)², while at 400-volt stations the battery splits virtually to charge at up to 175 kW efficiently.

Energy boost when braking: Recuperation power of up to 385 kW dramatically increases efficiency. This leap in efficiency returns even more energy during braking.

A completely new steering feel: Mercedes-Benz will be the first German car manufacturer to offer a series-production car with steer-by-wire technology: just a few months after its market launch, the new EQS will be available with this technology. With this, Mercedes-Benz continues its 140-year tradition of innovation.

Brighter light: The standard DIGITAL LIGHT creates a high-resolution field 40 per cent larger while using up to 50 per cent less energy than before. The ULTRA RANGE high beam reaches 600 m – about six football pitches.

Sublime ride: Because of the new cloud-based damper regulation with AIRMATIC, the new EQS glides over long, artificial speed bumps. The damping is electronically adjusted just before the respective speed bump.

New-generation driver assistance:⁴ Powerful computer architecture using up to 27 sensors ensures top-level safety and support. MB.DRIVE PARKING ASSIST now detects spaces more effectively, enables diagonal parking, and parks automatically at up to 5 km/h – around 60 per cent faster than before.

Supercomputer with AI: The Mercedes-Benz Operating System (MB.OS) makes the new model the most intelligent EQS ever. MB.OS integrates and controls every aspect of the vehicle and keeps it up to date with over-the-air (OTA) updates.⁵ The new MBUX generation also integrates artificial intelligence (AI). The MBUX Virtual Assistant⁶ can conduct complex dialogues, while various avatars ensure even more personal interaction.

Display concept with “wow” effect: The standard MBUX Hyperscreen merges the active zones of the three displays beneath a single, continuous glass surface, measuring over 55 inches.

Bold face: The upright, illuminated Mercedes-Benz star conveys confidence and unmistakable presence. Powerdomes and daytime running lights with star-shaped insignia characterise the striking new front. In combination with AMG Line, the EQS features a dynamic radiator grille with a backlit star pattern.

Feel-good effect: Innovative seatbelt heating on the front seats delivers a soothing warmth up to 44°C in cold weather. This ensures rapid comfort as well as the brand’s signature “Welcome home.” feeling.

First-class rear-seat comfort: Two 13.1-inch displays and intelligent functions elevate the MBUX high-end entertainment system into a truly first-class experience. With the new portable MBUX remotes, passengers enjoy effortless touch control over vehicle functions and personalised entertainment.

Breathe easy: A 9.82 dm³ HEPA filter cleans incoming air, keeping out up to 99.65 per cent of particles.

Aero champion: With a drag coefficient of only 0.20,⁷ the EQS is among the most aerodynamic cars ever built.

Many options for a unique EQS: A new anthracite, open-pored poplar trim with fine-line structure adds an expressive interior accent. Iconic laurel stitching echoes the Mercedes-Benz emblem and creates a “Welcome home.” feeling. The MANUFAKTUR Made to Measure programme offers 125 paint colours.

Mercedes-Benz EQS 450+ | energy consumption combined: 19.3-15.4 kWh/100 km | CO₂ emissions combined: 0 g/km | CO₂ class: A⁸

Limitless: Uncompromising mobility

With a WLTP range of up to 926 kilometres,¹ the EQS 450+ enables extended long-distance journeys without the need for charging stops. Based on calculated figures and WLTP consumption, the available energy is sufficient, for example, for the route from Munich to Paris or the trip from Zurich to Hamburg. This remarkable range figure represents an increase of 13 per cent compared with its predecessor. At the same time, elasticity, that is mid-range acceleration, has been significantly improved, especially in the upper speed range.

These improvements in range, efficiency and dynamics, which are noticeable to customers, are based on fundamentally new electric architecture in the new EQS. This includes 800-volt technology, new electric motors developed in-house, a two-speed transmission on the main motor on the rear axle and larger batteries with optimised cell chemistry. Another big plus is the towing capacity: at 1,600 kilograms, the permissible trailer weight of the rear-wheel-drive models has more than doubled. At the same time, it almost reaches the level of the 4MATIC models (1,700 kg). Customers can now tow a horse trailer, for example.

With the new EQS 400, Mercedes-Benz is now making it more affordable to enter the EQS world. The new model has an output of 270 kW and a high-voltage battery with a usable energy content of 112 kWh.

Mercedes-Benz EQS 400 | energy consumption combined: 19.3-15.7 kWh/100 km | CO₂ emissions combined: 0 g/km | CO₂ class: A⁸
Mercedes-Benz EQS 450+ | energy consumption combined: 19.3-15.4 kWh/100 km | CO₂ emissions combined: 0 g/km | CO₂ class: A⁸

More energy for the same weight: Batteries with optimised cell chemistry

With its new 800-volt technology, the EQS 450+, EQS 500 4MATIC and EQS 580 4MATIC achieve a charging capacity of up to 350 kW. Within 10 minutes, up to 320 kilometres of range (WLTP) can be recharged.² Thanks to low energy consumption and very short recharging times, customers can enjoy shorter overall journeys, with maximum comfort and motorway speeds. Charging is particularly convenient with Plug & Charge⁹ at participating charging station operators.

When charging at a 400-volt station, an intelligent control system ensures that the battery is virtually divided into two parts. Each half is charged with 400 volts and up to 175 kW, so that in this case the charging process is both fast and efficient.

With the same dimensions, the new batteries in the EQS 450+, EQS 500 4MATIC and EQS 580 4MATIC offer around three per cent more energy content – 122 kWh instead of 118 kWh. The cells feature anodes in which silicon oxide is blended with graphite. This allows more energy to be stored per kilogram, as the gravimetric energy density has been increased compared with the previous-generation battery that used conventional graphite anodes. At the same time, greater range has been achieved within the same battery installation space, as the so-called volumetric energy density of the cell chemistry has increased. The proportion of cobalt has also been further reduced.

The EDUs (Electric Drive Units) represent a generational leap forward compared with their predecessors. They are more compact, offer even greater efficiency and are more robust. The front EDU in the 4MATIC models is designed to act as a booster, with an integrated disconnect unit (DCU) switching it on or off at lightning speed as required.

Thanks to a very high recuperation power, deceleration in everyday driving can be achieved almost entirely and intelligently through recuperation alone. With up to 385 kW, the recuperation power has increased by a third. 385 kW correspond to very strong deceleration.

Depending on the equipment, customers can change the strength of the recuperation via shift paddles or with the selector lever behind the steering wheel.

The drive architecture includes a two-speed transmission on the rear axle that combines dynamics with maximum efficiency: In first gear, acceleration from a standing start is rapid. The long-ratio second gear is designed for power delivery at high speeds and for high efficiency, range and comfort on intercity routes and motorways. The top speed is also reached in second gear. Only one planetary gear set is engaged in second gear, making it particularly efficient.

Mercedes-Benz EQS 500 | energy consumption combined: 19.5-16.2 kWh/100 km | CO₂ emissions combined: 0 g/km | CO₂ class: A)⁸

Mercedes-Benz EQS 580 4MATIC | energy consumption combined: 19.5-16.2 kWh/100 km | CO₂ emissions combined: 0 g/km | CO₂ class: A)⁸

Efficiency at its best: aerodynamics

Less drag for greater range and reduced noise: with a drag coefficient from only 0.20,⁷ the EQS remains one of the most aerodynamic cars ever built. In the new model, aerodynamicists have optimised the exterior mirrors, among other things, to improve airflow even further. The frontal area of the EQS is 2.51 m². This results in an effective resistance area of 0.5 m². For comparison: A cyclist riding a touring bike experiences an air resistance of around 0.7 m². A mountain biker is in the region of about 0.6 m², while a road cyclist is below 0.5 m².

Pioneering: Revolutionary steering feel and superior assistance

Mercedes-Benz will be the first German car manufacturer to offer a series-production car with steer-by-wire technology: just a few months after its market launch, the new EQS will be available with this technology. It represents a fundamental change in the interaction between man and machine – with Mercedes-Benz precision and a driving experience that sets new standards. The completely new steering feel provides a unique experience and offers a wide range of advantages in everyday driving – driving dynamics benefit from it while manoeuvring and parking become even easier. This is because the effort required can be further reduced and there is no longer a need to adjust grip on the steering wheel.

Undesired vibrations caused by uneven road surfaces, which were previously transmitted to the driver via the steering wheel, can now be eliminated. Precise and intuitive steering feel is maintained. Steer-by-wire also gives the interior a new look: a flatter steering wheel noticeably opens up the space, improves the view of the driver display and makes it easier to get in and out of the car.

Driving characteristics that were previously in conflict with each other have been optimised at the same time: the EQS now combines sportiness and comfort even more effectively, while further enhancing driving stability and lateral agility. This is because the suspension specialists have flexibly adapted the steering ratio to different situations. Added to this is the perfect interaction with the rear-axle steering. In the EQS, steer-by-wire steering is available in combination with all engine variants and the rear-axle steering variant with a steering angle of up to 10 degrees. At higher speeds, the rear wheels steer parallel to the front wheels, ensuring reassuring stability and a safe driving experience.

In line with its high safety standards, Mercedes-Benz relies on a redundant system architecture in addition to high-precision sensors and powerful control units. This means that there are basically two signal paths. This ensures that steering capability is always guaranteed. Even in the unlikely event of a complete failure, lateral control is still possible thanks to rear-axle steering and targeted wheel-specific braking interventions via the ESP®.

As an alternative to the optional steer-by-wire system, Mercedes-Benz continues to offer electromechanical steering. The steering wheel features the popular rocker- and roller-switch concepts.

Advanced driving and parking assistance systems⁴: the MB.DRIVE range

To provide first-class driving assistance, the new EQS is equipped with numerous sensors: 10 external cameras, up to five radar sensors and 12 ultrasonic sensors. These sensors work in conjunction with a high-performance control unit running on MB.OS. Artificial intelligence algorithms, which are trained on large amounts of fleet data, process the sensor data to understand the surrounding traffic conditions.

In Europe, MB.DRIVE Standard is standard equipment with functions such as DISTRONIC distance control. MB.DRIVE ASSIST offers extended assistance functions like Steering Assist and Lane Change Assist. Evasive Steering Function Plus autonomously steers around objects or other vehicles to prevent collisions within the vehicle's own lane. For enhanced highway support, Proactive Lane Change Assist offers automated lane changes. While the different functions will be available either as a factory-fitted optional extra or as a Digital Extra via the Mercedes-Benz Store, their availability also depends on the market.

MB.DRIVE PARKING ASSIST¹⁰ detects parking spaces on both sides of the vehicle from a distance and, for the first time, also enables diagonal parking. It also detects free spaces that are not marked by white lines. In addition, MB.DRIVE PARKING ASSIST can assist when leaving a parking space – even if the vehicle was previously parked manually. Furthermore, the system can now park at speeds of up to 5 km/h, making it around 60 per cent faster than the previous system.

The “reversing function” Digital Extra⁵ enables the vehicle to automatically reverse along part of the route it has just driven, with system support available under certain conditions. While this assistant is active, the image from the reversing camera and a graphic representation of the planned route are displayed on the main screen. This is particularly useful in traffic situations where turning manoeuvres are not possible.

MB.DRIVE PARKING ASSIST 360 offers new and improved surround views with its 360-degree camera and a redesigned human-machine interface. The Digital Extra “wheel rim protection warning” displays a top-view distance alert when manoeuvring, helping the driver avoid damage to the wheels.

Noticeably greater ride comfort thanks to intelligent damper control

The latest development of AIRMATIC offers a ride quality that is sublime – its intelligent damper control ensures noticeably greater comfort on longer, artificial speed bumps. Such bumps are particularly common in southern Europe.

This is the result of state-of-the-art suspension technology working together with the unique community of Mercedes-Benz drivers. They support one another by sending Car-to-X information via the mobile network to the Mercedes-Benz Cloud in real time and sharing it with each other.

When the intelligent damper control function is activated, the damping is electronically adjusted shortly before the respective speed bumps to provide greater comfort. This increase in comfort is particularly noticeable in the rear seat. Mercedes-Benz developed the function itself and has applied for a patent.

The basis for the damping adjustment is Car-to-X information¹¹ that a Mercedes-Benz vehicle travelling ahead has transmitted anonymously to the Mercedes-Benz Cloud in real time via the mobile network. Car-to-X refers to communication between vehicles. Because the sensors of other cars are also used, the technology significantly extends the coverage area of the vehicle's own sensors, such as radar or camera systems. Car-to-X technology thus allows the driver to see around corners, so to speak.

Intuitive: A car that understands and thinks ahead

The Mercedes-Benz Operating System (MB.OS) transforms the EQS into an intelligent companion that understands, thinks ahead and evolves with its driver. MB.OS integrates and controls every aspect of the vehicle. This supercomputer uses AI and powerful chips and is connected to the Mercedes-Benz Intelligent Cloud.

This connection enables over-the-air updates⁵ of all vehicle software. The EQS consequently remains up to date and attractive for many years and can also be conveniently customised after purchase. The growing portfolio of Digital Extras is available with attractive offers in the Mercedes-Benz Store and the Mercedes-Benz app. The range extends from innovations in navigation, remote control, GUARD 360°, on-demand functions, entertainment, productivity, charging and driver assistance systems plus customer services.

Attentive assistant with the knowledge of the internet: MBUX Virtual Assistant

The new MBUX generation integrates AI from Microsoft, among others. This gives customers an even more intelligent and personalised digital companion. The MBUX Virtual Assistant⁶ uses the collective knowledge of the internet and can conduct complex, multi-part dialogues. As a “living” avatar, it is always present on the central display. The virtual assistant uses various animations to signal whether it is currently speaking, listening or processing information. Movement, brightness, intensity and colour interact seamlessly to communicate intuitively with the driver.

In addition to a star avatar, there are two other representations of intelligence: a human-like avatar emerges from a densifying cloud of stars. It embodies intelligence in a technological and futuristic way. The third avatar, nicknamed “LittleBenz”, allows for an even stronger connection on a personal level. Its lively form invites playful interaction.

Easy to use, just like a smartphone: MBUX Hyperscreen and MBUX Zero Layer

When it made its debut, the EQS was the first Mercedes-Benz to feature the unique MBUX Hyperscreen. For an impressive holistic driving and spatial experience, the active zones of three displays merge beneath a single, continuous glass surface, measuring over 55 inches: driver display (screen diagonal: 12.3 inches), central display (17.7 inches) and passenger display (12.3 inches). This unique visual experience is now even more emotional in the new EQS and operation is even easier. The advanced MBUX Zero Layer displays the most important information and recommendations in a customisable footer bar. Users also have the option of arranging their apps as they wish and grouping them in self-named folders, making each interaction a highly personal experience – and as easy as operating a smartphone. Over 40 apps are currently available, offering a range of entertainment and services – from audio with Amazon Music and Audible, to video with Disney+, RIDEVU and YouTube, and gaming with Boosteroid.

Atmospheric ambient styles are available as background motifs in a separate app. They enhance the unique effect of the MBUX Hyperscreen. The impressive background images offer a wide range from calm to intense, from cold to warm, and from technical to emotional. This allows customers to create a personal atmosphere in the vehicle and enjoy the brand’s signature “Welcome home.” feeling. The colour scheme of the instrument cluster, including the gauges as well as the ambient lighting, are coordinated with the emotional ambient styles.

The front passenger can view dynamic content on their standard display while driving. This is possible in Europe and many other countries. Streaming services include Disney+, YouTube and RIDEVU (in selected markets) as well as other regional providers. Passengers can operate the content via the touchscreen and listen to audio content via Bluetooth headphones or the vehicle speakers. A camera-based system monitors

whether the driver is looking ahead at the road. If the driver looks at the passenger display, the moving content is concealed from view.

See what the car is seeing: MBUX Surround Navigation

Modern, digital circular instruments appear in the driver's display. In addition to a classic layout with round gauges, the view can be customised with MBUX Surround Navigation. This takes integrated visual communication to a new dimension: supported by cameras and sensors, MBUX Surround Navigation displays a 3D map of the surroundings in real time on the driver's display. Other road users such as cars, bicycles, motorcycles and pedestrians are also shown. Drivers can therefore see what the EQS sees and how the assistance systems are actively supporting them. This gives them improved situational awareness and makes every journey feel informed and supported. In addition, MBUX Surround Navigation provides real-time visualisation of the vehicle status, including that of indicators, headlights and wheel speeds. The integration of information into the driver display using 3D game engine graphics provides an extremely intuitive overview.

The navigation experience is based on Google Maps. Mercedes-Benz therefore offers customers the best of both worlds – the technology of Google Maps, like Live Traffic data, and the familiar user interface and proven services of Mercedes-Benz.

Recognises what's happening on the road: Navigation with Electric Intelligence

Roadworks ahead? Or a steep mountain pass to negotiate? Factors like these can have significant impacts on range. Mercedes-Benz Navigation with Electric Intelligence therefore responds to many more variables than conventional route guidance systems. It thinks not only in terms of kilometres but also in terms of energy, context and situation. Mercedes-Benz Navigation with Electric Intelligence plans the fastest and most comfortable route. This includes charging stops when they are eventually required, based on numerous factors. It responds dynamically to traffic jams or changes in driving style. Mercedes-Benz is also continuously developing the energy forecast for Navigation with Electric Intelligence. In future, the predicted wind conditions along the route at the height of the vehicle will also be considered even more accurately.

The intelligent navigation system recognises when a charging stop is necessary and automatically plans it in such a way that the total travel time is optimised. In some circumstances, two short charging stops with higher charging power can be quicker than one longer charging stop. In addition, the vehicle's charging settings are automatically adjusted by Navigation with Electric Intelligence and optimised for fast charging along the route – including the preconditioning of the high-voltage battery so that it is at the optimum temperature for fast DC charging at the right time. Intelligent charging also allows customers to specify that the connected EQS should only be charged when the time window for the cheapest electricity rate is reached.

Digital customer experience: digital vehicle key and in-car payment

The new EQS can be unlocked, locked and started with particular ease using the digital vehicle key. All the driver needs to do is carry a mobile phone with them. With the latest generation of this access system, depending on market availability, the vehicle is automatically unlocked or locked when the user approaches or moves away with their mobile phone. This feature can also be deactivated via the head unit if desired. The digital vehicle key works with most iPhone and Android devices.⁵ The digital vehicle key is also helpful in combination with the optional automatic comfort doors at the front and rear. When the driver approaches the car with their mobile phone, the door handles first extend. As they get closer, the driver's door opens automatically.

In-car payment makes paying on the go a seamless experience. Digital Extras such as the entertainment package¹² or e-vignettes¹³ can be activated and paid for directly via the Mercedes-Benz Store. This allows customers to continue their journeys in a relaxed manner while the vehicle takes care of the rest. No separate PIN entry or authentication with a mobile device is required. Mercedes pay+ uses the new multifunctional interior camera for identification. Customers' payment data is encrypted and protected by transaction-specific

cryptograms. Mercedes pay+ is provided by the Mercedes pay in-house payment solution, which enables convenient and secure digital payments for the entire Mercedes-Benz ecosystem.

Visionary: defining the future of luxury today

With its innovative aesthetics and distinctive, purpose-driven design, the EQS has visually communicated its exceptional position in the segment from the outset. Its sporty, low and flat front, together with a taut arch stretched across the greenhouse, creates a coupé-like silhouette. Now, the designers have sharpened this appearance, further emphasising the innovative character of the vehicle. The new EQS exudes even greater status and prestige and has an even sportier look.

With the Electric Art Line and the AMG Line, the new EQS can take on two very different faces, depending on personal taste:

- The upright and illuminated Mercedes-Benz star¹⁴ on the bonnet is standard in combination with Electric Art Line. It is a proud and unmistakable symbol of automotive excellence. At the same time, it is an elegant homage to the S-Class, on which this iconic detail has always stood for tradition, prestige and understated sophistication. In the Electric Art Line, a black radiator grille with wide chrome slats and a backlit, animated star pattern is standard.
- Those who opt for a new EQS in the AMG Line version will receive a more dynamic radiator grille with a backlit star pattern but without chrome slats as well as a high-gloss, illuminated central star.¹⁵

The new bonnet with striking powerdomes has a dynamic look. The front of the vehicle has been modernised, with the headlamps and light strip now merging even more strongly into a single unit. The daytime running lights incorporate two star emblems that enhance the headlamps and integrate the EQS into the Mercedes-Benz family. The new panel with an illuminated Mercedes-Benz pattern underlines its status. The newly designed AMG style bumper with striking outer air intakes adds a sporty touch to both lines.

An eye-catching feature at the rear is the light strip, the inside of which is enhanced by additional helix elements. The AMG style bumper is also new. It differs from its predecessor in that it has more pronounced diffuser ribs on the underside and a striking chrome trim piece that runs across the entire width of the vehicle.

Brighter and more energy-efficient: DIGITAL LIGHT with micro-LED technology

The new EQS features the new DIGITAL LIGHT generation with micro-LED technology and a powerful chip as standard. This increases the high-resolution lighting field by around 40 per cent and enables a corresponding increase in the brightness of the high beam and road projections. At the same time, the light module consumes up to 50 per cent less energy than the previous system. The headlights themselves also contribute to the conservation of resources – they offer a more comprehensive customer experience and are more than a quarter brighter than their predecessors. This is due to the more compact design of the micro LEDs and the control system with only one control unit. All software components are integrated into the Mercedes-Benz Operating System (MB.OS) and were developed predominantly by Mercedes-Benz itself.

The dynamic ULTRA RANGE high beam – with a range of up to 600 metres, which is equivalent to about six football pitches – can now swivel for optimum illumination. The partial high beam function¹⁶ improves the detection of poorly lit road users without dazzling others and is now integrated into the cornering light so that it moves dynamically with it. The cornering light responds even more precisely to the course of the road thanks to combined camera information and map data.

Warm embrace: innovative seat-belt heating further increases safety

As with the new S-Class, Mercedes-Benz is equipping the new EQS with innovative seat-belt heating. This upgrade for the front seats noticeably increases comfort on the move. The heating wires – thin fibres that act as electrical conductors – are integrated into the seat belts. At low temperatures, the seat-belt webbing quickly heats up to 44 degrees Celsius. The seat-belt heating can be conveniently switched on and off using the seat-heating button, and automatic activation can be controlled via the central display. Seat-belt heating

can also increase safety: passengers are encouraged to take off their thick jackets before fastening their seat belts in cold weather. This allows the seat belt to fit more snugly against the body and be more effective in the event of an accident.

With seat-belt heating, Mercedes-Benz is introducing a new comfort feature to a production vehicle that was first presented in the ESF 2019 experimental safety vehicle. This illustrates the philosophy of Mercedes-Benz: to develop pioneering innovations that debut in research and concept vehicles and are then consistently transferred to series production. For more than 140 years, this continuous innovation process has shaped the brand – from visionary studies to everyday customer benefits.

Another seatbelt innovation from Mercedes-Benz: rear seat passengers can enjoy the comfort of the soft and smooth beltbags in their daily drive. The shoulder part can inflate in a severe frontal impact, thereby helping to reduce load peaks on the chest by tripling the area of the seatbelt along the chest.

More comfort in the rear seat: perfected work and relaxation

Thanks to its cab-forward design, which is unique in this segment, the EQS has a spacious passenger compartment. This makes the rear seat a place of comfort and exclusivity. The entertainment and in-car office options in particular have been improved.

Two 13.1-inch screens with new, individually configurable MBUX remote controls enable optimised operation of vehicle functions such as climate control and rear-seat entertainment. Thanks to integrated HD cameras, these screens are ideal for business videoconferences with Microsoft Teams, Zoom or Webex. This allows passengers to participate in videoconferences and remain productive while travelling.

With 15 speakers, 710 watts of system output and Dolby Atmos®, the Burmester® High-End 3D-Surround-Soundsystem offers an in-car audio experience that ranges from a refined concert hall to an intimate club.

The standard rear-seat comfort package ensures maximum travel comfort in the rear. It includes electrically adjustable rear seats, luxury headrests, comfortable armrests, a wireless charging system for mobile devices, side airbags, and seat heating for the rear seats.

Clean air on board: Efficient HEPA filter under the bonnet

Unfortunately for them, fine dust, tiny particles, pollen and other substances are not allowed inside the EQS. This is because its HEPA (High Efficiency Particulate Air) filter cleanses the incoming outside air to a very high level of filtration. Over 99.65 per cent of particles are drawn out.

In recirculation mode, the air is filtered through the interior filter of the automatic climate control system. Sulphur dioxide, nitrogen oxides and odours are also reduced thanks to an activated carbon coating on the HEPA filter and interior filter. Around 600 grams of activated carbon is used for this purpose. The surface area available for this is equivalent to approximately 150 football pitches. The HEPA filter is part of ENERGIZING AIR CONTROL Plus and utilises the space under the bonnet of the EQS.

Personalised, almost endless options for a unique EQS

Anthracite-coloured, open-pore poplar wood with an elegant fine-line structure is available as a new trim option, adding an expressive accent to the interior. An exclusive ambience is also created by fine Nappa leather, which, with the Exclusive Nappa Leather Package, offers a sensual experience for both sight and touch. A new feature is the iconic laurel decorative stitching in the door panels: in the colour combination macchiato beige/space grey, it picks up on the laurel motif of the Mercedes-Benz emblem and creates an atmosphere in the EQS that conveys a sense of safety – a subtle “Welcome home.” feeling. For the first time, the EQS is available with a leather-free interior. Alongside finely grained artificial leather, a high-grade textile is used.

In addition, the MANUFAKTUR programme offers an unprecedented level of personalisation with exclusive paint finishes, luxurious leather packages and exquisite, handcrafted details. Two new MANUFAKTUR colours are available as standard colours for the EQS: sparkling MANUFAKTUR black with glass flakes for a striking shimmer and MANUFAKTUR verde silver magno, which gives the popular colour a sophisticated matt finish.

For those seeking the ultimate in individuality, the newly introduced MANUFAKTUR Made to Measure programme offers customers the opportunity to create a truly tailor-made vehicle. For the New EQS, customers can choose approximately 125 paint colours. Other equipment options include illuminated door sills with brand lettering, numerous steering wheel variants and emblem packages. The programme offers a wide selection of pre-approved options with fixed prices and immediate confirmation of feasibility. It even allows the entire spectrum of technically possible colours to be displayed. This offers unrivalled design options for the exterior and interior.

Requests that go beyond this portfolio are evaluated individually by the experts at MANUFAKTUR Made to Measure during a personal consultation, either at the Center of Excellence in Sindelfingen or at a location of the customer's choice. The personalised vehicle is brought to life using an immersive visualisation tool. Customers can select colours and design elements that precisely reflect their individual tastes.

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Further information on Mercedes-Benz in Switzerland is available [here](#). Press releases and digital services for journalists and multipliers can be found on our [Media Site Switzerland](#) or on the [Mercedes me media](#) online platform.

¹ The specified values were determined in accordance with the WLTP (Worldwide harmonised Light vehicles Test Procedure) measurement method. The ranges given refer to ECE markets. The energy consumption and CO₂ emissions of a car depend not only on the efficient utilisation of the fuel or energy source by the car, but also on the driving style and other non-technical factors.

² The stated range (WLTP) after ten minutes of charging was determined using the maximum DC charging power in accordance with ISO/SAE 12906 under the conditions described therein.

³ Follows a few months after market launch.

⁴ The driver assistance and safety systems are aids and do not relieve the driver of their responsibility. The information in the operating manual and the system limitations described therein must be observed.

⁵ The use of certain Digital Extras requires the continuous acceptance of the Terms of Use for Digital Extras and the Mercedes me ID Terms of Use in their respective current versions, the permanent pairing of the vehicle with the Mercedes-Benz user account, the consent to the storage and retrieval of necessary information to activate some Digital Extras within the paired vehicle and - where applicable - the activation of the Digital Extras. After the expiration of limited runtimes, Digital Extras can be extended for a fee in the Mercedes-Benz Store, provided that they are still offered for the respective vehicle at that time. Furthermore, there may be additional prerequisites or restrictions for the usage of some Digital Extras, such as a separate customer-owned contract with a third-party provider (e.g., streaming, conclusion of a data contract for "Comfort Data Volume", navigation functions), the activation of additional Digital Extras to secure full functionality or selected third-party products (e.g., smartphone, smartwatch). As an alternative to the "Comfort Data Volume" a customer-owned data volume (e.g., mobile hotspot) must be used depending on the generation of your multimedia system. Information on the personal data processed for the usage of Digital Extras can be found in the Privacy Notices for the Digital Extras. The connection of the communication module to the mobile network, including the emergency call system, depends on the respective network coverage and availability of the network providers. Please also refer to any instructions in your vehicle's operating manual.

⁶ Available in selected languages.

⁷ C_w value 0.20: EQS 450+ with 19" AMG wheel/tyre combination and AMG Line exterior in SPORT driving mode.

⁸ The figures are preliminary. No confirmed values from an officially recognized testing organization, EC type approval, or certificate of conformity with official values are available at this time. Deviations between the figures and the official values are possible.

⁹ With Plug & Charge, the charging process starts when the charging cable is plugged in. The vehicle communicates the charging contract data directly to the charging station. This requires an MB.CHARGE Public charging contract, which is used for billing.

¹⁰ The driver remains responsible for monitoring the parking manoeuvre and the surroundings at all times.

¹¹ In order to use the Car-to-X service, customers must have a Mercedes me connect account. Only then will data be collected in the car and the vehicle-related Car-to-X data transmitted to the backend, where it will be anonymised. Mercedes-Benz drivers can easily activate or deactivate the service via their user accounts in the Mercedes me portal or in the Mercedes me app. There they can also object to data being passed on.

¹² The availability of equipment, functions, features and services depends on the respective vehicle model, individual configuration and the respective market.

¹³ Customers with a Mercedes me ID can purchase e-vignettes for Switzerland, Czechia, Slovenia, Slovakia, Bulgaria and Hungary. The availability of equipment, functions, features and services depends on the respective vehicle model, individual configuration and the respective market.

¹⁴ In the U.S., the Mercedes-Benz star is illuminated both when the vehicle is stationary and while driving. The stationary star is standard in combination with Electric Art Line.

¹⁵ In the U.S., Canada, China and the Gulf States, the central star is fully illuminated. In Western Europe, ECE and the rest of the world, the central star is partially illuminated (without ring) while in South Korea and Taiwan, illumination is not permitted.

¹⁶ Also available in the U.S.