



## Mercedes-Benz

Press Information  
25 April 2023

### A bridge between tradition and digitalisation: the new E-Class

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More information on the official fuel consumption and the official specific CO<sub>2</sub> emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO<sub>2</sub>-Emissionen und den Stromverbrauch neuer Personenkraftwagen" [Guide on the fuel economy, CO<sub>2</sub> emissions and power consumption of all new passenger car models], which is available free of charge at all sales outlets and from Deutsche Automobil Treuhand GmbH at [www.dat.de](http://www.dat.de).

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The descriptions and information in this press kit apply to the international model range of Mercedes-Benz. Details may vary from country to country. Further information about the vehicles offered, including the WLTP figures, can be found for each country at <https://www.mercedes-benz.com>

## The essential information and innovations

### The new E-Class: the key points at a glance

#### Generously dimensioned interior

The new E-Class (length/width/height: 4949/1880/1468 millimetres) has the proportions of a classic three-box saloon: the short front overhang and long bonnet are followed by a greenhouse which is set well back. The passenger area is generously dimensioned, partly owing to the two-centimetre longer wheelbase (2961 millimetres) compared to the preceding series. The luggage capacity is up to 540 litres.

#### Radiator grille with black panel-like surface

The connection between tradition and modernity is made particularly clear by a feature at the front: A black panel-like surface connects the radiator grille with the headlamps. This insert in high-gloss black is visually reminiscent of the Mercedes-EQ models. The three-dimensionally designed radiator grille is either progressive or classic, depending on the equipment line. An illuminated radiator grille surround is optionally available for all lines.

#### MBUX Superscreen with large glass surface

The dashboard makes for the digital experience in the interior. If the E-Class is equipped with the optional front passenger screen, the large glass surface of the MBUX Superscreen extends to the central display. Visually detached from this is the high-resolution driver display in the driver's field of vision. The main icons on the central and optional passenger displays are now simpler, and also colour-coded to match smartphone tiles.

#### New electronics architecture

The electronics architecture is more software-driven and less hardware-driven. The computing functions of previously separate domains take place in a single processor. Screens and the MBUX infotainment system thus share a new, very powerful central onboard computer. This form of networking improves the performance and speed of the data streams.

#### <sup>1</sup>Digital vehicle key: iPhone® and Apple Watch® as car keys

With the Digital Vehicle Key, the E-Class can be started and locked simply by the driver carrying a compatible device<sup>2</sup> with them. Key sharing is also possible: various digital channels can be used to invite family members or friends to use the E-Class. In doing so, the vehicle owner can assign different rights, granting only access to the vehicle or also allowing it to be driven. The vehicle can recognise a maximum of four users at any one time, while the Digital Vehicle Key can be shared with up to 32 devices. In those markets where Mercedes me connect services are available, the pre-installation for the Digital Vehicle Key forms part of the KEYLESS-GO Convenience Package<sup>3</sup>. This equipment combination is available in the new E-Class from the Premium Package onwards.

#### Sound visualisation

With the new Active Ambient Lighting (optional extra) with Sound Visualisation, occupants can also "see" music tracks and the sounds of films or apps. Visualisation takes place on the light band of the Active Ambient Lighting. For example, fast sequences of beats can cause rapid light changes, while flowing rhythms

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<sup>1</sup> A personal Mercedes me ID and agreement to the Terms of Use for the Mercedes me connect services are required to use the Mercedes me connect services. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first. Use of the Digital Vehicle Key also requires the customer's own data volume.

<sup>2</sup> At market launch, the Digital Vehicle Key is compatible with Apple® iPhones (from version 11, not SE) as well as Apple® Watches (SE with NFC technology). The prerequisite is UWB capability. Mercedes-Benz is working steadily to expand compatibility with other devices. The current overview can be found [here](#).

<sup>3</sup> In addition to the KEYLESS-GO access and drive authorisation system and the pre-installation for the Digital Vehicle Key, this includes the features flush-mounted door handles, convenience opening and closing and remote boot closing.

can create softly merging lighting moods.

### **New third-party apps plus selfie and video camera**

The entertainment programme in the E-Class is more interactive than ever. The software experts at Mercedes-Benz have developed a new compatibility layer that allows the installation of third-party apps<sup>4</sup>. At market launch, the following apps are available on the central display<sup>5</sup>: the entertainment platform "TikTok", the game "Angry Birds", the collaborative application "Webex" and the office application "Zoom", as well as the browser "Vivaldi". Another new feature is a selfie and video camera (part of the optional MBUX Superscreen) on top of the dashboard<sup>6</sup>.

### **Automated comfort functions with routines<sup>7</sup>**

Mercedes-Benz is working on the use of artificial intelligence (AI) so that the car learns which comfort systems vehicle occupants use repeatedly. Given the same circumstances, the aim is for AI to automate such functions. Mercedes-Benz uses the term 'routine' for this innovation. On the launch of the new E-Class, customers will be able to use templates for standard routines. They also have the option of creating routines themselves.

### **New with ENERGIZING COMFORT and ENERGIZING COACH**

The Anti-Travel Sickness programme<sup>8</sup> of ENERGIZING COMFORT can help affected passengers to alleviate symptoms. A bio-feedback function is planned for the ENERGIZING COACH in the medium term. This can reduce the feeling of stress with breathing exercises. Another new feature of the ENERGIZING COACH in the E-Class is the integration of the Apple Watch and the expansion of the vital signs shown in the central display.<sup>9</sup>

### **Automatic air vents**

With THERMOTRONIC automatic climate control (optional extra), Digital Vent Control enhances the comfort experience. It automatically adjusts the front air vents to a desired ventilation scenario. This can be done for each seat via the user profile, for example. However, the nozzles can also be aligned by hand as usual.

### **Intelligent blocking concept of the passenger screen**

In Europe and in more and more countries, the front passenger can watch dynamic content such as TV or video streaming on the display during a journey. This is subject to the requirement that the driver is protected from distraction. The camera-based system in the E-Class uses an advanced filtering concept that is even more intelligent than the previous solution. The driver can no longer see dynamic content on the passenger screen while driving.

### **Very good aerodynamic properties**

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<sup>4</sup> A personal Mercedes me ID and agreement to the Terms of Use for the Mercedes me connect services are required to use the Mercedes me connect services. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first. Use of the entertainment package also requires the customer's own data volume. In order to use certain apps via the Mercedes me connect service, a separate customer-specific contract with app provider may be required.

<sup>5</sup> An app package is planned for the market launch. The apps may vary over the life cycle of the E-Class. A personal Mercedes me ID and agreement to the Terms of Use for the Mercedes me connect services are required to use the services. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first.

<sup>6</sup> New technologies must always meet the legal requirements of the different markets, and must therefore be adapted accordingly. We are currently looking into the approval situation in various countries.

<sup>7</sup> The functions described are visions for the future, some of which are not yet available at market launch of the E-Class and will depend on the respective vehicle model, the individual configuration and the respective market. At a later date, camera functions will also be possible for the front passenger.

<sup>8</sup> The prerequisite for the function is a vehicle specification that includes ENERGIZING COMFORT and seat adjustment with memory function. The anti-travel sickness function cannot be used in conjunction with child seats, and is not available in the USA and Canada.

<sup>9</sup> Compatible smartwatches are a prerequisite.

With a  $C_d$  figure from 0.23<sup>10</sup>, the new E-Class performs very well in its vehicle segment. It matches the value achieved by its predecessor on market launch. At 0.236 sq. m., the frontal area A of the new E-Class is slightly larger than that of its predecessor (0.234 sq. m.).

### **Compact turning circle with rear-axle steering**

The new E-Class is available with the Technology package as an option. This includes the all-round AIRMATIC air suspension system with ADS+ continuously adjustable damping and rear-axle steering. The AIRMATIC suspension with air springs and adaptive ADS+ dampers responds very sensitively. The new E-Class is both particularly agile and highly stable with the optional rear-axle steering. The steering angle at the rear axle is 4.5 degrees. This reduces the turning circle by up to 90 centimetres

### **50 per cent plug-in hybrids already at launch**

Thanks to systematic electrification and intelligent downsizing, the new E-Class sets new standards in efficiency. Half of all the models will be fourth-generation plug-in hybrids. The product range already achieves this high proportion at market launch: three of the six E-Class versions combine the advantages of a vehicle with combustion engine with those of an electric car. In addition to turbocharging, both the diesel and petrol engines feature intelligent support from an integrated starter-generator (ISG). They are therefore mild hybrids. Thanks to a new battery, the power of the electric motor has been increased from 15 to 17 kW and the boost torque to 205 Nm.

### **ATTENTION ASSIST with distraction detection**

ATTENTION ASSIST, in conjunction with the camera in the 3D driver display (optional extra), can not only detect signs of microsleep. If the driver's eyes are not focused on the road for several seconds, ATTENTION ASSIST can detect a distraction and warn the driver acoustically and visually. If the driver still fails to turn their attention to the traffic situation, there is an escalation with a second warning and a continuous warning tone. If the driver still fails to respond to the warning, the system will initiate an emergency stop.

### **Planned for the future: driverless parking and unparking**

With the optional pre-installation for the INTELLIGENT PARKING PILOT, the E-Class is prepared for Automated Valet Parking (SAE level 4). With the Parking package with remote parking functions (optional) and the Mercedes me connect service<sup>11</sup> INTELLIGENT PARKING PILOT (country-dependent), the new E-Class has the onboard technology to park and unpark fully automatically without a driver.<sup>12</sup> The prerequisite is that national laws permit Automated Valet Parking operation, car parks are equipped with the necessary infrastructure and the corresponding Mercedes me connect service for the E-Class is available and booked.

### **Resource-conserving materials**

Numerous E-Class components are made partly from resource-saving materials (recyclates and renewable raw materials). Upholstery made of undyed alpaca wool combined with a recycled material is used for the basic seat of the E-Class. For the first time, certified recycled raw materials are used in the foam of the seats according to the "mass balance approach". In terms of their properties, they do not differ from raw materials produced from crude oil.

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<sup>10</sup> Depending on the vehicle specification

<sup>11</sup> A personal Mercedes me ID and agreement to the Terms of Use for the Mercedes me connect services are required to use the Mercedes me connect services. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first.

<sup>12</sup> This function is not yet available for use.

## Interesting facts & figures

### The new E-Class: at a glance

The generous dimensions of the passenger compartment are partly due to the wheelbase, which is **22** millimetres longer than that of the preceding model (**2961** millimetres).

The illuminated surround of the radiator grille (optional extra) has **two** optical fibres behind the chrome strips. Light is fed into the glass-fibre bundles via LED modules.

With **two** display styles (Classic and Sporty) and **three** modes (Navigation, Assistance, Service), the graphics of the screens can be individualised. The new MBUX is accompanied by a change in the presentation of the main icons on the displays. They are presented in a simpler way, and based on the colours used for smartphone tiles.

Depending on the market, a communication module with **5G** as the transmission technology is used. This mobile phone standard makes much faster data rates possible than LTE/UMTS.

With the digital vehicle key<sup>1</sup> the iPhone® and Apple Watch® become the car key. If the driver is carrying a compatible device<sup>2</sup>, it can be used to start and lock the E-Class. Key sharing is also possible: The digital vehicle key can be shared with up to **32** devices. In those markets where Mercedes me connect services are available, Pre-installation for the Digital Vehicle Key forms part of the KEYLESS-GO Convenience Package<sup>3</sup>. This equipment combination is available in the new E-Class from the Premium Package onwards.

The blocking function of the passenger screen operates in **two** stages: first of all, the seat occupancy recognition system registers whether the seat next to the driver is occupied. If this is the case, the touch surface of the display can be used from the front passenger seat via MBUX. If the front passenger seat is not occupied, the screen becomes a digital decorative feature.

In the new E-Class, customers can create their own routines in MBUX. In doing so, they can link conditions and functions with each other. For example, "Switch on the seat heating and set the ambient lighting to warm orange if the interior temperature is below **twelve** degrees Celsius".

Many passengers have experience of car sickness. The new anti-travel sickness program of ENERGIZING COMFORT can help alleviate the front passenger's symptoms or delay their onset, reduce the perceived severity and generally increase well-being.

In the new E-Class, the acoustics can now be experienced with a **third** sense: the active light strip at the top of the instrument panel and in the front door panels can be used to produce a visual interpretation of any content from any of the sources of entertainment sound.

The THERMOTRONIC automatic climate control system (optional extra) uses a new type of air vent: all the nozzles in the front area can be adjusted electrically as if by magic. The new comfort function is called Digital

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<sup>3</sup> In addition to the KEYLESS-GO access and drive authorisation system and the pre-installation for the Digital Vehicle Key, this includes the features flush-mounted door handles, convenience opening and closing and remote boot closing.

Vent Control. It is technically implemented with actuators. **TWO** of these small electric drive units are located in each ventilation duct.

With a  $C_d$  value from **0.23**<sup>4</sup>, the new E-Class performs very well in its vehicle segment. The frontal area A of **0.236** sq. m. is slightly larger than that of the preceding model (0.234 sq. m.).

Mercedes-Benz uses almost **500** microphones during the aeroacoustic development work.

The new E-Class is both particularly agile and highly stable with the optional rear-axle steering. The steering angle at the rear axle is **4.5** degrees. In the E-Class models with 4MATIC, the turning circle is **11.1** metres instead of 12.0 metres, while in the rear-wheel drive versions it is reduced from 11.6 to **10.8** metres.

Thanks to systematic electrification and intelligent downsizing, the new E-Class sets new standards in efficiency. **Half** of the models available at the time of the market launch in Europe will be fourth-generation plug-in hybrids. The product range already achieves this high proportion at market launch. With a purely electric range of up to over **100** kilometres (WLTP)<sup>5</sup>, the models will in many cases be on the roads under purely electric power, without using the petrol engine.

The standard Active Parking Assist can now be started intuitively via the touchscreen. Furthermore, automated parking and unparking is much faster than before, as the speed has been increased to up to **4** km/h.

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<sup>4</sup> Depending on the vehicle specification

<sup>5</sup> All figures are provisional and were determined internally in accordance with the "WLTP test procedure" certification method. So far there are no confirmed figures from an officially approved testing organisation, nor any EC type approval or certificate of conformity with official figures. Differences between the stated figures and the official figures are possible.

## Bridge between the worlds: the new E-Class

### The new E-Class: short version

- Sales will start in Europe in the summer of 2023, in the USA at the beginning of 2024
- Half of all the models available in Europe will be fourth-generation plug-in hybrids
- The entertainment experience is immersive, interactive and intelligent

Schlieren. For over 75 years, the E-Class has set the standard for mid-range luxury saloons. In 2023, Mercedes-Benz will open a new chapter for the business saloon: the new E-Class points the way in the transition from the combustion engine to electric drive. At the same time, its new electronics architecture allows a comprehensive digital user experience. The first saloon models of the 214 series will arrive at the European sales partners in autumn 2023. In the USA, the market launch will take place in early 2024.

### Classic proportions and special character lines in the exterior design

The new E-Class has the proportions of a classic three-box saloon: the short front overhang and long bonnet are followed by a greenhouse which is set well back. The "cab-backward" design is rounded off by the well-proportioned rear overhang.

A black panel-like surface connects the radiator grille with the headlamps. This insert in high-gloss black is visually reminiscent of the Mercedes-EQ models. The three-dimensionally designed radiator grille is either progressive or classic, depending on the equipment line. The new E-Class has high-performance LED headlamps as standard. As an optional extra, DIGITAL LIGHT is available without and with a projection function. All headlamp variants offer a distinctive day and night design. As a typical feature of the brand, the daytime running lights take the shape of an eyebrow. Powerdomes accentuate the bonnet.

The side view shows off the harmonious proportions and the distinctive "cab-backward" design to particularly good effect. The flush-fitting door handles familiar from the luxury Mercedes-Benz models are available as an option. The two separate character lines on the side emphasise the car's sporty character.

Highlights at the rear include the two-section LED lights with a new contour and special design: the star motif in both light units provides a special day and night design.

### MBUX Superscreen as a highlight of the interior design

The dashboard makes for the digital experience in the interior. If the E-Class is equipped with the optional front passenger screen, the large glass surface of the MBUX Superscreen extends to the central display. Visually detached from this is the driver's display in the driver's field of vision. The models without a passenger display feature a large trim element that extends to the centre. Visually detached, the central display appears to float above the concave surface of this trim element.

The front section of the instrument panel is illuminated by the light strip of the Active Ambient Lighting. This runs in a wide arc from the windscreen, past the A-pillars and into the doors. This creates a generous feeling of space. An apparently free-floating control array in the upper section of the door panels matches the look of the glass surfaces of the screens.

The centre console is designed as a homogeneous unit and merges in a straight line into the lower section of the dashboard. At the front, a stowage compartment with lid and cup holders is integrated into the three-dimensionally shaped trim element. There is a soft padded armrest in the rear part of the centre console.

The door centre panel merges seamlessly into the armrest with a concave sweep. The front section here is designed as a metallic high-tech element. It serves as a grab and closing handle, and incorporates the



switches for the power windows. Another highlight is the free-floating control array incorporating the door opener and the controls for the seat functions.

The contours of the seat surface and backrest flow elegantly from the inside to the outside, and appear to float above the base of the seat thanks to their layer design. Indented vertical lines follow the outer contour, widening out towards the top.

When it comes to spaciousness, the E-Class is one of the favourites in its segment. The driver enjoys five millimetres more headroom than in the preceding model. The rear passengers particularly benefit from the two centimetre longer wheelbase: Kneeroom and maximum legroom are increased by 10 and 17 millimetres respectively. The increase in elbow width in the rear is even greater: it is now 1519 millimetres. This is an increase by 25 millimetres, and almost S-class level. The luggage capacity is up to 540 litres.

### Half of the engine variants are plug-in hybrids

Thanks to systematic electrification and intelligent downsizing, the new E-Class sets new standards in efficiency. Half of all the models will be fourth-generation plug-in hybrids. The model range already achieves this high proportion at market launch. three of the six E-Class versions combine the advantages of a vehicle with combustion engine with those of an electric car.

The combustion engines are four and six-cylinder units from the current modular Mercedes-Benz engine family FAME (Family of Modular Engines). Accordingly, the engine range plays a major role in the flexibility of the international production network, with needs-based electrification.

In addition to turbocharging, both the diesel and petrol engines feature intelligent support from an integrated starter-generator (ISG). They are therefore mild hybrids. Thanks to a new battery, the power of the electric motor has been increased from 15 to 17 kW and the boost torque to 205 Nm.

### The model range at market launch in Europe (combustion engines/mild hybrids):

		E 200	E 220 d	E 220 d 4MATIC
Displacement	cc	1999	1993	1993
Output	<b>kW/hp</b>	<b>150/204</b>	<b>145/197</b>	<b>145/197</b>
at	rpm	5800	3600	3600
Add. output (boost)	<b>kW/hp</b>	<b>17/23</b>	<b>17/23</b>	<b>17/23</b>
Peak torque	Nm	320	440	440
at	rpm	1800-4000	1800-2800	1800-2800
Add. torque (boost)	Nm	205	205	205
Combined fuel consumption, WLTP <sup>1</sup>	l/100 km	7.3-6.4	5.5-4.8	5.7-4.9
Combined CO <sub>2</sub> emissions WLTP <sup>1</sup>	g/km	166-144	144-125	149-130
Acceleration 0-100 km/h	s	7.5	7.6	7.8
Top speed	km/h	240	238	234

Mercedes-Benz will offer no less than three fourth-generation plug-in hybrid models from the market launch of the new E-Class.

<sup>1</sup> All figures are provisional and were determined internally in accordance with the "WLTP test procedure" certification method. So far there are no confirmed figures from an officially approved testing organisation, nor any EC type approval or certificate of conformity with official figures. Differences between the stated figures and the official figures are possible.

With an electric output of **95 kW** (129 hp) and an all-electric range of up to over 100 kilometres (WLTP), they will in many cases and on many days be on the road purely electrically, without the use of the combustion engine. More plug-in hybrids with diesel combustion engines will follow.

**The model range at market launch in Europe (plug-in hybrids):**

		E 300 e	E 300 e 4MATIC	E 400 e 4MATIC
Displacement	cc	1999		1999
Rated output, combustion engine	kW/hp	<b>150/204</b>		<b>185/252</b>
Rated torque, combustion engine	rpm	320		400
Rated output, electric motor	kW/hp	<b>95/129</b>		<b>95/129</b>
Rated torque, electric motor	Nm	440		440
System output	kW	230		280
System torque	Nm	550		650
High-voltage battery energy content	kWh	25.4		25.4
Top speed	km/h	236	234	250
Acceleration 0-100 km/h	s	6.4	6.5	5.3
Combined fuel consumption, weighted (WLTP) <sup>2</sup>	l/100 km	0,8 - 0,5	0,9 - 0,6	0,9 - 0,6
Combined power consumption, weighted (WLTP) <sup>2</sup>	kWh/100 km	20,7 - 18,4	21,6 - 19,2	21,6 - 19,2
Combined CO <sub>2</sub> emissions, weighted (WLTP) <sup>2</sup>	g/km	18 - 12	20 - 14	20 - 14
Electric range (EAER, WLTP) <sup>2</sup>	km	99 - 118	95 - 111	95 - 111

**AIRMATIC and rear-axle steering are optionally available**

The agile handling of the new E-Class is due in large part to precise guidance of the front wheels by four control arms each. At the rear axle, an optimised multi-link independent rear suspension with five links ensures excellent wheel control and excellent straight-line stability. At both axles, the springs and dampers are combined in a single strut and are not involved in wheel guidance tasks, therefore the suspension responds with corresponding sensitivity. The front subframe and rear axle carrier decouple the suspension and body from vibrations and noise. As standard, the mild hybrid models are equipped with an AGILITY CONTROL steel spring suspension with selective damping system. It is also 15 millimetres lower than the suspension of the plug-in hybrids.

The new E-Class is available with the Technology package as an option. This includes the all-round AIRMATIC air suspension system with ADS+ continuously adjustable damping and rear-axle steering. The AIRMATIC suspension with air springs and adaptive ADS+ dampers responds very sensitively. Level control is another feature of AIRMATIC. It keeps the ground clearance constant irrespective of the vehicle load, but also makes changes when needed.

The new E-Class is especially agile and stable with the optional rear-axle steering and the accompanying, more direct steering ratio at the front axle. The steering angle at the rear axle is 4.5 degrees. This reduces the turning circle by up to 90 centimetres

**Impressive, immersive entertainment experience**

Music, games and streaming content can be experienced with almost all the senses in the E-Class<sup>3</sup>. Thanks to digital innovations in the interior, the E-Class is now more intelligent, achieving a new dimension of

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<sup>3</sup> To use the Mercedes me connect services, a personal Mercedes me ID and agreement to the terms of use for the Mercedes me connect services are required. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first.

personalisation and interaction. At the same time, the electronic architecture is more software-driven and less hardware-driven.

The computing functions of previously separate domains take place in a single processor. Screens and the MBUX infotainment system thus share a new, very powerful central onboard computer. This form of networking improves the performance and speed of the data streams.

The Entertainment package (MBUX Entertainment Plus) will be available for the new E-Class. It includes Mercedes me connect services and a data package from a third-party provider. Depending on the market, a communication module with 5G as the transmission technology is used. The mobile phone standard 5G makes much faster data rates possible than LTE/UMTS<sup>4</sup>.

#### **<sup>5</sup>Digital vehicle key: iPhone® and Apple Watch® as car keys**

With the Digital Vehicle Key, the E-Class can be started and locked simply by the driver carrying a compatible device<sup>6</sup> with them. Key sharing is also possible: various digital channels can be used to invite family members or friends to use the E-Class. In doing so, the vehicle owner can assign different rights, granting only access to the vehicle or also allowing it to be driven. The vehicle can recognise a maximum of four users at any one time, while the Digital Vehicle Key can be shared with up to 32 devices. In those markets where Mercedes me connect services are available, the pre-installation for the Digital Vehicle Key forms part of the KEYLESS-GO Convenience Package<sup>7</sup>. This equipment combination is available in the new E-Class from the Premium Package onwards.

#### **Music becomes visible: Sound Visualisation**

With the new Active Ambient Lighting with Sound Visualisation, occupants in the new E-Class can experience music with three senses: pieces of music and sounds from films or apps can be heard (with Dolby Atmos® technology if desired), felt (by means of sound resonating transducers in the optional Burmester® 4D surround sound system) and now also "seen". Visualisation takes place on the light strip of the Active Ambient Lighting (optional extra). For the first time, this applies throughout in the E-Class. For example, fast sequences of beats can cause rapid light changes, while flowing rhythms can create softly merging lighting moods.

The entertainment experience for the front passenger is always impressive. On their optional screen, the front passenger can watch dynamic content such as TV or video streaming even when the driver at the wheel is looking over at them. This is because the display is switchable. The advanced camera-based privacy function reduces its brightness and therefore the risk of driver distraction.

#### **New third-party apps plus selfie and video camera**

The software experts at Mercedes-Benz have developed a new compatibility layer that allows the installation of third-party apps<sup>8</sup>. The following apps are available on the central display on the launch of the E-Class<sup>9</sup>: the

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<sup>4</sup> The speed and availability of the data connection will vary depending on such factors as the network coverage at the vehicle's location.

<sup>5</sup> A personal Mercedes me ID and agreement to the Terms of Use for the Mercedes me connect services are required to use the Mercedes me connect services. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first. Use of the Digital Vehicle Key also requires the customer's own data volume.

<sup>6</sup> At market launch, the Digital Vehicle Key is compatible with Apple® iPhones (from version 11, not SE) as well as Apple® Watches (SE with NFC technology). The prerequisite is UWB capability. Mercedes-Benz is working steadily to expand compatibility with other devices. The current overview can be found [here](#).

<sup>7</sup> In addition to the KEYLESS-GO access and drive authorisation system and the pre-installation for the Digital Vehicle Key, this includes the features flush-mounted door handles, convenience opening and closing and remote boot closing.

<sup>8</sup> A personal Mercedes me ID and agreement to the Terms of Use for the Mercedes me connect services are required to use the Mercedes me connect services. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first. Use of the entertainment package also requires the customer's own data volume. In order to use certain apps via the Mercedes me connect service, a separate customer-specific contract with app provider may be required.

<sup>9</sup> An app package is planned for the market launch. Usage only possible if the optional MBUX Entertainment Plus is specified. The apps may vary over the life cycle of the E-Class. A personal Mercedes me ID and agreement to the Terms of Use for the Mercedes me connect services are required to use the services. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on

entertainment platform "TikTok", the game "Angry Birds", the collaborative application "Webex" and the office application "Zoom", as well as the browser "Vivaldi". In addition, the ZYNC entertainment portal<sup>10</sup> (optionally) offers video streaming, on-demand content, interactive experiences, local video programmes, sports, news, games and much more on the central and passenger displays, via one user interface.

Another new feature is a selfie and video camera (part of the optional MBUX Superscreen) on top of the dashboard<sup>11</sup>. When the vehicle is stationary, the driver<sup>12</sup> can participate in online video conferences via e.g. "Webex", and take personal photos and videos.

More operating convenience is also available with MBUX. With the "Just Talk" function, the intelligent voice control can now be activated without the keyword "Hey Mercedes". When the function is activated, a red microphone symbol appears in the display, This indicates that the vehicle is ready and waiting for commands.

### **Added day-to-day convenience: the routines**

Mercedes-Benz is working on the use of artificial intelligence (AI) so that the car learns which comfort systems vehicle occupants use repeatedly. Given the same circumstances, the aim is for AI to automate such functions<sup>13</sup>. The result is personalised automation. Mercedes-Benz uses the term 'routine' for this innovation, the development of which is already well advanced.

On the launch of the new E-Class, customers will be able to use templates for standard routines. They also have the option of creating routines themselves. In doing so, the occupants can link several functions and conditions. For example, "Switch on the seat heating and set the ambient lighting to warm orange if the interior temperature is below twelve degrees Celsius".

### **For enhanced well-being: ENERGIZING COMFORT and THERMOTRONIC with Digital Vent Control (both optional)**

Soothing sounds, mobilising massage, activating light - Mercedes-Benz offers a comprehensive wellness programme with the variously configured ENERGIZING COMFORT programmes and the individual recommendations of the ENERGIZING COACH. The E-Class marks the debut of a new feature: The anti-travel sickness program<sup>14</sup> of ENERGIZING COMFORT can help affected passengers to alleviate the symptoms. A bio-feedback function<sup>15</sup> is planned for the ENERGIZING COACH in the medium term. This can reduce the feeling of stress with breathing exercises.

With THERMOTRONIC automatic climate control (optional extra), Digital Vent Control enhances the comfort experience. It automatically adjusts the front air vents to a desired ventilation scenario. This can be done for each seat via the user profile, for example. However, the nozzles can also be aligned by hand as usual.

### **Numerous driving assistance systems, some of which have been developed further**

The standard equipment of the E-Class with driving assistance systems<sup>16</sup> includes Active Distance Assist DISTRONIC, ATTENTION ASSIST, Active Brake Assist, Active Lane Keeping Assist, Parking Package with

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payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first.

<sup>10</sup> To use ZYNC, an active Mercedes-Benz me account and the MBUX Entertainment Plus package are required. This is currently available for one year free of charge from the original booking, and can subsequently be renewed on payment of a fee via the Mercedes me Portal (country-specific variations possible).

<sup>11</sup> New technologies must always meet the legal requirements of the different markets, and must therefore be adapted accordingly. We are currently looking into the approval situation in this respect.

<sup>12</sup> At a later date, camera functions will also be possible for the front passenger.

<sup>13</sup> The functions described are visions for the future, some of which are not yet available at market launch of the E-Class and will depend on the respective vehicle model, the individual configuration and the respective market.

<sup>14</sup> The prerequisite for the function is a vehicle specification that includes ENERGIZING COMFORT and seat adjustment with memory function. The anti-travel sickness function cannot be used in conjunction with child seats, and is not available in the USA and Canada.

<sup>15</sup> This function is not yet available at the market launch of the E-Class.

<sup>16</sup> The Mercedes-Benz driving assistance and safety systems are aids, and do not relieve the driver of their responsibility. Please note the information in the Owner's Manual and the system limits which are described therein.

reversing camera and Speed Limit Assist. The status and activity of the driving assistance systems are shown as a full-screen view in the Assistance mode of the driver's display.

In conjunction with the camera, ATTENTION ASSIST now also offers a driver distraction warning in the 3D driver display (optional extra): if the driver's eyes are not focused on the road for several seconds, ATTENTION ASSIST can detect a distraction and warn the driver acoustically and visually. If the driver still fails to turn their attention to the traffic situation, there is an escalation with a second warning and a continuous warning tone. If the driver still fails to respond to the warning, the system can initiate an emergency stop by Active Emergency Stop Assist.

The Driving Assistance Plus package is also offered as an optional extra, for example as part of the Premium package. Components include Active Steering Assist, which assists with lane-keeping. As already on motorways, the E-Class can now also restart automatically in city traffic and on country roads after a longer standstill. Another new feature: if Active Steering Assist is no longer available because the lane markings are not clearly visible, it signals this to the driver by vibrations in the steering wheel.

### **Sophisticated body concept and coordinated restraint systems**

The safety concept of the E-Class is based on a body with a particularly rigid passenger cell and specifically deformable crash structures. The restraint systems, e.g. seat belts and airbags, are specifically adapted to this. In the event of an accident, they can be activated in such a way that their protective effect for the occupants is adapted to the situation.

In addition to driver and front passenger airbags, a knee airbag on the driver's side is also standard. It can protect the legs from contact with the steering column or instrument panel in a severe frontal crash. The standard window airbags can reduce the risk of head impact with the side window or penetrating objects. In the event of a serious side-on collision, the window airbag on the side of the impact extends from the A- to the C-pillar like a curtain over the front and rear side windows. If a rollover is detected, the window airbags can be activated on both sides. In addition to the head protection system, side airbags can also cover the thorax area in the event of a severe side impact – including on the outer rear seats (optional).

In addition, the vehicles are equipped with a centre airbag, depending on the country. Pyrotechnic belt tensioners and force limiters are standard on all outer seats.

### **Resource-conserving materials**

Numerous E-Class components are made partly from resource-saving materials (recyclates and renewable raw materials). Upholstery made of undyed alpaca wool combined with a recycled material is used for the basic seat of the E-Class. In the foam of the seats, certified recycled raw materials are used for the first time according to the "mass balance approach", and their properties do not differ from those of raw materials produced from crude oil. In this way, the need for fossil resources can be reduced while maintaining product quality.

### **Neutral CO<sub>2</sub> balance in production at the Sindelfingen plant**

Since 2022, Mercedes-Benz has been producing with a neutral CO<sub>2</sub> balance in all of its own plants worldwide. The externally sourced electricity comes exclusively from renewable energies, and is therefore CO<sub>2</sub>-free. In addition, the company aims to increase the generation of renewable energy at its locations. Investments will be made in a further expansion of photovoltaics at the entire Sindelfingen location by the end of 2024. Another focus at the Sindelfingen location is on constantly reducing water consumption and the amount of waste produced.

### **The E-Class as a long-standing success story**

Mercedes-Benz has produced more than 16 million upper mid-range vehicles since 1946. The heritage of the E-Class goes back to the very early days of the brand. At the beginning of the 20th

century, the preceding companies from which Mercedes-Benz emerged brought corresponding vehicles to market.

When operations recommenced after the Second World War, the Model 170 V (W 136) originally introduced in 1936 went back into production. In 1947 the Saloon followed as the first post-war passenger car from Mercedes-Benz. The 180 model (W 120) of 1953 with self-supporting "Ponton" body introduced new technical as well as formal features. In 1961, the four-cylinder versions of the "Tailfin" series (W 110) followed. In 1968, the upper medium class of the "Stroke/8" series (W 114/115) signified the next major step. The succeeding 123 model series from 1976 proved even more successful.

The 124 model series produced from 1984 to 1995 bore the name E-Class for the first time from mid-1993. The "twin-headlamp" face and innovative technology were the characteristic features of the 210 model series launched in 1995. The E-Class of model series 211 was launched in early 2002. The E-Class 212 (Saloon and Estate) and 207 (Cabriolet and Coupé) model series followed in 2009. The Mercedes-Benz E-Class model series 213 had its debut in 2016, and from 2017 for the first time also as an All-Terrain. In addition, there are the coupés and cabriolets of the 238 model series.

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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.

## "Most personal Mercedes ever was the goal"

### The new E-Class: what the management says

"The new E-Class is even more intelligent, and reaches a new dimension of personalisation and interaction. Thanks to digital innovations, music, games and streaming content can be experienced in the car with almost all senses. The new MBUX Superscreen, for example, offers a large glass surface that extends to the central display. We have also developed a new compatibility layer that allows the installation of third-party apps.

With the new THERMOTRONIC with Digital Vent Control, all nozzles in the front area can be adjusted electrically as if by magic. And with the new routines, the new E-Class can be adapted to personal habits."

Markus Schäfer, Member of the Board of Management of Mercedes-Benz Group AG . Chief Technology Officer,  
Development & Procurement

"In the new E-Class, our customers will enjoy the incomparable feeling of being at home.

To achieve this, we have combined groundbreaking technology in the interior with digital intelligence. In this way, the vehicle evolves with our customers, offering more comfort and simplicity than ever before.

This makes the E-Class the most personal Mercedes of all time."

Britta Seeger, Member of the Board of Management of Mercedes-Benz Group AG, Sales

"For over 75 years, the E-Class has stood for superior and comfortable driving, combined with a high-quality and luxurious interior. With the new E-Class, we continue this in a fascinating way, combining the superior driving experience with a digital luxury experience.

At the same time, we are already offering half of all models as plug-in hybrids at market launch – with an impressive and therefore extremely practical electric range."

Jörg Bartels, Head of Integration Complete Vehicle Mercedes-Benz AG

"The new E-Class is the business icon of Mercedes-Benz. In the house style of 'Sensual Purity', we have created one of the most stylish and exclusive E-Class series. Its beauty and exclusivity embody our quest for highest aesthetic appeal and luxury.

The new E-Class combines style and technology in equal measure."

Gorden Wagener, Chief Design Officer Mercedes-Benz Group AG

## Tradition meets modernity, status consciousness and sportiness

### The new E-Class: the exterior design

- Classic saloon proportions, expressive character lines on the side
- Black-panel-like element at the front and illuminated radiator grille surround
- Distinctive rear lights with unmistakable star motif

The new E-Class combines tradition and modernity: on the one hand, the model series continues the long model history of the classic E-Class; on the other hand, its new appearance builds a bridge to the avant-garde trendsetters from Mercedes-EQ.

The new E-Class has the proportions of a classic three-box saloon: the short front overhang and long bonnet are followed by a greenhouse which is set well back. The passenger area is generously dimensioned, partly owing to the two-centimetre longer wheelbase (2961 millimetres) compared to the preceding series. The "cab-backward" design is rounded off by the well-proportioned rear overhang. Among other things, the E-Class derives its status from the so-called prestige dimension, i.e. the distance from the front axle to the windscreen. Nevertheless, sportiness has not been sacrificed: powerdomes accentuate the bonnet. The flowing C-pillar has a dynamic effect. The new E-Class has a wide track (front/rear: 1634/1648 mm) and flush-fitted wheels measuring up to 21 inches.

The two separate character lines on the side emphasise the car's sporty character. This shows off the elaborately designed surfaces to their best advantage. In line with the design philosophy of "sensual purity", the design team modelled a 3D sculpture with a special play of light. Chrome trim is discreetly and stylishly placed.

A surprising feature at the front particularly illustrates the bridge between tradition and modernity: A black panel-like surface connects the radiator grille with the headlamps. This insert in high-gloss black is visually reminiscent of the Mercedes-EQ models. The three-dimensionally designed radiator grille is either progressive or classic, depending on the equipment line. In the Avantgarde version, the central star is integrated into the grille. Other design features of this line include a single louvre, grilles in a chrome star motif and chrome surrounds. In the Exclusive version, on the other hand, the radiator grille has three horizontal twin louvres. This variant also has an upright star on the bonnet.

An illuminated radiator grille surround is optionally available for all lines. In this case there are two optical fibres behind the chrome strips. Light is fed into the glass-fibre bundles via LED modules. In addition to a Welcome and Leaving function, the radiator surround is illuminated in combination with the daytime running lights when driving.

The new E-Class has high-performance LED headlamps as standard. As an optional extra, DIGITAL LIGHT is available without and with a projection function. All headlamp variants offer a distinctive day and night design. As a typical feature of the brand, the daytime running lights take the shape of an eyebrow.

The side view shows off the harmonious proportions and the distinctive "cab-backward" design to particularly good effect. The flush-fitting door handles familiar from the luxury Mercedes-Benz models are available as an option. They extend electrically when the driver approaches or strokes the outer surface of the door handle.

Highlights at the rear include the two-section LED lights with a new contour and special design: the star motif in both light units provides a special day and night design. A light show is optionally available to welcome or bid farewell to passengers. The two rear lights are connected in the middle. This emphasises the width of the rear end, as does the v-shaped design of the boot lid and the chrome trim bar on its rear edge.



## Analogue and digital sensory experience

### The new E-Class: the interior design

- **Sporty, high quality, digital:** these three attributes describe the interior of the new E-Class
- The combination of digital and analogue luxury was previously reserved for top-of-the-range models
- Newly designed icons on the screens can be recognised even more intuitively by drivers

The dashboard makes for the digital experience in the interior. If the E-Class is equipped with the optional front passenger screen, the large glass surface of the MBUX Superscreen extends to the central display. Visually detached from this is the high-resolution driver display in the driver's field of vision.

The contour of the cover glass is dynamic in design. For the central display, the glass surface is extended downwards accordingly. The profile becomes flat towards the outer edges. A narrow nozzle band nestles against the upper contour of the glass surface, connecting the central nozzle with the outer nozzles to form a single unit.

The models without a passenger display feature a large trim element that extends to the centre. Visually detached, the central display appears to float above the concave surface of this trim element.

The front section of the instrument panel is illuminated by the light strip of the Active Ambient Lighting. This runs in a wide arc from the windscreen, past the A-pillars and into the doors, so creating a spacious feeling in the way the door panels merge with the collar of the instrument panel to form a single unit. An apparently free-floating control array in the upper section of the door panels matches the look of the glass surfaces of the screens.

The centre console is designed as a homogeneous unit and merges in a straight line into the lower section of the dashboard. At the front, a stowage compartment with lid and cup holders is integrated into the three-dimensionally shaped trim element. There is a soft padded armrest in the rear part of the centre console. USB ports are located in the compartment below.

The door centre panel merges seamlessly into the armrest with a concave sweep. The front section here is designed as a metallic high-tech element. It serves as a grab and closing handle, and incorporates the switches for the power windows. Another highlight is the free-floating control array incorporating the door opener and the controls for the seat functions.

The contours of the seat surface and backrest flow elegantly from the inside to the outside, and appear to float above the base of the seat thanks to their layer design. Indented vertical lines follow the outer contour, widening out towards the top. The association made here by the interior designers was with the organic beauty of shells. If the customer opts for leather upholstery, the seats are designed with elaborate longitudinal fluting, created in individual panels. The nappa leather seats feature quilted and perforated diamond patterns that follow the shape of the seat. The seat with MICROCUT offered as part of AMG Line interior is also perforated.

### Extensive range of interior colours and decorative trim

The colour & trim concept conveys a technoid character. E-Class buyers can choose between numerous interior colour combinations. The palette ranges from light beige combined with space grey, including a classy pearl effect, to the sophisticated tonka brown and the cool and technical-looking grey.

The interior surfaces have a new fine-grain finish from the base trim level upwards, underlining the contemporary character. The interplay between analogue and digital sensory experience is further

exemplified by the wide range of trims with innovative, natural or technoid surfaces. Exclusive to the E-Class is interior trim of open-pore wood - dark ash - which is backlit by the Mercedes-Benz pattern.

In addition to other trim panels featuring open-pore woods, the "MANUFAKTUR piano lacquer black flowing lines" variant familiar from the S-Class is also available. Another highlight is interior trim in a silver-coloured metal-mix material. Its high-gloss finish gives it a very futuristic look.

### **Customisable UI design**

The main icons on the central and optional passenger displays are now simpler, and also colour-coded to match smartphone tiles. This enables the driver to recognise them even more intuitively.

With two display styles (Classic and Sporty) and three modes (Navigation, Assistance, Service), the graphics of the screens can be individualised. In the "Classic" style, the driver is greeted by the familiar display layout with the look of two dial instruments. Varying content with vehicle-related information is displayed between the two tubes.

The "Sporty" style is dominated by the colour red, with a dynamically designed central rev counter. A holistically impressive colour experience is created in the interior by the optional seven colour themes of the ambient lighting.

## New MBUX generation for a holistic digital experience

### The new E-Class: MBUX (Mercedes-Benz User Experience)

- The basis for an impressive, immersive entertainment experience
- New display of icons and intelligent functions
- Even more powerful Hey Mercedes voice assistant

Every generation of MBUX to date has triggered a revolution in the cockpit: In 2018, the world premiere of the infotainment system focused on the user experience more consistently than ever before. In 2021, generation number two debuted with the MBUX Hyperscreen, the largest human-machine interface built by Mercedes-Benz to date. And with the new E-Class, Mercedes-Benz is now taking the third significant development step in MBUX. The latest generation with the optional MBUX Superscreen is even more intelligent and capable of learning.

The electronics architecture is more software-driven and less hardware-driven. This forms the basis for more individual updating of the interior systems in the future. The computing functions of previously separate domains take place in a single processor. Screens and the MBUX infotainment system thus share a new, very powerful central onboard computer. This form of networking improves the performance and speeds up transmission of the data streams.

E-Class buyers have the choice between the MBUX multimedia system Premium and the optional MBUX multimedia system Premium Plus. The latter additionally includes the passenger display. In this case the large glass surface of the MBUX Superscreen extends from the A-pillar on the passenger side to the central display. For the first time in this class, at the touch of a button, the optional 3D driver display allows spatial scene perception with a real depth effect. The system uses autostereoscopy for the 3D effect: here, the LCD display combines a special pixel structure with a controllable LCD aperture grill. The result is that the left and right eye see different pixels of the LCD, creating the illusion of depth.

Here are some more highlights of the new MBUX generation:

- The new MBUX is accompanied by a change in the presentation of the main icons on the displays. They are presented in a simpler way, and based on the colours used for smartphone tiles (see section on interior design).
- The software experts at Mercedes-Benz have also developed a new compatibility layer that allows the installation of third-party apps<sup>1</sup>. For example, the driver can use the vehicle's own selfie and video camera (optional) for the collaborative app "Webex" and the video conferencing app "Zoom"<sup>2</sup> (see separate section for details).
- Another special feature in combination with MBUX are the so-called routines. In principle, Mercedes-Benz understands this to mean the automation of functions. On the launch of the new E-Class, customers will be able to use templates for standard routines. They also have the option of creating routines themselves. Mercedes-Benz is already working on the next expansion stage: in future, the car will use artificial intelligence (AI) to learn which comfort systems the drivers repeatedly use. Given the

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<sup>1</sup> An app package is planned for the market launch. Usage only possible if the optional MBUX Entertainment Plus is specified. The apps may vary over the life cycle of the E-Class. A personal Mercedes me ID and agreement to the Terms of Use for the Mercedes me connect services are required to use the services. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first.

<sup>2</sup> New technologies must always meet the legal requirements of the different markets, and must therefore be adapted accordingly. We are currently looking into the approval situation in various countries.

same circumstances, the aim is for AI to automate such functions<sup>3</sup>. Here too, more information can be found in a separate section.

The Entertainment package (MBUX Entertainment Plus) will be available for the new E-Class. It includes Mercedes me connect services<sup>4</sup> and a data package from a third-party provider. Depending on the market, a communication module with 5G as the transmission technology is used<sup>5</sup>. The mobile phone standard 5G makes much faster data rates possible than LTE/UMTS<sup>6</sup>.

### **Zero Layer and MBUX Augmented Reality**

With adaptive software, the MBUX display and operating system makes personalised suggestions for numerous infotainment, comfort and vehicle functions. With the zero-layer design, the user does not have to scroll through submenus or give voice commands. Situationally and contextually, applications appear at the top level in the field of view. This relieves the driver of a number of operating steps. MBUX Augmented Reality for navigation is available as an optional extra. The system superimposes graphic navigation and traffic information on live images.

### **Hey Mercedes: very powerful voice assistant**

The Hey Mercedes voice assistant is highly capable of dialogue and learning by activating online services in the Mercedes me App<sup>7</sup>. With the new "Just Talk" function, the intelligent voice control can now also be activated without a keyword. To do this, the customer must be alone in the vehicle. When the function is activated, a red microphone symbol appears in the display, i.e. the vehicle is waiting for voice commands.

Hey Mercedes also explains vehicle functions and e.g. helps an occupant wishing to connect a smartphone via Bluetooth. If compatible home technology and household devices are present, they can also be networked with the vehicle thanks to the smart home function and controlled from the vehicle by voice.

### **MBUX Interior Assistant: always at your service**

The optional MBUX Interior Assistant can automatically execute interior functions, and thus support the driver according to the situation. The system detects the front occupants via infrared cameras in the roofliner. The cameras are located in the overhead control panel. The MBUX Interior Assistant interprets the movements of the occupants and their body language in order to provide suitable support with appropriate vehicle functions. The cameras detect interactions by the vehicle occupants. The system interprets natural hand, head and body movements contextually or at the passengers' request.

### **Streaming services for music and video**

With the "Online Music" service<sup>8</sup> Mercedes-Benz has now fully integrated the major music streaming services – Spotify, Amazon Music, Tidal and Apple Music – into the MBUX infotainment system. MBUX allows access to the personal user profile with the linked music providers. This way, customers can access their favourite songs and playlists and discover millions of songs as well as curated playlists. Through the integration of ZYNC<sup>9,10</sup>, passengers can enjoy a seamless digital entertainment experience (see section on apps and sound).

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<sup>3</sup> The functions described are visions for the future, some of which are not yet available at market launch of the E-Class and will depend on the respective vehicle model, the individual configuration and the respective market.

<sup>4</sup> To use the Mercedes me connect services, a personal Mercedes me ID and agreement to the terms of use for the Mercedes me connect services are required. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first.

<sup>5</sup> To use 5G, the optional Entertainment package including comfort data volume from a third-party provider (valid for 12 months) or the customer's own data volume is required.

<sup>6</sup> The speed and availability of the data connection will vary depending on such factors as the network coverage at the vehicle's location.

<sup>7</sup> To use the Mercedes me connect services, a personal Mercedes me ID and agreement to the terms of use for the Mercedes me connect services are required. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first.

<sup>8</sup> To be able to use the Online Music service, customers require a separate personal contract with a selected streaming provider.

<sup>9</sup> To use ZYNC, an active Mercedes-Benz me account and the MBUX Entertainment Plus package are required. This is currently available for one year free of charge from the original booking, and can subsequently be renewed on payment of a fee via the Mercedes me Portal (country-specific variations possible).

### **Personalisation is simple and convenient**

Customers can create their personal profile directly in the E-Class and synchronise it with existing profile data in the Mercedes me account. By scanning a QR code with the Mercedes me App, the vehicle is automatically connected to the Mercedes me account.

Personal preferences such as the favourite radio station and presets can be transferred to the car via the personal Mercedes me profile. Up to seven different profiles with a total of around 800 parameters are possible in the vehicle. As the profiles are stored in the cloud as part of Mercedes me, the profiles can also be used in other Mercedes-Benz vehicles with the corresponding MBUX generations.

### **Customisation via the Mercedes me Store**

The new E-Class also offers the option of activating additional vehicle functions as on-demand features via over-the-air technology (OTA) in a number of functional areas. This means that after purchase and the original new car configuration, some of the equipment can be adapted according to personal preferences. The on-demand features are available in the Mercedes me Store<sup>10</sup> as a one-off purchase option, or also as a subscription model, and the range is being successively expanded.

If the E-Class is equipped with DIGITAL LIGHT, DIGITAL LIGHT with projection function can also be enabled via OTA<sup>11</sup>. This enables the projection of auxiliary markings or warning symbols onto the road surface<sup>12</sup>. If equipped with a trailer coupling and 360° camera, Trailer Manoeuvring Assist can be subsequently activated via OTA. It facilitates reversing manoeuvres with the car/trailer combination by automatically controlling the steering angle of the towing vehicle up to a speed of 7 km/h and up to a gradient of 15 percent. Other on-demand features include Active Distance Assist DISTRONIC (in markets where basic DISTRONIC is not standard), Traffic Sign Assist, MBUX Augmented Reality for Navigation and ENERGIZING COMFORT/ENERGIZING COACH.

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<sup>10</sup> To use the Mercedes me connect services, a personal Mercedes me ID and agreement to the terms of use for the Mercedes me connect services are required. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first. The use of the OTA features is subject to certain technical conditions.

<sup>11</sup> Not available at market launch.

<sup>12</sup> Country restrictions apply.

## iPhone® and Apple Watch® as car keys

### The new E-Class: the Digital Vehicle Key<sup>1</sup> as part of the KEYLESS-GO Convenience Package

- More functions than a conventional car key; just having it with you is enough
- Can be shared with up to 32 devices, with the possibility of assigning different rights to users
- High security standard thanks to ultra-wideband technology

With the Digital Vehicle Key, the E-Class can be started and locked simply by the driver carrying a compatible device<sup>2</sup> with them. Key sharing is also possible: various digital channels can be used to invite family members or friends to use the E-Class. In doing so, the vehicle owner can assign different rights, granting only access to the vehicle or also allowing it to be driven.

The vehicle can recognise a maximum of four users at any one time, while the Digital Vehicle Key can be shared with up to 32 devices. Sharing is possible via iMessage®, AirDrop® and other similar messaging services, which are used to send the digital vehicle key to the Apple Wallet® of the prospective co-user. The co-user must add it there and pair the key with the vehicle.

The Digital Vehicle Key only requires a network connection for the initial one-time set-up and for sharing. After that, it works without mobile phone reception - so also in underground garages, for example. The system uses Bluetooth and ultra-wideband technology (UWB). This digital radio technology for close-range use is considered particularly secure.

Another advantage is that the risk of misuse can be very quickly reduced in the event of the digital device being lost. Apple Wallet or the MBUX infotainment system can be used to remove the digital vehicle key from the Apple Wallet of the users.

In those markets where Mercedes me connect services are available, the pre-installation for the Digital Vehicle Key forms part of the KEYLESS-GO Convenience Package<sup>3</sup>. This equipment combination is available in the new E-Class from the Premium Package onwards.

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<sup>1</sup> A personal Mercedes me ID and agreement to the Terms of Use for the Mercedes me connect services are required to use the Mercedes me connect services. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first. Use of the Digital Vehicle Key also requires the customer's own data volume.

<sup>2</sup> At market launch, the Digital Vehicle Key is compatible with Apple® iPhones (from version 11, not SE) as well as Apple® Watches (SE with NFC technology). The prerequisite is UWB capability. Mercedes-Benz is working steadily to expand compatibility with other devices. The current overview can be found [here](#).

<sup>3</sup> In addition to the KEYLESS-GO access and drive authorisation system and the pre-installation for the Digital Vehicle Key, this includes the features flush-mounted door handles, convenience opening and closing and remote boot closing.

## Artificial intelligence will relieve the burden of everyday processes in the future

### The new E-Class under the magnifying glass: the routines

- This allows the E-Class to be adapted to personal habits
- First of all, templates and self-created routines will relieve the workload during everyday driving
- In the next stage of development, AI-generated routines for the driver will follow

Stop at the company gate shortly before 8 o'clock in the morning, lower the side window and present your company pass to be allowed to drive onto the premises - many working people start their working day like this, or similarly. There are also recurring processes during leisure time, for example if a driver usually switches on the seat heating on the way home every Tuesday evening after tennis practice in winter. <sup>1</sup>These are just two of the many applications where Mercedes-Benz wants to make everyday tasks easier for its customers with the help of so-called routines.

At market launch of the new model series, the following options will be available:

1. Templates: With the help of these templates, customers can experiment with the basic types of support that are possible with the help of artificial intelligence. Examples here include "Cold days" (switching on the seat heating at a certain outside temperature, ambient lighting changes to warm orange) or "Date night" (romantic music is played via Bluetooth audio, ambient lighting turns pink). The templates are mostly stored in the backend. Some are stored locally in the vehicle, so they can be used even if there happens to be no connectivity. The templates are operated via the vehicle's central display and are arranged in carousel-style on the screen.
2. Self-created routines: Conditions can be attached to actions on the central display. For example, "If the interior temperature is below twelve degrees Celsius, switch on the seat heating and set the ambient lighting to warm orange." Drivers can also assign a name to such self-created routines, such as "Warm me up". Under this personally chosen name, the routine then appears on the screen under the menu item "My routines". It is also activated once so that the vehicle can start it automatically. This routine category can be recognised by the blue tab in the menu bar. Routines can be created and edited in the vehicle, on the central display.
3. AI-generated routines: In the future, the aim is for the E-Class to fully automate recurring routine tasks if desired. Artificial intelligence (AI) will make this possible. The vehicle's ability to also learn and evolve with the customer will represent a new level of intelligence. In the first expansion stage, Mercedes-Benz will offer the AI-generated routines Massage, Seat heating and Seat ventilation for the driver's seat. Other interior systems are to be successively integrated and further routines made possible.

### Equally adaptive: in-app suggestions and "Magic Modules"

Mercedes-Benz is already using AI as part of MBUX: on the one hand, the apps for navigation, radio and phone already suggest actions. These are based on how likely an application is and include the suggestion of a specific phone number or navigation destination. On the other hand, more than 20 additional functions - from ENERGIZING COMFORT to birthday reminders to suggestions for the to-do list - are offered automatically with the help of AI if they are relevant to the particular customer. Internally, the developers have christened these modules "Magic Modules". They are displayed on the so-called zero-layer interface of MBUX.

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<sup>1</sup> The functions described represent visions of the future, some of which are not yet available and will depend on the respective vehicle model, the individual configuration and the particular market.

With the "Just Talk" function, the intelligent voice control can now be activated without the keyword "Hey Mercedes". When the function is activated, a red microphone symbol appears in the display, This means that the vehicle is ready and waiting for commands such as "Navigate me to Berlin, to the Brandenburg Gate" or "Please turn on the seat heating". Furthermore, with the voice control, several commands can now be linked by "and".



## For more app variety

### The new E-Class under the magnifying glass: the in-car apps<sup>1</sup>

- Third-party apps optimised for the vehicle for a better user experience
- Popular apps such as the entertainment platform "TikTok" and the game "Angry Birds", among others<sup>2</sup>
- Part of the optional Entertainment package, download possible directly in the E-Class

Until now, apps found their way into the car mainly by being mirrored from the user's smartphone into the infotainment system. Apple Car Play or Android Auto are such systems, which allow some functions of the mobile device to be used on the central and passenger display while the car is moving. The software experts at Mercedes-Benz have developed a new compatibility layer that allows the installation of third-party apps. In addition, the new software architecture means that apps will find their way into the vehicle much more quickly in future.

For example, the driver can use the vehicle's own selfie and video camera (optional) for the collaboration app "Webex" and the video conferencing app "Zoom"<sup>3</sup>. In order to prevent driver distraction, image transmission is deactivated when on the move.

A new App Store has been integrated into the Mercedes me Store, with a gradually expanding portfolio of apps. In this way, the E-Class remains up-to-date and can be extensively personalised.

The following apps are part of the portfolio at the launch of the new E-Class:

- "TikTok"
- "Angry Birds" game
- Cloud-based collaboration platform "Webex by Cisco"
- Video conference system "Zoom"
- "Vivaldi" browser

The entertainment portal ZYNC<sup>4</sup> is also on board. On a user interface on the central and passenger displays (optional), it offers video streaming, on-demand content, interactive experiences, local video programmes, sports, news and much more. More than 30 streaming services from well-known global, regional and local partners are already available, while further partners and channels are continually being integrated.

The in-car calendar also has new features. Compared to the previous version, as part of In-Car-Office, it is now even more compatible with public (i.e. non-corporate) calendars.

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<sup>1</sup> A personal Mercedes me ID and agreement to the Terms of Use for the Mercedes me connect services are required to use the Mercedes me connect services. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first. Use of MBUX Entertainment Plus also requires the customer's own data volume.

<sup>2</sup> An app package is planned for the market launch. The apps may vary over the life cycle of the E-Class.

<sup>3</sup> New technologies must always meet the legal requirements of the different markets, and must therefore be adapted accordingly. We are currently looking into the approval situation in various countries.

<sup>4</sup> To use ZYNC, an active Mercedes-Benz me account and the MBUX Entertainment Plus package are required. This is currently available for one year free of charge from the original booking, and can subsequently be renewed on payment of a fee via the Mercedes me Portal (country-specific variations possible).

## Intelligent image filtering

### The new E-Class under the magnifying glass: the privacy function of the passenger screen

- Further improved concept reduces the risk of distraction for the driver
- The front passenger can still see dynamic content on the screen
- In many countries, the use of headphones is no longer a requirement

In Europe and in more and more countries, the front passenger can watch dynamic content such as TV or video streaming on the display during a journey. This is subject to the requirement that the driver is protected from distraction. The camera-based system in the E-Class uses an advanced filtering concept that is even more intelligent than the previous solution in other Mercedes-Benz model series. The driver can no longer see dynamic content on the passenger screen while driving. This has been verified in extensive trials with test subjects. In addition, the authorities in the EU, the USA, China, Norway, the UK and Switzerland allow free audio enjoyment of dynamic content with this system. The pairing of headphones is not a mandatory requirement in this respect.

The concept works in two stages: first of all, the seat occupancy recognition system registers whether the seat next to the driver is occupied. If this is the case, the touch surface of the display can be used from the front passenger seat via MBUX. If the front passenger seat is unoccupied, the screen becomes a digital decorative image. The customer can choose from various motifs. Among them is a starry sky, for example, i.e. the Mercedes-Benz pattern.

The passenger display's dual light control (DLC) technology reduces the risk of the person behind the wheel being able to see dynamic content such as films peripherally. This privacy function developed by Mercedes-Benz can be switched on and off. Based on the content, the system can thus switch the visibility for the driver on or off.

A camera (either in the driver's display or in the dashboard, depending on the equipment) also records the driver's eye movements. The intelligent system can detect whether the eyes are looking at the front passenger screen. This takes into account, for example, how the driver steers and how often and for how long they look over to the passenger side. If necessary, the system reduces the brightness of the passenger screen. The passenger can therefore continue to follow the graphic content while it is not visible to the person behind the wheel. This reduces the potential for distraction to a minimum.

## With a new perspective

### The new E-Class under the magnifying glass: the cameras in the interior

- The interior of the E-Class is equipped with several cameras
- With an optional selfie and video camera, photos and videos can be taken while at a standstill
- The images can be used for conferences, for example

The new selfie and video camera (part of the optional MBUX Superscreen) is located on top of the dashboard<sup>1</sup>. When the vehicle is stationary, the driver<sup>2</sup> can participate in online video conferences via e.g. "Webex", and take personal photos and videos. These can be saved on a USB flash drive. Thanks to its wide-angle perspective, areas of the interior including the front side windows and, depending on the equipment, the panoramic sunroof can also be seen. This allows special images and films with a whole new perspective.

The cameras no longer work with individual control units. The computing functions of previously separate domains take place in a single processor. Screens and the MBUX infotainment system thus share a new, very powerful central onboard computer. This form of networking improves the performance and speed of the data streams.

Depending on the equipment and country-dependent operating approval, the following cameras can be found in the new E-Class:

	Item	Technology	Used by	Miscellaneous
<b>Mono driver camera (standard)</b>	Top centre of the instrument panel	Infrared	Driver recognition and identification, passenger display blocking logic	Infrared technology to allow recognition even in the dark
<b>Stereo driver camera (optional)</b>	In the 3D driver display	Infrared	As above, plus pre-adjustment of exterior mirrors, 3D driver display and enhanced ATTENTION ASSIST, passenger display blocking logic	Alternative to the mono driver camera
<b>Gesture cameras (optional)</b>	Overhead control panel	Infrared	MBUX Interior Assistant	One camera each for driver and front passenger
<b>Selfie and video camera (optional)</b>	Top centre of the instrument panel	RGB	Apps (see chapter of the same name)	To save images on separate USB stick
<b>Dash camera (optional)</b>	Behind inside mirror	RGB	Augmented reality	

<sup>1</sup> New technologies must always meet the legal requirements of the different markets, and must therefore be adapted accordingly. We are currently looking into the approval situation in this respect.

<sup>2</sup> At a later date, camera functions will also be possible for the front passenger.

## Extensive wellness programme

### The new E-Class: ENERGIZING COMFORT

- **New ENERGIZING COMFORT Anti-travel sickness<sup>1</sup> programme**
- **<sup>2</sup> The ENERGIZING COACH can be linked to an Apple Watch**
- **In the medium term, a new biofeedback function<sup>3</sup> will be added to alleviate feelings of stress**

Soothing sounds, mobilising massage, activating light - Mercedes-Benz offers a comprehensive wellness programme with the variously configured ENERGIZING COMFORT programmes and the individual recommendations of the ENERGIZING COACH. A number of innovations make their debut with the E-Class: ENERGIZING COMFORT now has an anti-travel sickness programme for the passenger seat that can help alleviate symptoms. The ENERGIZING COACH can now also be linked to an Apple® Watch and is to receive a bio-feedback function in the medium term, which can reduce stress by means of breathing exercises.

### **ENERGIZING COMFORT: for inner serenity and physical fitness**

ENERGIZING COMFORT is part of the holistic well-being philosophy of Mercedes-Benz. The aim is to maintain the fitness of the driver and thus enhance road safety. Synced comfort systems in the vehicle can be experienced by touch input or voice command, and bundled into programmes to create all-round experiences. At the same time, a matching atmosphere in the interior promotes well-being by means of music, light and animations – for example, invigorating in case of fatigue or relaxing in case of an elevated stress level.

The ENERGIZING COMFORT range has been further developed for the new E-Class and includes

- the new Anti-travel sickness programme,
- the revised programmes Freshness, Warmth, Vitality, Joy and Comfort
- the three ENERGIZING NATURE programmes Forest Glade, Sound of the Sea and Summer Rain,
- training and ENERGIZING tips
- and, for plug-in hybrid models, the Power Nap programme.

Many passengers have experience of car sickness – otherwise known as motion sickness or kinetosis. Symptoms include fatigue, sweating, paleness, drowsiness, nausea, headache and vomiting. In this case, the new anti-travel sickness program of ENERGIZING COMFORT can help alleviate the front passenger's symptoms or delay their onset, reduce the perceived severity and generally increase well-being.

As with all ENERGIZING COMFORT programs, several comfort systems work together in this new function: The system prompts the front passenger to incline the seatback slightly to the rear. The seat cushion is adjusted automatically. Fresh air is supplied from the air conditioning system in intermittent bursts. The Active Ambient Lighting is animated in accordance with the speed, while the audio system and, if required, the ionisation and fragrancing of the optional AIR BALANCE package are likewise activated. A reduced, atmospheric video animation appears on the front passenger or central display. The ENERGIZING COMFORT program can be used either while the vehicle is on the move or when it is stationary. When the approximately ten-minute program ends, the front passenger seat returns to its original position automatically.

Other new features: in the Vitality programme, the ENERGIZING seat kinetics are now active throughout and support the muscles with small changes to the inclination of the seat surface and backrest. The music of the

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<sup>1</sup> The prerequisite for the function is a vehicle specification that includes ENERGIZING COMFORT and seat adjustment with memory function. The anti-travel sickness function cannot be used in conjunction with child seats, and is not available in the USA and Canada.

<sup>2</sup> To use this Mercedes me connect service, a personal Mercedes me ID and agreement to the Terms of Use for the Mercedes me connect services are required. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first.

<sup>3</sup> Expected to be available from mid-2024

ENERGIZING COMFORT programmes has also been updated. Depending on the equipment level, the system in the E-Class now also uses Dolby® Surround 7.1. Depending on the vehicle's equipment, the massage with depth effect and the structure-borne sound transmission of the Burmester® 4D surround sound system are also integrated into the ENERGIZING comfort control. Low tones can be experienced even more intensively thanks to two tactile transducers in each of the front seats.

During a break in the journey, e.g. at a service station or charging station, the Power Nap (short sleep) programme can also be activated in the plug-in hybrid models. The programme has three phases - going to sleep, sleeping and waking up. This allows the driver to draw fresh energy and improve their alertness.

#### **ENERGIZING COACH: with Apple® Watch and bio-feedback**

Another new feature of the ENERGIZING COACH in the E-Class is the integration of the Apple® Watch and the expansion of the vital data shown in the central display.<sup>4</sup> The ENERGIZING COACH is based on an intelligent algorithm. It recommends the Freshness, Warmth, Vitality or Joy programme depending on the situation and individual. If compatible wearables are integrated, vital data such as stress level or quality of sleep optimise the accuracy of the recommendation. The Mercedes me ENERGIZING app<sup>5</sup> transmits the vital data to the ENERGIZING COACH via a smartwatch. The recommended comfort programme can be started directly via the recommendation in the MBUX system. The aim is to ensure that the driver feels well and relaxed even during demanding or monotonous journeys. In the E-Class, in addition to pulse and stress level, the number of steps taken per day and the calories burned are now also shown on the central display.

Mercedes-Benz will soon be adding the bio-feedback function to the ENERGIZING COACH in the E-Class. This means that breathing exercises, for example, can help reduce the stress levels of the front passengers during the journey. The programme provides detailed and interactive guidance: the ideal inhalation and exhalation intervals are indicated on the central display with the help of the bio-feedback. Feedback supports the six-second breathing phases. Depending on the equipment of the E-Class, the bio-feedback includes slight adjustment of the backrest angle to facilitate deeper breathing. A light cone in the Active Ambient Lighting and a wave sound assist controlled, rhythmical breathing.

Two ENERGIZING packages are available for the E-Class. The ENERGIZING package includes ENERGIZING COMFORT and ENERGIZING COACH, and can also be purchased as an on-demand function at a later date. The ENERGIZING package Plus allows a fully comprehensive experience. In addition to the ENERGIZING package, it includes the AIR-BALANCE package, driver and front passenger seat climatisation, Warmth Comfort package and multi-contour front seats.

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<sup>4</sup> Compatible smartwatches are a prerequisite.

<sup>5</sup> A personal Mercedes me ID and agreement to the Terms of Use for the Mercedes me connect services are required to use the Mercedes me connect services. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first.

## Virtual surround-sound, specially mixed for Mercedes-Benz

### The new E-Class: the sound systems

- Up to 21 loudspeakers including structure-borne sound transducers
- Immersive sound with Dolby Atmos®
- Music specially tuned to Mercedes-Benz passenger cars

Two sound systems are available for the new E-Class. The optional Burmester® 4D surround sound system offers multi-dimensional surround-sound in the car. The 3D surround-sound is generated with the help of special Burmester® algorithms and two loudspeakers integrated into the roofliner. Direct reproduction of the sound resonance in the seats adds another level to the three-dimensional listening experience – 4D sound inspired by the acoustic massage. The music becomes even more emotional thanks to this tangible component. For this purpose, two tactile transducers are integrated into the backrest of each front seat. Together with the new sound visualisation (see separate section), entertainment sound can be experienced with three senses in a Mercedes-Benz for the first time.

The MBUX Entertainment function is on board as standard. This allows streaming services to be operated via the central display, the steering wheel or the "Hey Mercedes" voice assistant.

Here are the differences in the hardware of the two sound systems:

	Amplifier	Speakers <sup>1</sup>
Standard sound system	5 channels, 125 watts	Seven: <ul style="list-style-type: none"> <li>• Front bass in passenger footwell</li> <li>• Two tweeters in the mirror triangle of the front doors</li> <li>• A midrange speaker in all four doors</li> </ul>
Burmester® 4D surround sound system	15 channels, 730 watts	21: <ul style="list-style-type: none"> <li>• Two front bass speakers in the front footwells</li> <li>• One midrange speaker per door</li> <li>• One tweeter in each front door and one in each rear door</li> <li>• Two surround speakers on the parcel shelf</li> <li>• One centrefill speaker in the middle of the dashboard</li> <li>• Two 3D speakers in the front roofliner</li> <li>• Two exciters (tactile transducers) per seat in the backrest of the front seats</li> <li>• Two ear-level speakers in the driver's seat</li> </ul>

### Dolby Atmos® and Spatial Audio

The Burmester® 4D surround sound system takes the audio experience to a new level with native integration of Spatial Audio with Dolby Atmos® into the E-Class. Individual instruments or voices in the studio mix can be positioned all around the listening area. This makes a new kind of sound animation possible: while conventional stereo systems usually have a left-right dynamic, Dolby Atmos® can use the entire space and

<sup>1</sup> For the signals and the Mercedes-Benz emergency call, one loudspeaker each is located on the dashboard.

create a 360-degree experience. Dolby Atmos is available<sup>®</sup> in conjunction with the Burmester<sup>®</sup> 4D surround sound system.

Since the end of 2022, Spatial Audio with Dolby Atmos<sup>®</sup> from Apple Music has been integrated into Mercedes-Benz passenger cars. Mercedes-Benz drivers who have an Apple Music subscription<sup>2</sup> therefore have access to an ever-growing selection of songs and albums available in Spatial Audio with Dolby Atmos<sup>®</sup>. With this new audio standard, the world's largest music label Universal Music Group (UMG) also enables its artists to base the processes for recording their songs on how the final mix sounds in a Mercedes-Benz. To this end, UMG has introduced the new "Approved in a Mercedes-Benz" seal as a "Gold" standard for the implementation of Dolby Atmos<sup>®</sup> in vehicles.

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<sup>2</sup> In order to use the online music service "Apple Music", a personal Mercedes me ID and agreement to the Mercedes me connect terms of use are required. A mobile data connection is also required. Customers can purchase the required data volume from a mobile network operator (MNO) via the Mercedes me portal, or use it via their smartphone data tariff by tethering.

## Sound becomes visible

### The new E-Class under the magnifying glass: Sound Visualisation

- Sound is interpreted in visual terms on the light strip of the Active Ambient Lighting system
- This in-house development works with any source of entertainment sound
- For the first time, the light strip takes the form of a continuous line in the cockpit

For a long time, it was only possible to listen to music in the car. Starting with the current S-Class generation and the Burmester® 4D surround sound system, the sound has also been 'feelable' for a few years now. Structure-borne sound transducers ("exciters") in the seat backrests translate sounds into vibrations. Now, in the new E-Class, the acoustics can be experienced with a third sense: the active light strip at the top of the instrument panel and in the front door panels can be used to produce a visual interpretation of any content from any of the sources of entertainment sound. This extends, for example, to music tracks and the sound from films and apps. For example, fast sequences of beats can cause rapid light changes, while flowing rhythms can create softly merging lighting moods.

This in-house development by Mercedes-Benz is available in conjunction with Active Ambient Lighting. Software analyses the audio signals based on the parameters of frequency (bass/mid-tones/treble tones) and direction (right/left). The visual representation is beat-synchronous, in other words with practically no time lag. Depending on the preferred colour of the Active Ambient Lighting, the bass, mid tones and high tones are visualised locally in coordinated colour tones and levels of brightness. To use the function, the customer only needs to activate the "Sound visualisation" button on the central display. When a telephone call is accepted, the playback and visual display of the music are automatically stopped. System prompts from the driving assistance systems<sup>1</sup> naturally have a higher priority within the Active Ambient Lighting than the sound visualisation function, and therefore temporarily overlay it.

In the E-Class, the light strip in the cockpit takes the form of a continuous line for the first time and is no longer interrupted by the driver's display. In addition to the sound visualisation, the functional scope of the Active Ambient Lighting is supplemented and expanded by further new features:

- Information from the parking assistant is visualised.
- In the anti-car-sickness function of ENERGIZING COMFORT (see corresponding section), the Active Ambient Lighting is also actuated.
- And the intersection start-off function of Active Brake Assist<sup>2</sup>, which provides additional safety when approaching junctions with crossing traffic, can use Active Ambient Lighting to provide a visual warning if necessary.

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<sup>1</sup> The Mercedes-Benz driving assistance and safety systems are aids, and do not relieve the driver of their responsibility. The driver should follow the instructions in the Owner's Manual and the system limits described therein.

<sup>2</sup> Part of the optional Driving Assistance Plus package



## More climate comfort, intuitive operation and efficient technology details

### The new E-Class: climate control

- Effective two-stage filter system with ENERGIZING AIR CONTROL (optional equipment)
- Electric refrigerant compressor for diesel models is particularly efficient
- The air vents of THERMOTRONIC with Digital Vent Control adjust themselves

The new E-Class is equipped with THERMATIC with two climate zones as standard. A four-zone THERMOTRONIC is available as an option. With Digital Vent Control, this system has an innovation: for extra climatic comfort, the front air vents adjust automatically (see below for details).

Both of these air conditioning systems operate very intelligently: one example is the onboard window misting sensor. It determines the temperature of the windscreen and the humidity in the interior. It also assesses the humidity level of the intake air. In this way, at cool temperatures and depending on the nature of the outside air, the energy requirement of the compressor can be reduced or misting-up can be avoided.

The recirculation function also thinks for itself: when route guidance is active, the system automatically switches to recirculation mode before reaching a tunnel. The same applies if the air quality sensor reports poor outside air quality. All windows and, if applicable, the sunroof close at the same time<sup>1</sup> – and move back to the previous position when returning to fresh air mode. They are also closed if the air recirculation switch is pressed for longer than two seconds.

With ENERGIZING AIR CONTROL, Mercedes-Benz offers its customers a high-quality filter system that removes particles and pollutants from the air. ENERGIZING AIR CONTROL intelligently networks sensor data and thus detects nitrogen oxides (NO<sub>x</sub>) and carbon monoxide (CO), as well as particulate matter of particle size PM<sub>2.5</sub>, in the outside and interior air. A two-stage filter concept with fine dust pre-filter and interior air filter reduces a large proportion of these pollutants before they enter the interior. When the readings reach a certain range, the air conditioner automatically switches between fresh air and recirculation mode, taking into account the overall control system for climatic comfort. A special air quality menu in MBUX even makes cleaning a visual experience. It clearly displays the internal and external values measured by the two fine dust sensors.

E 200 d (WLTP: combined fuel consumption: 5.5-4.8l/100 km; combined CO<sub>2</sub> emissions:144-125 g/km)<sup>2</sup> and E 220 d 4MATIC (WLTP: combined fuel consumption: 5.7-4.9 l/100 km; combined CO<sub>2</sub> emissions: 149-130 g/km)<sup>2</sup> with the four-cylinder diesel engine (OM 654 M) have an electric refrigerant compressor for the air conditioning system. Functions such as ECO start/stop and stationary air conditioning can be controlled as needed, independently of the engine. This contributes to the further reduction of CO<sub>2</sub> emissions.

As part of the optional AIR-BALANCE package, the intensity of the fragrancing can be set in three stages. A special fragrance was composed for the new E-Class: SPORTS MOOD expresses vitality and joie de vivre. The fragrance combines aromas of lime blossom and fresh light-green leaves. At the heart of the fragrance, the lime blossom is embedded in light floral scents such as magnolia, gardenia and violets, The green complement is light and radiant with aspects of grapefruit and watermelon. A touch of moss serves as the base.

The fragrance flask is located in the glove compartment. An ioniser is integrated into the air duct of the side air vent in the dashboard. When activated, it enriches the interior air with negatively charged oxygen ions.

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<sup>1</sup> Standard for the ECE version of the E-Class

<sup>2</sup> All figures are provisional and were determined internally in accordance with the "WLTP test procedure" certification method. So far there are no confirmed figures from an officially approved testing organisation, nor any EC type approval or certificate of conformity with official figures. Differences between the stated figures and the official figures are possible.

These can promote the well-being of the occupants. The ENERGIZING COMFORT programs also use fragrance and ionisation.

**THERMOTRONIC with Digital Vent Control: nozzle adjustment as if by magic**

If the customer opts for the THERMOTRONIC automatic climate control system (optional extra), the E-Class comes with a new type of air vent: all the nozzles in the front area can be adjusted electrically as if by magic. The new comfort function is called Digital Vent Control. It is technically implemented with actuators. In each ventilation duct there are two of these small electric motors, one for the vertical and one for the horizontal louvres.

The operating concept is hybrid. Adjusting the nozzles by hand is still possible. Visually, the intelligent air outlets are indistinguishable from the purely manual versions in the base model, and the operating force required for both variants is also the same.

Three functions increase climatic comfort: Customers can select presets for the air vents in MBUX ("Head", "Upper body", "Even" and "Averted"). Seat-related personalisation of the nozzle position is also possible. If the nozzles are adjusted manually, the menu item jumps to "Individual" The system saves this individual setting and stores it in the user profile. With Active Defrost for the side windows, the nozzles are set in the direction of the side windows.

## Efficiently and quietly through the wind

### The new E-Class: aerodynamics and aeroacoustics

- Very good aerodynamics with a  $C_d$  figure from 0.23 and a frontal area A of 0.236 sq. m.
- A great deal of detailed development work, with some innovations adopted from Mercedes-EQ models
- Extensive measures against wind noise, measurement procure using almost 500 microphones

With a  $C_d$  figure from 0.23<sup>1</sup>, the new E-Class performs very well in its vehicle segment. It therefore matches the excellent value achieved by its predecessor on market launch. The fact that this high level has been maintained with only a slight spread between the individual variants is remarkable. This is because certain factors make aerodynamic performance more difficult: these include the wide wheel portfolio from 17 to 21 inches as well as the rear-axle steering with additional steering arms and larger underbody cavities. At 0.236 sq. m., the frontal area A of the new E-Class is slightly larger than that of its predecessor (0.234 sq. m.).

Many computer simulations at an early stage increased the degree of maturity. This made fewer optimisation loops necessary in the wind tunnel. In close cooperation with their design colleagues, the aerodynamics team has specifically improved the E-Class in numerous areas. Some details such as wheels with cladding inserts were adopted from the famously efficient Mercedes-EQ models. Here are the most important measures:

- Optimised contours: even including the tyres
- Innovative sealing of the front section: for the first time with side-sealing of the bonnet and an aero-lip in the radiator grille
- Wheels with claddings: so-called "aeroblinds"
- Special spoilers ahead of the front and rear wheels
- Flush, retractable door handles
- Underbody: new materials (2-component main floor with moulded-on sealing lips) and improved shape (ramp-shaped spoiler lips, aerodynamic cladding on suspension components)

### "Acoustic camera and acoustic holography" with almost 500 microphones

When it comes to aeroacoustic development, Mercedes-Benz always takes a dual approach: on the one hand, as little noise as possible should be generated at the source, i.e. when the air flows around the outer skin of the vehicle with all its mounted parts. And on the other hand, the quality of the sealing and sound insulation help to ensure that unavoidable wind noises are hardly perceptible in the interior, or not perceptible as disturbing.

During the early development phase, the engineering team began to configure the geometric dimensions of the A-pillar and the exterior mirrors, which are particularly relevant for noise generation, accordingly. Advanced development methods using flow simulations and noise measurements were combined when optimising shapes: For the latter, a special microphone array was used in the acoustic wind tunnel. The extensive interior measurements are also called "acoustic holography". In this process, Mercedes-Benz uses 64 double microphones in the interior (hand array), which can locate problem areas in low-frequency ranges. Including the devices for outside measurements ("acoustic camera"), Mercedes-Benz uses almost 500 microphones.

The high-frequency components of the wind noise were reduced by a variety of measures in the door seals, side windows and exterior mirrors. The structural rigidity of the doors was increased in the relevant areas. At very high driving speeds, this results in less wind noise. Cavities are foam-protected to improve the acoustic

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<sup>1</sup> Depending on the vehicle equipment

insulation in the body-in-white. This affects the structure of the cockpit cross-member and areas of the transmission tunnel and the A and C-pillars.

In the panoramic sliding sunroof, many detailed improvements were made to the wind deflector and by adding side wind deflectors to the glass roof. The result is better noise comfort and reduced draughts. In the tilt position, the glass panel is lowered depending on the vehicle speed. This also ensures pleasant interior acoustics and reduces actual aerodynamic drag.

## Comfort meets agility

### The new E-Class: the suspension

- AIRMATIC air suspension is available as an alternative to the steel suspension
- AIRMATIC and rear-axle steering are combined in the Technology package

The agile handling of the new E-Class is due in large part to precise guidance of the front wheels by four control arms each. At the rear axle, an optimised multi-link independent rear suspension with five links ensures excellent wheel control and excellent straight-line stability. At both axles, the springs and dampers are combined in a single strut and are not involved in wheel guidance tasks, therefore the suspension responds with corresponding sensitivity. The front subframe and rear axle carrier decouple the suspension and body from vibrations and noise, and are part of the sophisticated comfort concept.

As standard, the mild hybrid models are equipped with an AGILITY CONTROL steel spring suspension with selective damping system. It is also 15 millimetres lower than the suspension of the plug-in hybrids.

#### **The AIRMATIC air suspension system: level control included**

The new E-Class is available with the Technology package as an option. This includes the all-round AIRMATIC air suspension system with ADS+ continuously adjustable damping and rear-axle steering. The AIRMATIC suspension with air springs and adaptive ADS+ dampers responds very sensitively. The damping characteristics are controlled fully automatically for each individual wheel, and separately during rebound and compression. While driving, a sophisticated sensor system and algorithms set the dampers according to the quality of the road to ensure that, for example, driving over a bump with just one wheel is not transmitted to the entire axle and the interior.

Level control is another feature of AIRMATIC. It keeps the ground clearance constant irrespective of the vehicle load, but also makes changes when needed. To reduce air resistance and thus fuel consumption, the vehicle level is automatically lowered by 15 millimetres from a speed of 120 km/h in the COMFORT driving mode. At the same time the vehicle's centre of gravity is lowered, which improves driving stability.

#### **Rear-axle steering: more agile and dynamic**

The new E-Class is especially agile and stable with the optional rear-axle steering and the accompanying, more direct steering ratio at the front axle. The steering angle at the rear axle is up to 4.5 degrees. This reduces the turning circle by up to 90 centimetres. In the E-Class models with 4MATIC, the turning circle is 11.1 metres instead of 12.0 metres, while in the rear-wheel drive versions it is reduced from 11.6 to 10.8 metres. The driver also needs fewer turns of the steering wheel from lock to lock. With rear-axle steering, it is 2.2 instead of 2.4 turns (figure rounded for rear and all-wheel drive).

At speeds below 60 km/h, the rear wheels steer in the opposite direction to the front wheels – and by up to 4.5° against the front steering angle when parking. The wheelbase is therefore virtually shortened depending on the situation, making the vehicle more manoeuvrable, light-footed and agile. At speeds above 60 km/h, the rear wheels steer up to 2.5° in the same direction as the front wheels. This virtual increase in wheelbase has noticeable advantages: in the form of improved handling stability and safety at high speeds, during fast lane-changes or sudden evasive manoeuvres.

Moreover, considerably less steering input is required during dynamic manoeuvres, e.g. when driving on country roads – and the vehicle responds to steering movements in a more sporty manner. This is supported by the integrated dynamic control function of ESP®.

## All combustion engine models are mild hybrids

### The new E-Class: drive system

- Plug-in hybrid models already available on market launch
- Mild hybrids with ISG now have 17 rather than 15 kW boost output

Thanks to systematic electrification and intelligent downsizing, the new E-Class sets new standards in efficiency. Half of all the models will be fourth-generation plug-in hybrids. The model range already achieves this high proportion at market launch. Three of the six E-Class versions combine the advantages of a vehicle with combustion engine with those of an electric car (see separate section for the plug-in hybrid models).

The combustion engines are four and six-cylinder units from the current modular Mercedes-Benz engine family FAME (Family of Modular Engines). Accordingly, the engine range plays a major role in the flexibility of the international production network, with needs-based electrification.

In addition to turbocharging, both the diesel and petrol engines feature intelligent support from an integrated starter-generator (ISG). They are therefore mild hybrids. Thanks to a new battery, the power of the electric motor has been increased from 15 to 17 kW and the boost torque to 205 Nm.

The ISG uses a 48 volt on-board electrical system that ensures functions such as gliding, boosting or energy recovery, and makes significant fuel savings possible. The engines also start very rapidly and comfortably as a result, so that the start/stop function is almost as imperceptible to the driver as the transition from gliding with the engine switched off to strong acceleration under engine power. When idling, the intelligent interaction between the ISG and the combustion engine ensures outstandingly smooth running.

### Petrol models: with many innovations compared to the preceding power units

The four-cylinder petrol engine (M 254) is initially available in the E-Class with 150 kW as the E 200 (WLTP: combined fuel consumption: 7.3-6.4 l/100 km, combined CO<sub>2</sub> emissions: 166-144 g/km)<sup>1</sup>. Further output levels will follow. In the M 254, Mercedes-Benz has combined all the innovations of the FAME modular engine family in a single unit. They include NANOSLIDE® cylinder coating, CONICSHAPE® cylinder honing (trumpet honing) and the exhaust aftertreatment system positioned directly at the engine.

A top model with an electrified in-line six-cylinder will round off the engine range at the top end.

### Diesel: current development level

E 220 d (WLTP: combined fuel consumption: 5.5-4.8 l/100 km, combined CO<sub>2</sub> emissions: 144-125 g/km)<sup>1</sup> and E 220 d 4MATIC (WLTP: combined fuel consumption: 5.7-4.9 l/100 km, combined CO<sub>2</sub> emissions: 149-130 g/km)<sup>1</sup> powered by the OM 654 M. The electrification also includes the use of an electric refrigerant compressor for the air conditioning system.

The OM654M in the E 220 d is charged by a single-stage turbocharger with variable turbine geometry and friction-optimised roller bearings. The turbocharger is tuned so that the engine responds quickly and delivers its power smoothly. The four-cylinder diesel is also up to date in terms of exhaust gas aftertreatment. Its components include:

- a close-coupled NO<sub>x</sub> storage catalytic converter for reducing nitrogen oxides
- a DPF (diesel particulate filter with special coating for reducing also the amount of nitrogen oxides)

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- an SCR catalytic converter (selective catalytic reduction with metered injected quantity of AdBlue®) and
- an additional SCR catalytic converter in the vehicle's underbody, with a separately metered injected quantity of AdBlue®

A more powerful variant with a six-cylinder engine will also soon follow in the diesel range.

**The model range at market launch in Europe (combustion engines/mild hybrids):**

		E 200	E 220 d	E 220 d 4MATIC
Displacement	cc	1999	1993	1993
Output	<b>kW/hp</b>	<b>150/204</b>	<b>145/197</b>	<b>145/197</b>
at	rpm	5800	3600	3600
Add. output (boost)	<b>kW/hp</b>	<b>17/23</b>	<b>17/23</b>	<b>17/23</b>
Peak torque	Nm	320	440	440
at	rpm	1800-4000	1800-2800	1800-2800
Add. torque (boost)	Nm	205	205	205
Combined fuel consumption, WLTP <sup>2</sup>	l/100 km	7.3-6.4	5.5-4.8	5.7-4.9
Combined CO <sub>2</sub> emissions, WLTP <sup>2</sup>	g/km	166-144	144-125	149-130
Acceleration 0-100 km/h	s	7.5	7.6	7.8
Top speed	km/h	240	238	234

**Transmission: automatic as standard**

The 9G-TRONIC transmission has been further developed and is used in all E-Class models. The electric motor, power electronics and transmission cooler have now moved into or to the transmission. Previously required lines are eliminated, which offers advantages with regard to installation space and weight. In addition, the efficiency of the transmission has been increased. Amongst other things, the optimised interplay with the electric auxiliary oil pump reduces the delivery rate of the mechanical pump by 30 percent compared with the predecessor – good for efficiency. Furthermore, it uses a new generation of the fully integrated transmission control with multi-core processor and new design and connectivity technology. In addition to the increased computing power, the number of electric interfaces has been drastically reduced, and the weight of the transmission controls have been cut by 30 percent compared with the predecessor.

The 4MATIC drive system of the all-wheel drive models has been further improved. Front axle drive allows higher torques to be transmitted, and ideal axle load distributions can be achieved for good driving dynamics. Moreover, this has a significant weight advantage compared to the corresponding component in the preceding series – a contribution to CO<sub>2</sub> reduction.

<sup>2</sup> All figures are provisional and were determined internally in accordance with the "WLTP test procedure" certification method. So far there are no confirmed figures from an officially approved testing organisation, nor any EC type approval or certificate of conformity with official figures. Differences between the stated figures and the official figures are possible.

## Latest hybrid technology and intelligent operating strategy

### The new E-Class under the magnifying glass: the plug-in hybrid models

- Up to over 100 kilometres purely electric range possible according to WLTP
- Intelligent operating strategy using e.g. information from the navigation system
- Battery can be fully charged in around 30 minutes with optional DC charger

Mercedes-Benz will offer no less than three fourth-generation plug-in hybrid models from the market launch of the new E-Class.

With an electric output of **95 kW** (129 hp) and an all-electric range of up to over 100 kilometres (WLTP), the models will in many cases and on many days be on the road purely electrically, without the use of the combustion engine. The system output of the E 300 e and E 300 e 4MATIC is up to **230 kW** (312 hp), and for the E 400 e 4MATIC it is as high as **280 kW** (381 hp). More plug-in hybrids with diesel combustion engines will follow.

### The model range at market launch in Europe (plug-in hybrids):

		E 300 e	E 300 e 4MATIC	E 400 e 4MATIC
Displacement	cc	1999		1999
Rated output, combustion engine	kW/hp	<b>150/204</b>		<b>185/252</b>
Rated torque, combustion engine	rpm	320		400
Rated output, electric motor	kW/hp	<b>95/129</b>		<b>95/129</b>
Rated torque, electric motor	Nm	440		440
System output	kW	230		280
System torque	Nm	550		650
High-voltage battery energy content	kWh	25.4		25.4
Top speed	km/h	236	234	250
Acceleration 0-100 km/h	s	6.4	6.5	5.3
Combined fuel consumption, weighted (WLTP) <sup>1</sup>	l/100 km	0,8 - 0,5	0,9 - 0,6	0,9 - 0,6
Combined power consumption, weighted (WLTP) <sup>1</sup> ,	kWh/100 km	20,7 - 18,4	21,6 - 19,2	21,6 - 19,2
Combined CO <sub>2</sub> emissions, weighted (WLTP) <sup>1</sup>	g/km	18 - 12	20 - 14	20 - 14
Electric range (EAER, WLTP) <sup>1</sup>	km	99 - 118	95 - 111	95 - 111

The high power density of the hybrid traction head is achieved using a permanently excited synchronous motor with internal rotor. The 440 Nm peak torque of the electric motor is available right from the start, resulting in high agility when moving off, along with dynamic driving performance. The full electric power is available up to 140 km/h, at which point it is softly capped.

Overall, the driving experience is much more electric than in the preceding model. In view of the increase in electric range to over 100 kilometres (WLTP)<sup>1</sup> drivers can cover most of their everyday journeys without using the combustion engine. Based on the information from the route guidance of the navigation system, the hybrid driving programme provides the electric driving mode for the most appropriate route sections in each case. Electric driving is prioritised on journeys in urban areas, for example. The operating strategy takes into account factors such as navigation data, topography, speed limits and the traffic conditions for the entire planned route.

<sup>1</sup> All figures are provisional and were determined internally in accordance with the "WLTP test procedure" certification method. So far there are no confirmed figures from an officially approved testing organisation, nor any EC type approval or certificate of conformity with official figures. Differences between the stated figures and the official figures are possible.



The operating strategy communicates with the sensors of the assistance systems and thus efficiently supports the driver in many driving situations. Two additional driving modes enable the driver to make particularly advantageous use of the plug-in powertrain:

- BATTERY HOLD: Maintaining the charge state of the high-voltage battery is given priority, e.g. when intending to drive in a city centre or green zone later on; selection of the most suitable drive configuration by the hybrid powertrain system, depending on the driving situation and route.
- ELECTRIC: Electric driving up to 140 km/h, adaptation of Active Distance Assist DISTRONIC for electric driving, activation of the combustion engine using a pressure point of the accelerator pedal

The energy recovery function allows kinetic energy to be recuperated during deceleration or downhill driving, a process that has now been improved in interaction with the hydraulic brake. The recuperation power can be as much as 100 kW. In <sup>D</sup>Auto mode, the system automatically selects the level of recuperation power according to the traffic situation. A driver wishing to influence the energy recovery rate can do so directly in three stages controlled by rocker switches behind the steering wheel. This is possible in all driving modes except SPORT. In driving mode D-, for example, the driver can experience the "one-pedal feeling": when the driver's foot leaves the accelerator the vehicle slows down purely electrically, to an extent that the hydraulic service brake is often not needed.

Another high-tech feature is the intelligent, electromechanical brake booster. It ensures that the braking system very efficiently combines electric recuperation with the hydraulic service brake. In addition, the automatic transmission performs several gearchanges during deceleration. Depending on the driving situation and the braking requirements of the driver, the vacuum-independent braking system automatically controls the flexible transition between hydraulic braking and recuperation. This allows the maximum recuperation power to be achieved more frequently and over a longer period of time. For this purpose, the system variably reduces the braking power of the hydraulic brake, even at constant pedal pressure, so that the high recuperation power is maintained as speed decreases. The driver is not aware of this automatic change.

The high-voltage (HV) battery has been developed in-house by Mercedes-Benz AG. It is part of a fourth-generation family of batteries and represents a logical evolution of the previous generation. It consists of 96 cells in a so-called pouch configuration. The battery energy content is 25.4 kWh. To account for the high energy density, the HV battery has an internal cooling system.

The thermal management system can therefore control the operating temperature irrespective of the climate control in the vehicle interior. In addition to continuous operation in hot and cold regions, this also allows quick charging with direct current. Even when the battery is completely discharged, it can be fully charged in around 30 minutes with the optional 55 kW DC charger. A standard-fit 11 kW charger (depending on the market) is available for three-phase charging at a Wallbox connected to the domestic AC mains.

## Additional safety and situation-related support

### The new E-Class: the driving assistance systems

- Extensive standard equipment with many driving assistance systems, some of which have been further developed
- Innovative systems such as the junction start-off function relieve the driver's workload
- High level of tangibility through assistance display in the driver's display

The driving assistance systems with which the E-Class is equipped as standard <sup>1</sup> include ATTENTION ASSIST, Active Brake Assist, Active Lane Keeping Assist, Parking package with reversing camera and Speed Limit Assist. The status and activity of the driving assistance systems are shown as a full-screen view in the Assistance mode of the driver's display.

The new ATTENTION ASSIST, in conjunction with the camera in the 3D driver display (optional extra) in the new E-Class, can not only detect signs of microsleep. ATTENTION ASSIST now also offers a driver distraction warning: if the driver's eyes are not focused on the road for several seconds, ATTENTION ASSIST can detect a distraction and warn the driver acoustically and visually. In addition, Active Brake Assist and Active Lane Keeping Assist temporarily switch to a sensitive mode. If the driver still fails to turn his/her attention to the traffic situation, there is an escalation with a second warning and a continuous warning tone. If the driver still fails to respond to the warning, the system can initiate an emergency stop by Active Emergency Stop Assist (see next page). The ATTENTION ASSIST distraction warning is active from 20 km/h.

Active Distance Assist DISTRONIC is standard equipment in Western Europe. The system relieves the driver by regulating the speed to match that of slower vehicles ahead. The desired safety distance can be set in several increments. In an easy-to-understand way, the Get Started app in MBUX explains how Active Distance Assist DISTRONIC works.

#### **With extended functionality: the Driving Assistance Plus package**

The Driving Assistance Package Plus is available as an optional extra. Components include Active Steering Assist, which assists with lane-keeping. As previously on motorways, the E-Class can now also start off automatically in city traffic and on country roads after coming to a standstill. This is possible in a time window of 30 seconds when the hands are on the steering wheel. Another new feature: if Active Steering Assist is no longer available because the lane markings are not clearly visible, it signals this to the driver by vibrations in the steering wheel. As before, if Steering Assist is not available, the steering wheel symbol in the driver display also changes from green to grey.

Other features of this assistant include lane detection at low speeds additionally with 360° camera, very high availability and cornering performance on rural roads and improved lane centring on motorways. Depending on the situation, a driving position which is off the centre of the lane (e.g. formation of an emergency corridor, but also orientation via the edge of the carriageway on rural roads without centre markings) can be used.

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<sup>1</sup> The Mercedes-Benz driving assistance and safety systems are aids, and do not relieve the driver of their responsibility. Please note the information in the Owner's Manual and the system limits which are described therein.

The other components of the Driving Assistance Plus package:

- Active Distance Assist DISTRONIC offers more functions than the standard system. These include reaction to stationary vehicles, automatic restart and automatic speed resumption up to 210 km/h.
- The junction start-off function ensures additional safety when moving off at junctions with crossing traffic. The system uses intuitive arrows in the driver's display to indicate from which direction cross-traffic is approaching. If the driver nevertheless attempts to move off, an audio-visual collision warning is triggered. The vehicle is prevented from moving off by automatically applying the brake. The driver can cancel this at any time by fully depressing the accelerator pedal.
- Active Lane Change Assist cooperatively assists the driver in changing to the adjacent lane. A lane change to the right or left is only assisted if the sensors detect that the adjacent lane is separated from the present lane by broken lane markings, and no other vehicles are detected in the relevant danger zone.<sup>2</sup>
- Active Emergency Stop Assist brakes the vehicle to a standstill in its own lane if it recognises that the driver is no longer responding to the traffic situation for a longer period. If the E-Class is travelling at less than 60 km/h, the assistant warns following traffic with the hazard warning lights. In addition, the doors unlock when the vehicle is stationary and the assistant calls for assistance via Mercedes-Benz Emergency Call.
- Active Brake Assist with cross-traffic function can use the onboard sensors to register whether there is a risk of collision with a vehicle ahead or crossing or oncoming traffic. If a collision is imminent, the system can warn the driver visually and audibly. If the driver's braking is too weak, it is also possible to support the driver by increasing the braking torque according to the situation and to initiate emergency braking if there is no reaction from the driver.
- Evasive Steering Assist can assist the driver when seeking to avoid another road user detected by the system in a critical situation. In the new E-Class, the system not only recognises stationary and crossing pedestrians, but now also takes account of pedestrians and vehicles alongside, as well as cyclists. The speed range is up to 110 km/h.
- From speeds above 60 km/h, Active Lane Keeping Assist uses a camera to detect when road markings or road edges are crossed, helping the driver to avoid leaving the driving lane unintentionally. If there is a risk of collision with detected road users in the adjacent lane, for example overtaking or oncoming vehicles, the system can also react with steering intervention and warnings.
- Active Blind Spot Assist can give a visual warning – and if the indicators are operated, also an audible warning – of potential side collisions at speeds exceeding around 10 km/h. If the driver ignores the warnings and still tries to change lanes, the system can take last-moment corrective action by one-sided braking intervention at speeds over 30 km/h. When the vehicle is stationary, the exit warning function can warn against exiting because a vehicle (or even a bicycle) is passing within the critical area.
- PRE-SAFE® PLUS can take action in the event of an imminent rear-end impact. The system warns the driver in the vehicle following behind by activating the rear hazard warning lights with increased frequency. In addition, the preventive PRE-SAFE® occupant protection measures, including the reversible belt tensioners, are triggered. If the vehicle is stationary, PRE-SAFE® PLUS locks the brakes.

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<sup>2</sup> In the USA and Canada, the automatic lane changing function provides additional convenience on certain freeways: If there is a slower vehicle ahead, the Mercedes can automatically change lanes and overtake.

Reducing forward motion can significantly reduce the loads acting on occupants, including the risk of whiplash.

- Only a limited crumple zone is available in a side impact. PRE-SAFE® Impulse Side can move the affected front occupant away from the danger towards the middle of the vehicle even before the crash, as soon as the system detects that a side-on collision is immediately imminent. For this purpose, air chambers in the side bolsters of the front seat backrests inflate in fractions of a second.

## Parking made easy

### The new E-Class under the magnifying glass: the parking assistants

- Faster parking and unparking with Active Parking Assist
- Convenient remote parking and memory parking optionally possible
- Fully automated parking available with pre-installation for INTELLIGENT PARK PILOT

**Active Parking Assist PARKTRONIC** is part of the Parking Package and therefore standard in the new E-Class. It has been improved in several respects: the starting process is now possible intuitively via the touch screen. Furthermore, automated parking and unparking is much faster than before for the driver, as the speed has been increased to up to 4 km/h. Moreover, the warning tones are not sounded during the automated parking process.

In addition, further innovative parking systems are available within the Parking Package with remote parking functions<sup>1,2</sup>:

With **Remote Parking Assist**, the driver can manoeuvre the vehicle into and out of parking spaces from close by, using a smartphone, for example to drive into a garage. This means more comfort when getting in and out, and protects against damage when opening the doors. The driver is outside the vehicle, holds down the touch panel on the smartphone tilted by 90 degrees and monitors the automated parking process. With the latest generation of Remote Parking Assist, many parking manoeuvres are possible in both end-on and parallel spaces.

**Memory Parking Assist** (SAE Level 2) can remember parking procedures such as how to get to and from the garage at home. The driver sits at the wheel and demonstrates the parking procedure once. When the vehicle approaches the learned start position, the automated parking process can be started conveniently via the touchscreen. The driver monitors the parking process. If obstacles are detected, the vehicle stops until they are removed. Memory Parking Assist can remember individual parking procedures in up to 5 different locations. Both parking and unparking can be learned at each location, a maximum of 100 metres each, and a maximum of 500 metres in total.

With pre-installation for the **INTELLIGENT PARKING PILOT**, the E-Class is prepared for Automated Valet Parking (SAE Level 4). With the Parking package with remote parking functions (optional) and the Mercedes me connect service INTELLIGENT PARKING PILOT (country-dependent), the new E-Class has the onboard technology to park and unpark fully automatically without a driver.<sup>3</sup> The prerequisite is that national laws allow operation of Automated Valet Parking, car parks are equipped with the necessary infrastructure and the corresponding Mercedes me connect service for the E-Class is available and booked.

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<sup>1</sup> Available for the plug-in hybrid models.

<sup>2</sup> A personal Mercedes me ID and agreement to the Terms of Use for the Mercedes me connect services are required to use the Mercedes me connect services. In addition, the vehicle must be paired with the corresponding user account. Upon expiry of the initial term, the services can be renewed on payment of a fee, provided they are still offered for the corresponding vehicle at that point. First activation of the services is possible within one year from first vehicle registration or commissioning by the customer, whichever comes first.

<sup>3</sup> This function is not yet available for use.

## Intelligently designed body and modern restraint systems

### The new E-Class: passive safety

- Numerous airbags and other restraint systems for many accident scenarios
- Warnings if a seat belt is not fastened in the rear
- PRE-SAFE® systems with precautionary protective measures available

The safety concept of the E-Class is based on an intelligently designed body with a particularly rigid passenger cell and specifically deformable crash structures. The restraint systems, e.g. seat belts and airbags, are specifically adapted to this. In the event of an accident, they can be activated in such a way that their protective effect for the occupants is adapted to the situation.

With the aid of numerous numerical simulations, the safety experts at Mercedes-Benz have designed the vehicle structure for a high level of occupant protection. For the aspects of the vehicle configuration that are relevant in an accident, they not only took account of the legal requirements; they also considered internal requirements and test criteria derived from real-life accident findings.

### Modern restraint systems: protection for all passengers

In addition to driver and front passenger airbags, a knee airbag on the driver's side is also standard. It can protect the legs from contact with the steering column or instrument panel in a severe frontal crash.

The standard window airbags can reduce the risk of head impact with the side window or penetrating objects. In the event of a serious side-on collision, the window airbag on the side of the impact extends from the A- to the C-pillar like a curtain over the front and rear side windows. If a rollover is detected, the window airbags can be activated on both sides. In addition to the head protection system, side airbags can also cover the thorax area in the event of a severe side impact – including on the outer rear seats (optional).

In addition, the vehicles are equipped with a centre airbag, depending on the country. This is integrated into the backrest of the driver's seat towards the centre console. It can position itself between the driver and the front passenger in the event of a severe side impact, depending on the direction of the impact, the severity of the accident and the occupancy status. Pyrotechnic belt tensioners and force limiters are standard on all outer seats.

The E-Class has i-Size child seat attachments as standard on the two outer seats in the second row. With two anchors each between the seat backrest and the seat cushion, corresponding child seats can be installed particularly quickly and securely. Top-tether attachment points on the rear of the rear seat backrests provide additional support. If a rear-facing child seat is placed in the front passenger seat, the vehicle can automatically deactivate the passenger airbag as required, depending on the market.

### Warnings: if the belt is not worn and people and animals are forgotten

The European version of the E-Class not only has a seat belt status indicator for the rear, but also a sophisticated seat belt warning system. This warns if the seat is occupied and the seat belt is not fastened.

The occupancy reminder can help to indicate people or animals that may have been overlooked in the rear of the vehicle. It activates and deactivates itself automatically if prolonged opening of a rear door indicates that somebody might enter or exit the vehicle.

When the vehicle is switched off, the driver receives the text message "Do not leave persons or animals behind" on the driver's display if the system has activated automatically beforehand. The customer has the option to deactivate the system. An indicator light shows the status of the system.

**PRE-SAFE® system: precautionary protection**

In Europe, the PRE-SAFE® preventive occupant protection system is standard in the E-Class as part of the Advanced package. This includes the known precautionary measures in the event of a recognised impending accident, including pre-conditioning of the hearing with PRE-SAFE® Sound.

In conjunction with the Driving Assistance Plus package, PRE-SAFE® Impulse Side forms a kind of virtual crumple zone on the vehicle sides. As there is only a limited crumple zone available in a severe side impact, PRE-SAFE® Impulse Side can move the affected driver or front passenger away from the danger towards the centre of the vehicle even before the crash as soon as the system detects an impending side collision. To this end, air chambers in the side bolsters of the front seat backrest are inflated in fractions of a second before the collision.

## Important building blocks on the way to sustainable mobility

### The new E-Class: a commitment to sustainability

- 50 per cent plug-in hybrids already at market launch
- Neutral CO<sub>2</sub> balance in production at the Sindelfingen plant
- Holistic understanding of sustainability also includes supply chains

### Mild hybrids and plug-in hybrids

As a classic Mercedes-Benz model series, all engine variants of the new E-Class are electrically assisted, either as mild hybrids with 48-volt technology and integrated starter-generator or as plug-in hybrids. Thanks to its highly efficient battery system, it achieves an electric range of over 100 kilometres (WLTP<sup>1</sup>) as a plug-in hybrid. Since 2022, Mercedes-Benz has been offering battery-electric vehicles (BEVs) in all segments in which the brand is represented.

### Climate agreement

As a stakeholder in the transport sector, Mercedes-Benz AG supports the Paris Climate Agreement and has made climate protection a core element of its business strategy. The ambition of the Mercedes-Benz Group is this: by 2039, the entire Mercedes-Benz new vehicle fleet is to have a neutral CO<sub>2</sub> balance across all stages of the value chain - from the supply chain and the company's own production to use and disposal of the vehicles.

### Detailed 360° environmental check

To be able to assess how environmentally compatible a vehicle is, Mercedes-Benz prepares life cycle assessments. Mercedes has published product-related environmental information according to the ISO 14021 standard since 2005. The "360° Environmental Check" documentation, verified by external experts, is based on a comprehensive life cycle assessment of the respective vehicle.

### Production with a neutral CO<sub>2</sub> balance

Since 2022, Mercedes-Benz has been producing with a neutral CO<sub>2</sub> balance in all of its own plants worldwide. Including the Sindelfingen plant, where the E-Class is produced. The externally sourced electricity comes exclusively from renewable energies, and is therefore CO<sub>2</sub>-free. In addition, the company aims to increase the generation of renewable energy at its locations. Investments will be made in a further expansion of photovoltaics at the entire Sindelfingen location by the end of 2024. Another focus at the Sindelfingen location is on constantly reducing water consumption and the amount of waste produced.

### Decarbonisation of the supplier network

In general, the supplier network is responsible for a considerable proportion of the value creation and is thus of crucial importance for the decarbonisation goals. A large proportion of the suppliers, who account for almost 90 per cent of the annual procurement volume, have signed an [Ambition Letter](#). This declares their agreement to only supply parts produced in a CO<sub>2</sub>-neutral manner in the future. From 2039 at the latest, only production materials which have been produced as part of the eco-balance on a CO<sub>2</sub>-neutral basis at all value creation stages will be allowed through the Mercedes-Benz plant gates. A supplier declining to sign the Ambition Letter will not be eligible for new supply contracts.

### Resource-conserving materials

Numerous E-Class components are made partly from resource-saving materials (recyclates and renewable raw materials). One example of a sustainable material is MICROCUT microfibre. This consists of 47 percent recycled material. MICROCUT is used for various interior trim parts. In the basic seat of the E-Class, undyed

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<sup>1</sup> The stated figures are provisional and were determined internally in accordance with the "WLTP test procedure" certification method. So far there are no confirmed figures from an officially approved testing organisation, nor any EC type approval or certificate of conformity with official figures. Differences between the stated figures and the official figures are possible.



alpaca wool combined with a recycled material is used for the upholstery. In the foam of the seats, certified recycled raw materials are used for the first time according to the "mass balance approach", and their properties do not differ from those of raw materials produced from crude oil. In this way, the need for fossil resources can be reduced while maintaining product quality.

**For the plug-in hybrid models: green power on the road**

Mercedes me Charge aims to make charging as easy and convenient as possible for customers. In addition, Green Charging is an integral part of Mercedes me Charge in Europe, the USA and Canada. Green Charging uses Energy Attribute Certificates (EACs) to ensure that an equivalent amount of green electricity is fed into the grid for the charging processes. The fed-in green electricity bears the EKOenergie eco-label and is provided by certified energy producers.

For more information about sustainability, please see the Sustainability Report published by Mercedes-Benz Group AG.

[Mercedes-Benz Group Sustainability Report 2022 - Home](#)

## Highly flexible and digitised assembly system

### The new E-Class: production

- The new E-Class will be produced in Building 46 in Sindelfingen, together with the GLC
- Production with a neutral CO<sub>2</sub> balance
- Further expansion of photovoltaics at the location

The new Mercedes-Benz E-Class will be produced at the Sindelfingen location, in Building 46 together with the GLC. Like Factory 56, this has been modernised from the ground up and converted to the highly flexible and digitalised Mercedes-Benz assembly system. The batteries for the plug-in hybrid models are supplied by the Mercedes-Benz location in Jawor (Poland). A large number of components are assembled here to form a highly efficient overall system.

In addition to the E-Class, the CLS and the GLC, the fully electric EQS, all variants of the Mercedes-Benz S-Class, the Mercedes-Maybach S-Class, the S-Class Guard and the Mercedes-AMG 4-door GT are also produced in Sindelfingen. The production start-up of the new E-Class at the Beijing plant (China) is also planned for the next few months.

### Mercedes-Benz Sindelfingen plant in operation since 1915

The Mercedes-Benz Sindelfingen plant has been in existence since 1915, and with a history stretching back over a hundred years, it is the centre of excellence for the production of top-end luxury vehicles in the global production network. The location employs around 35,000 people and combines all areas related to vehicle production, as well as planning areas and central procurement and supplier management. Sindelfingen is also home to the corporate research, development and design departments of Mercedes-Benz Group AG.

### Neutral CO<sub>2</sub> balance in production at the Sindelfingen plant

Since 2022, Mercedes-Benz has been producing with a neutral CO<sub>2</sub> balance in all of its own plants worldwide. The externally sourced electricity comes exclusively from renewable energies, and is therefore CO<sub>2</sub>-free. In addition, the company aims to increase the generation of renewable energy at its locations. Investments will be made in a further expansion of photovoltaics at the entire Sindelfingen location by the end of 2024. Another focus at the Sindelfingen location is on constantly reducing water consumption and the amount of waste produced.

## Tradition with Ponton, "Tailfin" and "Stroke/8"

### The new E-Class: History

- Upper mid-range with high production volume and deep roots in the brand's history
- Mercedes-Benz has referred to the model series as the E-Class since 1993.
- Technical innovations and new design elements are common features

Mercedes-Benz has produced more than 16 million upper mid-range vehicles since 1946. This makes the Mercedes-Benz E-Class and its direct predecessors the brand's best-selling model series. The heritage of the E-Class goes back to the very early days of the brand. At the beginning of the 20th century, the preceding companies from which Mercedes-Benz emerged brought corresponding vehicles to market. These are positioned below the luxury and prestige classes, but above the entry-level classes. They became an integral part of the model portfolio of Benz & Cie, Daimler-Motoren-Gesellschaft and, after the merger in 1926, Mercedes-Benz. In the model range of the newly created brand, the Mercedes-Benz 8/38 hp (W 02, from 1928 with the suffix Stuttgart 200) was one of the E-Class forerunners in 1926, as was the Mercedes-Benz 10/50 hp Stuttgart 260 (W 11) from 1928. In the 1930s, the innovative Mercedes-Benz 170 (W 15, 1931) with independent suspension was an important milestone in E-Class history. It was followed by the 200 (W 21, 1933) and 230 (W 143, 1936) models as well as the diesel version 260 D (W 138, 1936) - the world's first passenger car with a diesel engine.

When production restarted after the Second World War, the model 170 V (W 136) originally introduced in 1936 went back into production, initially for use by rescue services, police, business and tradespeople. In 1947 the Saloon followed as the first post-war passenger car from Mercedes-Benz. The 180 model (W 120) of 1953 with self-supporting "Ponton" body introduced new technical as well as formal features. In 1961, the four-cylinder versions of the "Tailfin" series (W 110) followed. In 1968, the upper medium class of the "Stroke/8" series (W 114/115) signified the next major step. At the same time, with the arrival of the first coupé model, this marked a widening of the scope of available body variants. The succeeding 123 model series from 1976 proved even more successful. This was also produced in an estate version – with which Mercedes-Benz set a new benchmark for the estate car as a lifestyle and recreational vehicle ideal for families.

The 124 model series produced from 1984 to 1995 bore the name E-Class for the first time from mid-1993. A four-seater cabriolet was added as a further body variant, and to this day this E-Class series has upheld a tradition as one of the most produced variants (2.74 million units across all body styles). The "twin-headlamp" face and innovative technology were the characteristic features of the 210 model series launched in 1995. The E-Class of model series 211 was launched in early 2002. The E-Class 212 (Saloon and Estate) and 207 (Cabriolet and Coupé) model series followed in 2009. The Mercedes-Benz E-Class model series 213 had its debut in 2016, and from 2017 for the first time also as an All-Terrain. In addition, there are the coupés and cabriolets of the 238 model series.

### **Mercedes-Benz 170 V, 170 S and 170 S-V (W 136 and W 191, 1947 to 1955)**

In July 1947, production of the Mercedes-Benz 170 V (W 136) began as the brand's first post-war passenger car. It was largely based on the pre-war model of the same name, of which 91,048 examples were produced making it the most frequently built Mercedes-Benz model before 1945. From the saloon with the 1.7-litre petrol engine, the engineers derived the 170 D diesel passenger car in 1949. At the same time, they complemented the model range with the more spacious and luxurious 170 S saloon. This was also available as a diesel version, the 170 DS (W 191), from 1952. In their day, with their spacious body, high level of ride comfort and dignified appeal, these models embodied attributes that remain the strengths of the E-Class. As the last development stage of the

W 136 model series, Mercedes-Benz presented the 170 S-V and 170 S-D in 1953. The last vehicles left the production line in September 1955.

#### **"Ponton" saloons of the W 120/121 model series (1953 to 1962)**

The Mercedes-Benz 180 (W 180) opened a new era with its official presentation in September 1953. The self-supporting body construction marked a departure from the established convention of a chassis and separate body. The "pontoon" shape was also considered ultra-modern. It reduced air resistance and fuel consumption. The diesel version 180 D followed in 1954. The Mercedes-Benz 190 (W 121) was the third model to enter the range in 1956, and the 190 D made its debut in 1958. All in all, a "Ponton" four-cylinder model became the customer's choice on some 443,000 occasions. The technically and stylistically closely related "Ponton" six-cylinder models (W 180) were assigned to the luxury class.

#### **"Tailfin" saloons with four-cylinder engine (W 110, 1961 to 1968)**

Introduced in 1961, the upper mid-range generation was recognisable by the distinctive guiding fins on the rear wings. In later years, they gave the series the nickname "Tailfin". The name was also used for the luxury saloons (W 111) presented in 1959. These were the first passenger cars in the world with the safety body developed by Béla Barényi. The four-cylinder models took full advantage of the rigid passenger cell with crumple zones at the front and rear: the bodywork was largely identical to that of the luxury saloons. Only the front section was significantly shorter. The design also set standards in passive safety. The 190 and 190 D Saloon models became available first. In 1965, the 200 and 200 D followed with improved equipment and technology. With the 230 presented at the same time, a six-cylinder model complemented the product range for the first time. Until then, vehicles with six-cylinder engines had been classified in the luxury class. From 1963 onwards, a dual-circuit braking system with brake booster and front disc brakes further improved driving safety. From the mid-1960s, automatic transmission, power steering, electric windows, a steel sunroof and air conditioning were available as options - outstanding comfort features at the time.

#### **"Stroke/8" saloons (W 114/115, 1968 to 1976)**

The saloon presented at the beginning of 1968 became Mercedes-Benz to break the one million barrier, with more than 1.8 million units produced. With the semi-trailing arm rear suspension, the new vehicles marked a farewell from the swing axle used since 1931 and modified several times. The first to become available were the four-cylinder models 200, 220, 200 D and 220 D (W 115), along with the six-cylinder 230 and 250 models (W 114). The suffix "/8", which refers to the year of introduction 1968, in the model designation of these Mercedes-Benz passenger cars at the time, was used internally to distinguish them from the preceding models. This led to the popular nickname "Stroke/8". In 1972, the new top models 280 and 280 E completed the series. In 1974, the first five-cylinder diesel engine in a series-production passenger car made its world debut in the 240 D 3.0 - it was also the first ever five-cylinder engine in a passenger car. It developed **59 kW (80 hp)** and once again demonstrated the potential of diesel technology in passenger cars.

1968: First coupés in the direct history of the E-Class.

#### **Saloon and Estate models of the 123 model series (1976 to 1985)**

In January 1976 the new generation thrilled customers with an unprecedented variety of models. The first year already saw the introduction of the models 200, 230, 250, 280 and 280 E, as well as the 200 D, 220 D, 240 D and 300 D. In 1977 the Saloon was followed by a long-wheelbase Saloon and the Estate. The S 123 was the first Mercedes-Benz estate car produced in-house. Estate car variants of preceding series were marketed by the brand but manufactured by independent coachbuilders. The five-door model was launched in September 1977. It was positioned as a family-friendly lifestyle and leisure car, and set standards in the segment. Mercedes-Benz avoided the term "Estate" in its communication at the time, and called it a T-model. The "T" in the Estate model's German

designation as a "T-model" stands for "Tourism and Transport", serving to underline the dual role for this very versatile intermediate-class vehicle. In 1980 Mercedes-Benz also introduced a passenger car with a turbodiesel engine for the first time in Germany, as an Estate (300 TD Turbodiesel). In the 123 model series, Mercedes-Benz made the ABS anti-lock braking system available for the first time in this vehicle class from 1980, and the driver's airbag from 1982. Some 2.7 million vehicles were built, of which almost 2.4 million were Saloons and around 200,000 Estates.

#### **Model series 124 Saloon and Estate models (1984 to 1996)**

The model series launched in 1984 was the first family of vehicles from Mercedes-Benz to bear the E-Class name, adopted in 1993. Systematic use of lightweight construction techniques and optimised aerodynamics reduced fuel consumption and led to improvements in performance. The innovative multi-link independent rear suspension ensured outstanding driving safety. From the autumn of 1986 on, all vehicles with a petrol engine were fitted as standard with an emission control system involving a closed-loop three-way catalytic converter. The Estate model made its debut in September 1985, and the long-wheelbase saloons were also based on it. Mercedes-Benz also introduced 4MATIC all-wheel drive in the Saloon and Estate models of the upper medium class. Presented in 1990, the 500 E was the first eight-cylinder model in the E-Class. In June 1993, the second model update of the 124 model series was presented under a new name: it was now called the E-Class family of vehicles, aligning it with the S-Class and C-Class. In 1990, Mercedes-Benz and AMG signed a cooperation agreement. This meant that for the first time, AMG models could be found in the dealer network's showrooms. From 1993, the corresponding high-performance car in the 124 model series was the E 60 AMG(280 kW/381 hp).

1991: First cabriolets in the direct E-Class history.

#### **Mercedes-Benz E-Class model series 210 (1995 to 2002)**

In 1995 the new Mercedes-Benz mid-series saw the world with double vision. For the first time, the E-Class now came with a choice of three design and equipment lines: CLASSIC, ELEGANCE and AVANTGARDE. Numerous technical highlights from the ETS electronic traction system to the belt force limiter became standard equipment. Other innovations such as a rain sensor or xenon headlamps were available as optional extras. The new E-Class was launched with the E 200, E 230, E 280, E 320 and the V8 models E 420 and E 50 AMG, as well as the diesel models E 220 Diesel, E 290 Turbodiesel and E 300 Diesel. Three further models joined the line-up over the ensuing years – among them the innovative E 220 CDI with common-rail direct injection in 1998 and the E 200 Kompressor in 2000. The amazing amount of space offered by the Estate model - the largest load capacity in its class - made it particularly impressive. From the autumn of 1999, all E-Class models came equipped with the Electronic Stability Program ESP®.

#### **Mercedes-Benz E-Class model series 211 (2002 to 2009)**

The new technical features here ranged from adaptive front airbags and two-stage belt force limiters to the bi-xenon headlamps with active light function and the sensor-controlled automatic climate control system. In 2004 Mercedes-Benz went on to launch the E 200 NGT, the most powerful series-production saloon with a natural-gas drive system. In 2005, three standard-specification E 320 CDI models set a long-distance speed record on the circuit at Laredo in Texas, driving 100,000 miles (160,934 kilometres) at an average speed of 224.823 km/h. In 2006 the Intelligent Light System, a new generation of adaptive headlamps, became exclusively available for the E-Class. These adapt themselves to the driving and weather situation, with a considerable safety improvement. At the same time the preventive occupant protection system PRE-SAFE® became standard equipment. In the same year the E 320 BlueTEC became the first passenger car in which Mercedes-Benz combined an oxidation catalytic converter with a particulate filter, NOx storage catalytic converter and an SCR catalytic converter. 2007 brought the E 350 CGI with a state-of-the-art direct petrol injection engine.

### **Mercedes-Benz E-Class model series 212 (2009 to 2016)**

Innovative assistance systems, fuel consumption as much as 23 percent lower than that of its predecessor and a particularly distinctive design were the characteristics of this generation of the E-Class: it was the world's most aerodynamic saloon in its segment, with a drag coefficient of  $C_d = 0.25$ . A special long-wheelbase version of the E-Class, with 14 centimetres more legroom in the rear, was introduced in 2010 for the Chinese market. The E 300 BlueTEC HYBRID presented in 2010, the first diesel-hybrid passenger car from Mercedes-Benz, set new standards for environmentally compatible mobility. It entered the market in 2011, along with the E 400 HYBRID. An extensively updated range of E-Class models appeared in 2013, featuring a new design idiom, new efficient engines and Intelligent Drive, a package of eleven new or optimised assistance systems that combined safety and comfort. For the first time, the E-Class was available with two different front ends: the standard version and the ELEGANCE equipment line featured the traditional radiator grille with Mercedes star on the bonnet. The AVANTGARDE line characterised the sporty front section with central star.

### **Mercedes-Benz E-Class model series 213 (2016 to 2023)**

As "the most intelligent business saloon", the E-Class 212 model series premiered in 2016. It was the tenth generation of the continuous E-Class tradition from 1947. It created creative highlights with a clear and at the same time emotional design, as well as a high-quality, exclusive interior. It also marked the world première of numerous technical innovations. Infotainment and control systems offered a new experience. Likewise exemplary: A completely newly developed diesel engine, combined with lightweight construction and top aerodynamic values, set efficiency standards in this segment. An optional new multi-chamber air suspension system additionally ensured outstanding ride quality with first-class driving dynamics. Innovations also included Active Lane Change Assist. Highlights of the optional driver assistance package included DISTRONIC Active Distance Assist as the next step on the road to autonomous driving, Active Brake Assist with cross-traffic function and Evasive Steering Assist. The highly innovative systems available on request also included the Remote Parking Pilot for parking from outside via smartphone app, the world's first fully integrated Car-to-X solution, PRE-SAFE® Impulse Side, PRE-SAFE® Sound, high-resolution MULTIBEAM LED headlamps and the Digital Vehicle Key as a smartphone solution with NFC technology.

You can find more information on the history of the E-Class

## Technical data

### Mercedes-Benz E 220 d

<b>Engine</b>		
Number of cylinders/arrangement		4/in-line
Displacement	cc	1993
Rated output	kW/hp	145/197
at engine speed	rpm	3600
Add. elect. output (boost)	kW/hp	17/23
Rated torque	Nm	440
at engine speed	rpm	1800-2800
Add. torque (boost)	Nm	205
Compression ratio		15.5:1
Mixture formation		High-pressure injection
<b>Power transmission</b>		
Drive system		Rear-wheel
Transmission		9G TRONIC automatic transmission
<b>Gear ratios</b>		
1st/2nd/3rd/4th/5th/6th/7th gear		5.35/3.24/2.25/1.64/1.21/1.00/0.87/0.72/0.60
Reverse		4.80
<b>Suspension</b>		
Front axle	Four-link front axle, coil springs, gas-pressure shock absorbers, stabiliser	
Rear axle	Five-link independent rear suspension, coil springs, gas-pressure shock absorbers, stabiliser	
Braking system	Internally ventilated disc brakes at the front, electric parking brake, ABS, Brake Assist, ESP®	
Steering	Electrically assisted rack-and-pinion power steering	
Wheels	7.5 J x 17 H2 ET 30	
Tyres	225/60 R 17	
<b>Dimensions and weights</b>		
Wheelbase	mm	2961
Front/rear track	mm	1634/1648
Length/width/height	mm	4949/1880/1468
Turning circle	m	11.6
Boot capacity, VDA	litres	540
Kerb weight acc. to EC	kg	1915
Payload	kg	615
GVWR	kg	2530
Tank capacity/of which reserve	litres	66/7
<b>Performance, consumption, emissions</b>		
Acceleration 0-100 km/h	Seconds	7.6
Top speed	km/h	238
Combined consumption <sup>1</sup> (WLTP)	l/100 km	5.5-4.8
Combined CO <sub>2</sub> emissions <sup>1</sup> (WLTP)	g/km	144-125
Emissions class		Euro 6

<sup>1</sup> All figures are provisional and were determined internally in accordance with the "WLTP test procedure" certification method. So far there are no confirmed figures from an officially approved testing organisation, nor any EC type approval or certificate of conformity with official figures. Differences between the stated figures and the official figures are possible.

## Mercedes-Benz E 220 d 4MATIC

<b>Engine</b>		
Number of cylinders/arrangement		4/in-line
Displacement	cc	1993
Rated output	kW/hp	145/197
at engine speed	rpm	3600
Add. elect. output (boost)	kW/hp	17/23
Rated torque	Nm	440
at engine speed	rpm	1800-2800
Add. torque (boost)	Nm	205
Compression ratio		15.5:1
Mixture formation		High-pressure injection
<b>Power transmission</b>		
Drive system		All-wheel drive
Transmission		9G TRONIC automatic transmission
<b>Gear ratios</b>		
1st/2nd/3rd/4th/5th/6th/7th gear		5.35/3.24/2.25/1.64/1.21/1.00/0.87/0.72/0.60
Reverse		4.80
<b>Suspension</b>		
Front axle	Four-link front axle, coil springs, gas-pressure shock absorbers, stabiliser	
Rear axle	Five-link independent rear suspension, coil springs, gas-pressure shock absorbers, stabiliser	
Braking system	Internally ventilated disc brakes at the front, electric parking brake, ABS, Brake Assist, ESP®	
Steering	Electrically assisted rack-and-pinion power steering	
Wheels	8 J x 18 H2 ET 32.5	
Tyres	225/55 R 18	
<b>Dimensions and weights</b>		
Wheelbase	mm	2961
Front/rear track	mm	1629/1643
Length/width/height	mm	4949/1880/1469
Turning circle	m	12.0
Boot capacity, VDA	litres	540
Kerb weight acc. to EC	kg	1975
Payload	kg	605
GVWR	kg	2580
Tank capacity/of which reserve	litres	66/7
<b>Performance, consumption, emissions</b>		
Acceleration 0-100 km/h	Seconds	7.8
Top speed	km/h	234
Combined consumption <sup>2</sup> (WLTP)	l/100 km	5.7-4.9
Combined CO <sub>2</sub> emissions <sup>2</sup> (WLTP)	g/km	149-130
Emissions class		Euro 6

<sup>2</sup> All figures are provisional and were determined internally in accordance with the "WLTP test procedure" certification method. So far there are no confirmed figures from an officially approved testing organisation, nor any EC type approval or certificate of conformity with official figures. Differences between the stated figures and the official figures are possible.



## Mercedes-Benz E200

<b>Engine</b>		
Number of cylinders/arrangement		4/in-line
Displacement	cc	1999
Rated output	kW/hp	150/204
at engine speed	rpm	5800
Add. elect. output (boost)	kW/hp	17/23
Rated torque	Nm	320
at engine speed	rpm	1600-4000
Add. torque (boost)	Nm	205
Compression ratio		10.0:1
Mixture formation		High-pressure injection
<b>Power transmission</b>		
Drive system		Rear-wheel
Transmission		9G TRONIC automatic transmission
<b>Gear ratios</b>		
1st/2nd/3rd/4th/5th/6th/7th gear		5.35/3.24/2.25/1.64/1.21/1.00/0.87/0.72/0.60
Reverse		4.80
<b>Suspension</b>		
Front axle	Four-link front axle, coil springs, gas-pressure shock absorbers, stabiliser	
Rear axle	Five-link independent rear suspension, coil springs, gas-pressure shock absorbers, stabiliser	
Braking system	Internally ventilated disc brakes at the front, electric parking brake, ABS, Brake Assist, ESP®	
Steering	Electrically assisted rack-and-pinion power steering	
Wheels	7.5 J x 17 ET 30	
Tyres	225/60 R 17	
<b>Dimensions and weights</b>		
Wheelbase	mm	2961
Front/rear track	mm	1634/1648
Length/width/height	mm	4949/1880/1468
Turning circle	m	11.6
Boot capacity, VDA	litres	540
Kerb weight acc. to EC	kg	1825
Payload	kg	625
GVWR	kg	2450
Tank capacity/of which reserve	litres	66/7
<b>Performance, consumption, emissions</b>		
Acceleration 0-100 km/h	Seconds	7.5
Top speed	km/h	240
Combined consumption <sup>3</sup> (WLTP)	l/100 km	7.3-6.4
Combined CO <sub>2</sub> emissions <sup>3</sup> (WLTP)	g/km	166-144
Emissions class		Euro 6

<sup>3</sup> All figures are provisional and were determined internally in accordance with the "WLTP test procedure" certification method. So far there are no confirmed figures from an officially approved testing organisation, nor any EC type approval or certificate of conformity with official figures. Differences between the stated figures and the official figures are possible.

## Mercedes-Benz E 300 e

<b>Engine</b>		
Number of cylinders/arrangement		4/in-line
Displacement	cc	1999
Rated output, petrol engine	kW/hp	150/204
at engine speed	rpm	6100
Rated torque	Nm	320
at engine speed	rpm	2000-4000
Compression ratio		10.0:1
Mixture formation		High-pressure injection
Rated output, electric motor	kW	95
Rated torque, electric motor	Nm	440
System output	kW	230
System torque	Nm	550
<b>Power transmission</b>		
Drive system		Rear-wheel
Transmission		9G TRONIC automatic transmission
<b>Gear ratios</b>		
1st/2nd/3rd/4th/5th/6th/7th gear		5.35/3.24/2.25/1.64/1.21/1.00/0.87/0.72/0.60
Reverse		4.80
<b>Suspension</b>		
Front axle	Four-link front axle, coil springs, gas-pressure shock absorbers, stabiliser	
Rear axle	Five-link independent rear suspension, coil springs, gas-pressure shock absorbers, stabiliser	
Braking system	Internally ventilated disc brakes at the front, electric parking brake, ABS, Brake Assist, ESP®	
Steering	Electrically assisted rack-and-pinion power steering	
Wheels, front/rear	8.5 J x 19 ET 35.5 / 9.5 J x 19 ET 51	
Tyres, front/rear	245/40 R19, 275/35 R19	
<b>Dimensions and weights</b>		
Wheelbase	mm	2961
Front/rear track	mm	1620/1603
Length/width/height	mm	4949/1880/1480
Turning circle	m	11.6
Boot capacity, VDA	litres	370
Kerb weight acc. to EC	kg	2210
Payload	kg	595
GVWR	kg	2805
Tank capacity/of which reserve	litres	50/7
<b>Performance, consumption, emissions</b>		
Acceleration 0-100 km/h	Seconds	6.4
Top speed	km/h	236
Combined consumption, weighted <sup>4</sup> (WLTP)	l/100 km	0,8-0,5
Combined power consumption, weighted <sup>4</sup> (WLTP)		20,7-18,4
Combined CO <sub>2</sub> emissions, weighted <sup>4</sup> (WLTP)	g/km	18-12
Emissions class		Euro 6

<sup>4</sup> All figures are provisional and were determined internally in accordance with the "WLTP test procedure" certification method. So far there are no confirmed figures from an officially approved testing organisation, nor any EC type approval or certificate of conformity with official figures. Differences between the stated figures and the official figures are possible.

## Mercedes-Benz E 300 e 4MATIC

<b>Engine</b>		
Number of cylinders/arrangement		4/in-line
Displacement	cc	1999
Rated output, petrol engine	kW/hp	150/204
at engine speed	rpm	6100
Rated torque	Nm	320
at engine speed	rpm	2000-4000
Compression ratio		10.0:1
Mixture formation		High-pressure injection
Rated output, electric motor	kW	95
Rated torque, electric motor	Nm	440
System output	kW	230
System torque	Nm	550
<b>Power transmission</b>		
Drive system		All-wheel drive
Transmission		9G TRONIC automatic transmission
<b>Gear ratios</b>		
1st/2nd/3rd/4th/5th/6th/7th gear		5.35/3.24/2.25/1.64/1.21/1.00/0.87/0.72/0.60
Reverse		4.80
<b>Suspension</b>		
Front axle	Four-link front axle, coil springs, gas-pressure shock absorbers, stabiliser	
Rear axle	Five-link independent rear suspension, coil springs, gas-pressure shock absorbers, stabiliser	
Braking system	Internally ventilated disc brakes at the front, electric parking brake, ABS, Brake Assist, ESP®	
Steering	Electrically assisted rack-and-pinion power steering	
Wheels, front/rear	8.5 J x 19 ET 35.5 / 9.5 J x 19 ET 51	
Tyres, front/rear	245/40 R19, 275/35 R19	
<b>Dimensions and weights</b>		
Wheelbase	mm	2961
Front/rear track	mm	1620/1603
Length/width/height	mm	4949/1880/1480
Turning circle	m	12.0
Boot capacity, VDA	litres	370
Kerb weight acc. to EC	kg	2265
Payload	kg	595
GVWR	kg	2860
Tank capacity/of which reserve	litres	50/7
<b>Performance, consumption, emissions</b>		
Acceleration 0-100 km/h	Seconds	6.5
Top speed	km/h	234
Combined consumption, weighted <sup>5</sup> (WLTP)	l/100 km	0,9-0,6
Combined power consumption, weighted <sup>5</sup> (WLTP)		21,6-19,2
Combined CO <sub>2</sub> emissions, weighted <sup>5</sup> (WLTP)	g/km	20-14
Emissions class		Euro 6

<sup>5</sup> All figures are provisional and were determined internally in accordance with the "WLTP test procedure" certification method. So far there are no confirmed figures from an officially approved testing organisation, nor any EC type approval or certificate of conformity with official figures. Differences between the stated figures and the official figures are possible.

## Mercedes-Benz E 400 e 4MATIC

<b>Engine</b>		
Number of cylinders/arrangement		4/in-line
Displacement	cc	1999
Rated output, petrol engine	kW/hp	185/252
at engine speed	rpm	5800
Rated torque	Nm	400
at engine speed	rpm	3200-4000
Compression ratio		10.0:1
Mixture formation		High-pressure injection
Rated output, electric motor	kW	95
Rated torque, electric motor	Nm	440
System output	kW	280
System torque	Nm	650
<b>Power transmission</b>		
Drive system		All-wheel drive
Transmission		9G TRONIC automatic transmission
<b>Gear ratios</b>		
1st/2nd/3rd/4th/5th/6th/7th gear		5.35/3.24/2.25/1.64/1.21/1.00/0.87/0.72/0.60
Reverse		4.80
<b>Suspension</b>		
Front axle	Four-link front axle, coil springs, gas-pressure shock absorbers, stabiliser	
Rear axle	Five-link independent rear suspension, coil springs, gas-pressure shock absorbers, stabiliser	
Braking system	Internally ventilated disc brakes at the front, electric parking brake, ABS, Brake Assist, ESP®	
Steering	Electrically assisted rack-and-pinion power steering	
Wheels, front/rear	8.5 J x 19 ET 35.5 / 9.5 J x 19 ET 51	
Tyres, front/rear	245/40 R19, 275/35 R19	
<b>Dimensions and weights</b>		
Wheelbase	mm	2961
Front/rear track	mm	1620/1603
Length/width/height	mm	4949/1880/1480
Turning circle	m	12.0
Boot capacity, VDA	litres	370
Kerb weight acc. to EC	kg	2265
Payload	kg	595
GVWR	kg	2860
Tank capacity/of which reserve	litres	50/7
<b>Performance, consumption, emissions</b>		
Acceleration 0-100 km/h	Seconds	5.3
Top speed	km/h	250
Combined consumption, weighted <sup>6</sup> (WLTP)	l/100 km	0,9-0,6
Combined power consumption, weighted <sup>6</sup> (WLTP)		21,6-19,2
Combined CO <sub>2</sub> emissions, weighted <sup>6</sup> (WLTP)	g/km	20-14
Emissions class		Euro 6

<sup>6</sup> All figures are provisional and were determined internally in accordance with the "WLTP test procedure" certification method. So far there are no confirmed figures from an officially approved testing organisation, nor any EC type approval or certificate of conformity with official figures. Differences between the stated figures and the official figures are possible.

