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Plug-in hybrid Supplement



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Mercedes-Benz



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In this Operator's Manual you will find the following symbols:

WARNING

Warning notes make you aware of dangers which could pose a threat to your health or life, or to the health and life of others.

Environmental note

Environmental notes provide you with information on environmentally aware actions or disposal.

! Notes on material damage alert you to dangers that could lead to damage to your vehicle.

i Practical tips or further information that could be helpful to you.

- This symbol indicates an instruction that must be followed.
- Several of these symbols in succession indicate an instruction with several steps.

(▷
page)

▷▷

Dis-
play

This symbol tells you where you can find more information about a topic.

This symbol indicates a warning or an instruction that is continued on the next page.

This text indicates a message on the multifunction display/multimedia display.

Publication details

Internet

Further information about Mercedes-Benz vehicles and about Daimler AG can be found on the following websites:

<http://www.mbusa.com> (USA only)

<http://www.mercedes-benz.ca> (Canada only)

Editorial office

You are welcome to forward any queries or suggestions you may have regarding this Operator's Manual to the technical documentation team at the following address:

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Vehicle manufacturer

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Welcome to the world of Mercedes-Benz

We urge you to read this Operator's Manual carefully and familiarize yourself with the vehicle before driving. For your own safety and a longer vehicle life, follow the instructions and warning notices in this Operator's Manual. Ignoring them could result in damage to the vehicle or personal injury to you or others.

Vehicle damage caused by failure to follow instructions is not covered by the Mercedes-Benz Limited Warranty.

The equipment or product designation of your vehicle may vary depending on:

- Model
- Order
- Country specification
- Availability

Mercedes-Benz therefore reserves the right to introduce changes in the following areas:

- Design
- Equipment
- Technical features

The equipment in your vehicle may therefore differ from that shown in the descriptions and illustrations.

The following are integral components of the vehicle:

- Digital Operator's Manual
- Printed Operator's Manual
- Maintenance Booklet
- Equipment-dependent supplements

Keep these documents in the vehicle at all times. If you sell the vehicle, always pass all documents on to the new owner.

Your Operator's Manual:

Digital form inside the vehicle

The Digital Operator's Manual provides comprehensive and specifically adapted information on your vehicle's equipment and multimedia system. It contains informative animations, individual language settings and an intuitive search function.

Booklet inside the vehicle

In addition to this manual and the aforementioned digital media, you also have the option to obtain a comprehensive printed version of the Supplement for your multimedia system from your authorized Mercedes-Benz Center.



Digital form via the Internet

The Operator's Manual on the Internet provides easy access to all information regarding your vehicle and multimedia system. It also provides helpful animations, interesting background information and a wide array of search options.



Digital form as an App

Using the Mercedes-Benz Guides App, you can view all the information on your vehicle and multimedia system via mobile Internet or download it independently of network access. Available for smartphones or tablets.

You can also use the Mercedes-Benz Guides App:



Apple® iOS



Android™

Please note that the Mercedes-Benz Guides App may not yet be available in your country.

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Protecting the environment

Environmental note

Have a defective high-voltage battery disposed of in an environmentally-responsible manner. Contact a qualified specialist workshop which has the necessary specialist knowledge and tools to carry out the work required. Mercedes-Benz recommends that you use an authorized Mercedes-Benz Center for this purpose.

ating the vehicle electrically is provided by the vehicle's high-voltage electrical system of the hybrid drive system.

DANGER

The vehicle's high-voltage electrical system is under high voltage. If you modify components in the vehicle's high-voltage electrical system or touch damaged components, you may be electrocuted. The components in the vehicle's high-voltage electrical system may be damaged in an accident, although the damage is not visible. There is a risk of fatal injury.

Following an accident, do not touch any high-voltage components and never modify the vehicle's high-voltage electrical system. Have the vehicle towed away after an accident and the vehicle's high-voltage electrical system checked by a qualified specialist workshop.

Operator's Manual

Vehicle equipment

This Supplement provides information on all the important functions of your hybrid vehicle that are either not described or differ from the descriptions in the vehicle Operator's Manual. The information supplements or substitutes the corresponding sections in the vehicle Operator's Manual. Under no circumstances does the supplement replace the Operator's Manual.

This Supplement describes all models, and standard and optional equipment for your system, as available at the time of going to print. Country-specific differences are possible. Bear in mind that your vehicle may not feature all functions described here. This also applies to safety-relevant systems and functions. The equipment in your vehicle may therefore differ from that shown in the descriptions and illustrations.

The original purchase contract documentation for your vehicle contains a list of all the systems in your vehicle.

Should you have any questions concerning equipment and operation, please consult a qualified specialist workshop.

The Operator's Manual and Maintenance Booklet are important documents and should be kept in the vehicle.



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All components of the hybrid drive system are marked with yellow warning stickers that warn you of the danger of high voltage. The cables of the vehicle's high-voltage electrical system are orange in color.

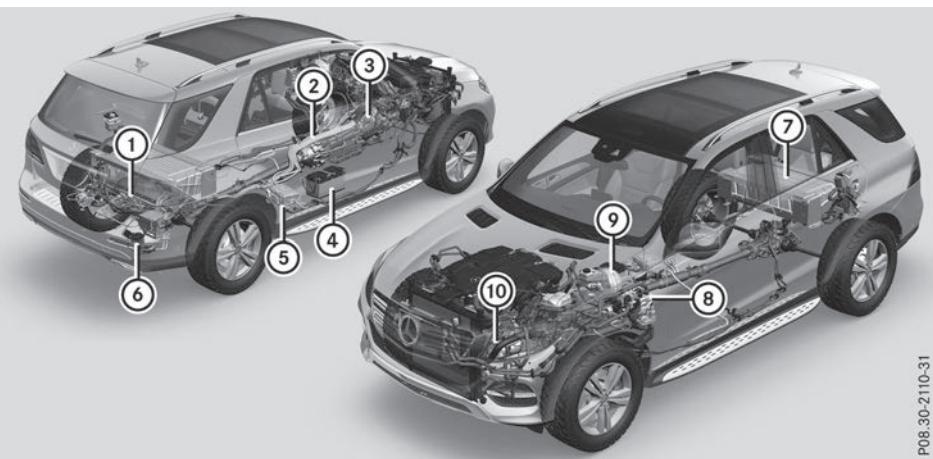
Always have all work on the hybrid drive system carried out at a qualified specialist workshop.

Vehicles with an electric motor generate much less driving noise than vehicles with internal combustion engines. As a result, your vehicle may not be heard by other road users in certain situations. This can happen, for example, when you are parking and your vehicle is not seen by other road users. This requires you to adopt a particularly anticipatory driving style, as it is necessary to allow for the possibility that other road users may behave erratically.

Operating safety

Important safety notes

Hybrid vehicles have a combustion engine and an electric motor. The voltage supply for oper-

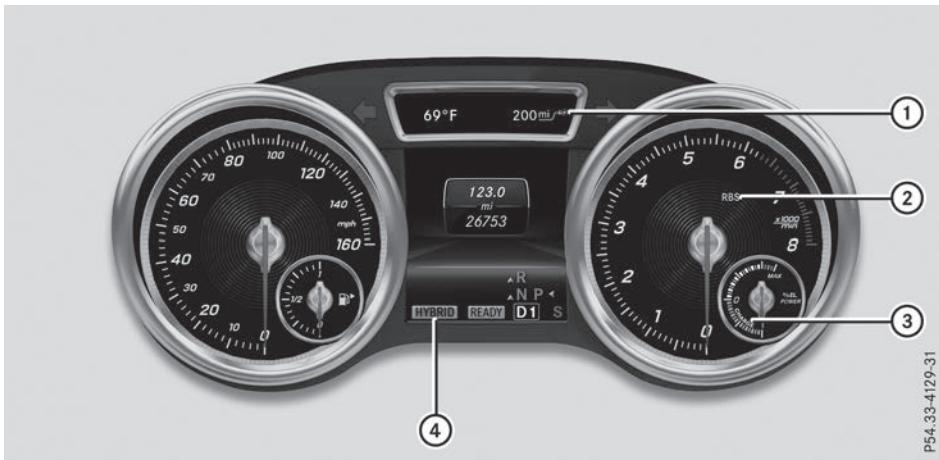


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- ① Battery charger and voltage converter
- ② Transmission with electric motor
- ③ High-voltage electrical system cables
- ④ 12 V battery
- ⑤ Vehicle socket
- ⑥ Power electronics
- ⑦ High-voltage battery
- ⑧ Electric heater
- ⑨ Recuperative Brake System
- ⑩ Electric refrigerant compressor

You can switch off the hybrid drive system manually. For further information on the high-voltage switch-off device, see (▷ page 10).

Instrument cluster



- ① Electrical range
- ② Recuperative Brake System warning lamp (▷ page 49)
- ③ Electric motor performance display (▷ page 38)
- ④ Driving mode display (▷ page 21)

Hybrid drive system

General notes

Hybrid technology combines a fuel efficient internal combustion engine with a powerful electric motor.

Important safety notes

Danger of electric shock

DANGER

The vehicle's high-voltage electrical system is under high voltage. If you modify components in the vehicle's high-voltage electrical system or touch damaged components, you may be electrocuted. The components in the vehicle's high-voltage electrical system may be damaged in an accident, although the damage is not visible. There is a risk of fatal injury. Following an accident, do not touch any high-voltage components and never modify the vehicle's high-voltage electrical system. Have the vehicle towed away after an accident and the vehicle's high-voltage electrical system checked by a qualified specialist workshop.

When towing a vehicle after an accident, be sure to observe the following sections in the vehicle Operator's Manual:

- Transporting the vehicle
- Towing the vehicle with the rear axle raised
- Towing a vehicle with both axles on the ground

Read the safety instructions on towing and tow-starting (▷ page 53).



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All components of the hybrid drive system are marked with yellow warning stickers that warn you of the danger of high voltage. The cables of the vehicle's high-voltage electrical system are orange in color.

The ignition must be switched off when carrying out general tasks, such as replacing bulbs or checking the coolant level.

Automatic switching off of the hybrid drive system

If components of the restraint system are activated during an accident, the hybrid drive system is automatically deactivated.

The hybrid drive system is not activated when the vehicle is started if:

- an electrical short circuit is detected in the hybrid drive system
- an electrical connection in the hybrid drive system is disconnected

This ensures that you do not come into contact with high voltage.

Manual switching off of the hybrid drive system

The hybrid drive system can be deactivated manually using the high voltage switch-off device.

-  To prevent damage to the hybrid drive system please observe the following instructions:
- only deactivate the hybrid drive system manually in the following situations.
 - work on the hybrid drive system may only be carried out at a qualified specialist workshop, even when it has been deactivated manually.

Deactivate the hybrid system manually if:

- the  restraint system warning lamp in the instrument cluster lights up after an accident
- the vehicle is badly damaged, e.g. after an accident, and the restraint system components were not activated
- the vehicle is badly damaged and has to be towed or transported

► If possible, move the vehicle out of the danger zone: shift the automatic transmission to position **N**.

► Release the electric parking brake.

► Roll the vehicle to a safe place and park it safely.

Get assistance from others if necessary.

The vehicle is locked automatically when the ignition is switched on and the wheels are turning. There is therefore a risk of being locked out if the vehicle is being pushed or tested on a dynamometer.

► Switch the ignition off.

► Shift the automatic transmission to park position **P**.

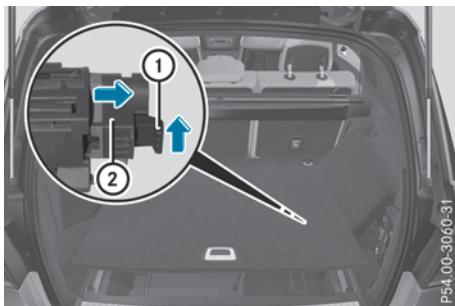
Apply the electric parking brake.

Secure the vehicle against rolling away (see the vehicle Operator's Manual).

► To use the high-voltage switch-off device: open the tailgate.

► Lift the cargo compartment floor upwards (see the vehicle Operator's Manual).

► Pull off the right-hand paneling in the cargo compartment.



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► Press release clip ① in the direction of the arrow and pull it out.

► Pull high-voltage switch-off device ② apart until it engages.

If the hybrid drive system has been deactivated due to reasons mentioned above, have it checked at a qualified specialist workshop before reactivation.

High-voltage battery

WARNING

In the event of a vehicle fire, the internal pressure of the high-voltage battery can exceed a

critical value. In this case flammable gas escapes through a ventilation valve on the underbody. The gas can ignite. There is a risk of injury.

Leave the danger zone immediately. Secure the danger area at a suitable distance, whilst observing legal requirements.

WARNING

If the housing of the high-voltage battery has been damaged, electrolyte and gases may leak out. These are poisonous and caustic. There is a risk of injury.

Avoid contact with skin, eyes or clothing. Immediately rinse electrolyte splashes off with water and seek medical attention straight away.

! Exhaustive discharge caused by the vehicle standing idle for lengthy periods can damage the high-voltage battery. If the vehicle is idle for lengthy periods leave the high-voltage battery connected to a charging station.

Charging the high-voltage battery (▷ page 29).

Engine compartment

Before opening the hood:

► Apply the electric parking brake.

► Shift the transmission to position **P**.

► Switch the ignition off.

► Observe the warning notes on the risk of electric shock (▷ page 10).

► Observe the warning notes about the hood (see the vehicle Operator's Manual).

RBS driving safety system (Recuperative Brake System)

The Recuperative Brake System supports you when braking with an electronically-controlled brake boost mode and enables the recovery of kinetic energy (recuperation).

Further information about the Recuperative Braking System (▷ page 20).

Occupant safety

Restraint system warning lamp

If the restraint system is disrupted, the high-voltage on-board electrical system may not be switched off in the event of an accident as intended.

DANGER

If the restraint system is malfunctioning, restraint system components may be triggered unintentionally or may not deploy as intended during an accident. This can affect for example the Emergency Tensioning Device or the air bag. Furthermore, in the event of an accident, the vehicle's high-voltage electrical system may not be deactivated as intended. You may be electrocuted if you touch the damaged components of the vehicle's high-voltage electrical system. This poses an increased risk of injury or even fatal injury.

Have the restraint system checked and repaired in a qualified specialist workshop as soon as possible. After an accident, switch off the ignition immediately and remove the key from the ignition lock.

A malfunction has occurred if the  restraint system warning lamp:

- does not light up after the ignition is switched on
- does not go out after a few seconds while the combustion engine or hybrid system is running
- lights up again while the combustion engine or hybrid system is running

Overview of climate control systems

General notes

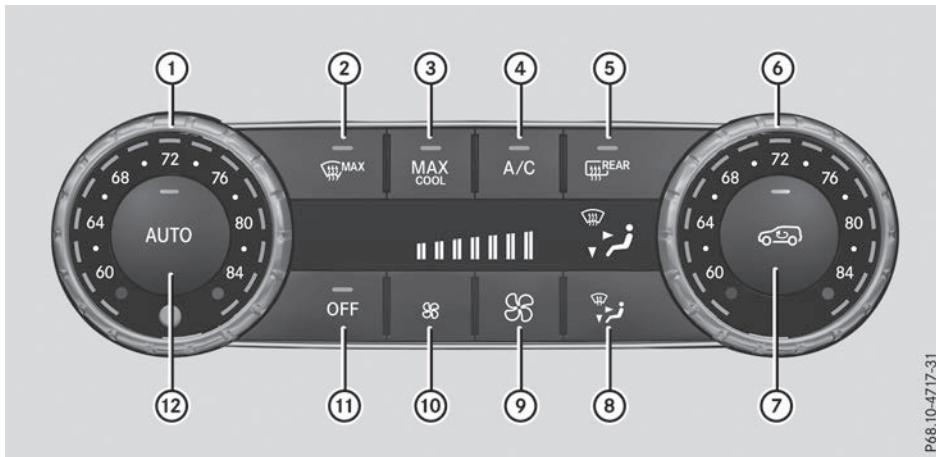
Observe the notes and the recommended settings in the vehicle Operator's Manual. The windows could otherwise fog up.

Climate control regulates the temperature and air humidity in the vehicle interior. Due to the electric refrigerant compressor, the "Cooling with dehumidification" function is available even when the combustion engine is not running. Optimum climate control is only achieved with the side windows and roof closed.

The residual heat function can only be activated or deactivated with the ignition switched off (▷ page 17).

The "Pre-entry climate control" function is available. Before entering the vehicle, you can use this function to briefly preheat or ventilate the driver's seat area or the entire vehicle interior. This cools the air from the air vents.

Control panel for dual-zone automatic climate control

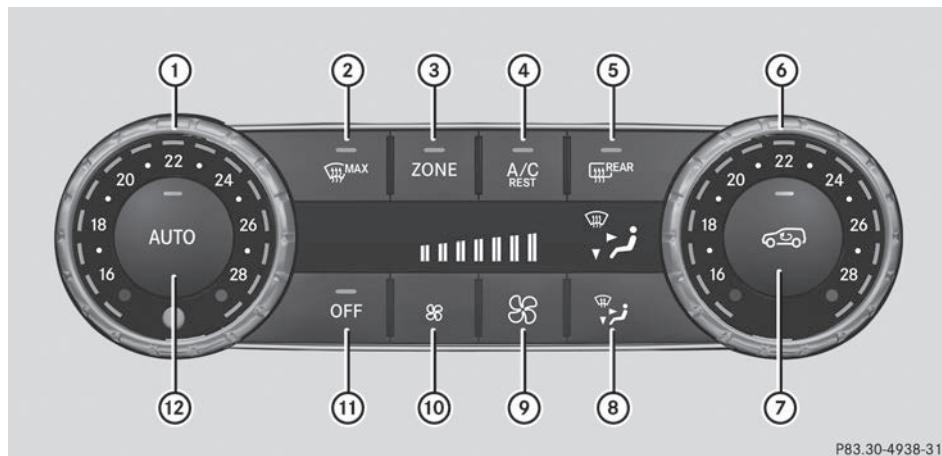


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Front control panel

- ① Sets the temperature, left
- ② Defrosts the windshield
- ③ Switches the maximum cooling MAX COOL on or off
- ④ Switches cooling with air dehumidification on/off (▷ page 17)
- ⑤ Switches the rear window defroster on/off
- ⑥ Sets the temperature, right
- ⑦ Switches air-recirculation mode on/off
- ⑧ Sets the air distribution
- ⑨ Increases the airflow
- ⑩ Reduces the airflow
- ⑪ Activates/deactivates climate control
- ⑫ Sets climate control to automatic



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Canada only

Front control panel

- ① Sets the temperature, left
- ② Defrosts the windshield
- ③ Switches the ZONE function on/off
- ④ Switches cooling with air dehumidification on/off (▷ page 17)
Switches the residual heat on or off (▷ page 17)
- ⑤ Switches the rear window defroster on/off
- ⑥ Sets the temperature, right
- ⑦ Switches air-recirculation mode on/off
- ⑧ Sets the air distribution
- ⑨ Increases the airflow
- ⑩ Reduces the airflow
- ⑪ Activates/deactivates climate control
- ⑫ Sets climate control to automatic

Information and recommendations can be found in the vehicle Operator's Manual

- on using the automatic climate control
- on using the rear control panel
- on the individual functions

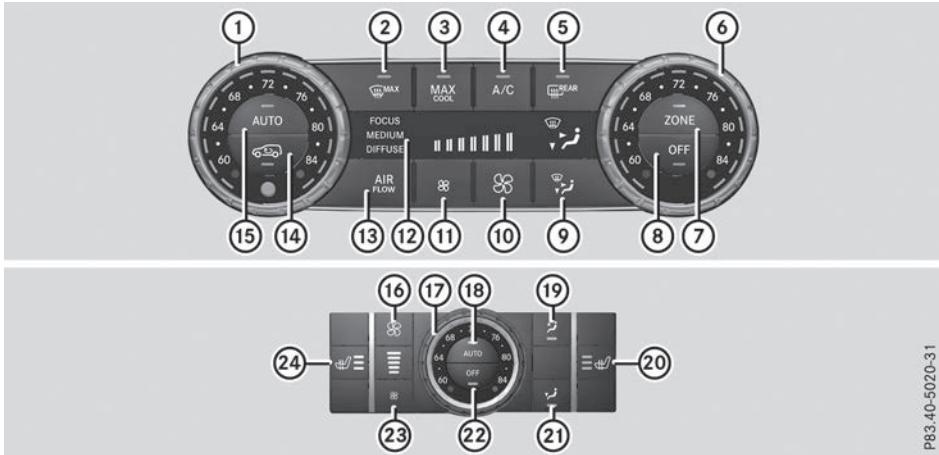
Observe these notes for optimal use of the automatic climate control.

The "Cooling with air dehumidification" function is even available when the engine is not running (▷ page 17).

Use the residual heat function if you want to heat or ventilate the vehicle interior when the ignition is switched off. The residual heat function can only be activated or deactivated with the ignition switched off. When the ignition is switched on, the residual heat function is switched off (▷ page 17).

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Control panel for 3-zone automatic climate control



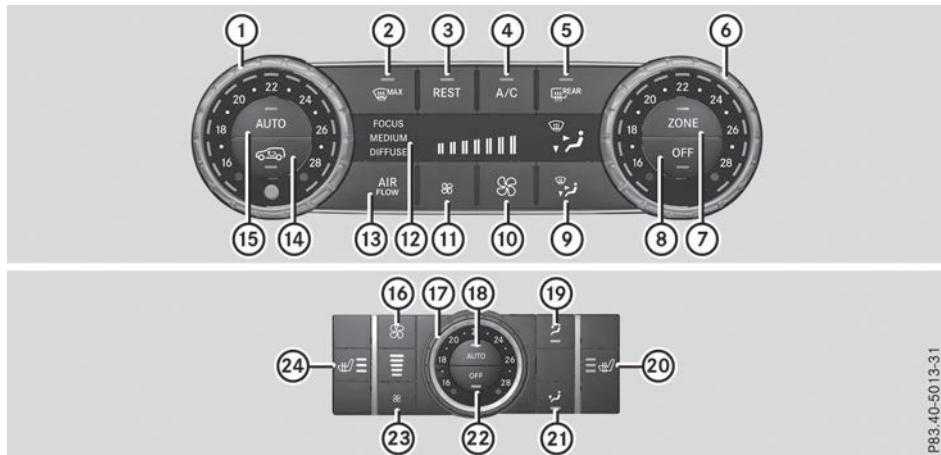
USA only

Front control panel

- ① Sets the temperature, left
- ② Defrosts the windshield
- ③ Switches the maximum cooling MAX COOL on or off
- ④ Switches cooling with air dehumidification on/off (▷ page 17)
- ⑤ Switches the rear window defroster on/off
- ⑥ Sets the temperature, right
- ⑦ Switches the ZONE function on/off
- ⑧ Activates/deactivates climate control
- ⑨ Sets the air distribution
- ⑩ Increases the airflow
- ⑪ Reduces the airflow
- ⑫ Display
- ⑬ Adjusts the climate mode settings
- ⑭ Switches air-recirculation mode on/off
- ⑮ Sets climate control to automatic

Rear control panel

- ⑯ Increases the airflow
- ⑰ Sets the temperature
- ⑱ Sets rear-compartment climate control to automatic
- ⑲ Directs the air distribution through the rear air vents
- ⑳ Switches the seat heating on the right-hand side on/off
- ㉑ Directs the air distribution through the footwell vents
- ㉒ Switches the rear climate control on/off
- ㉓ Reduces the airflow
- ㉔ Switches the seat heating on the left-hand side on/off



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Canada only

Front control panel

- ① Sets the temperature, left
- ② Defrosts the windshield
- ③ Switches the residual heat on or off (▷ page 17)
- ④ Switches cooling with air dehumidification on/off (▷ page 17)
- ⑤ Switches the rear window defroster on/off
- ⑥ Sets the temperature, right
- ⑦ Switches the ZONE function on/off
- ⑧ Activates/deactivates climate control
- ⑨ Sets the air distribution
- ⑩ Increases the airflow
- ⑪ Reduces the airflow
- ⑫ Display
- ⑬ Adjusts the climate mode settings
- ⑭ Switches air-recirculation mode on/off
- ⑮ Sets climate control to automatic

Rear control panel

- ⑯ Increases the airflow
- ⑰ Sets the temperature
- ⑱ Sets rear-compartment climate control to automatic
- ⑲ Directs the air distribution through the rear air vents
- ⑳ Switches the seat heating on the right-hand side on/off
- ㉑ Directs the air distribution through the footwell vents
- ㉒ Switches the rear climate control on/off
- ㉓ Reduces the airflow
- ㉔ Switches the seat heating on the left-hand side on/off

Information and recommendations can be found in the vehicle Operator's Manual

- on using the automatic climate control
- on using the rear control panel
- on the individual functions

Observe these notes for optimal use of the automatic climate control.

The "Cooling with air dehumidification" function is even available when the engine is not running (▷ page 17).

Use the residual heat function if you want to heat or ventilate the vehicle interior when the ignition is switched off. The residual heat function can only be activated or deactivated with the ignition switched off. When the ignition is switched on, the residual heat function is switched off (▷ page 17).

Operating the climate control systems

Switching cooling with air dehumidification on/off

If you deactivate the "Cooling with air-dehumidification" function, the air inside the vehicle will not be cooled. The air inside the vehicle will also not be dehumidified. The windows can fog up more quickly. Therefore, deactivate the cooling with air-dehumidification function only briefly. The "Cooling with air dehumidification" function is available even when the engine is not running. The air inside the vehicle is cooled and dehumidified according to the temperature selected. Condensation may drip from the underside of the vehicle when it is in cooling mode. This is normal and not a sign that there is a malfunction.

- ▶ **To activate:** press the  or  button. The indicator lamp in the  or  button lights up.
- ▶ **To deactivate:** press the  or  button. The indicator lamp in the  or  button goes out. The "Cooling with air dehumidification" function has a delayed switch-off feature.

Switching the residual heat on or off

It is possible to make use of the residual heat of the engine to continue heating the stationary vehicle for up to 30 minutes after the engine has been switched off. The heating time depends on the set interior temperature.

▶ **To activate:** press the  or  button. The indicator lamp in the  or  button lights up.

▶ **To deactivate:** press the  or  button. The indicator lamp in the  or  button goes out.

The blower will run at a low speed regardless of the airflow setting.

If you activate the residual heat function at high temperatures, only the ventilation will be activated. The blower runs at medium speed.

Residual heat is deactivated automatically:

- after approximately 30 minutes
- when the ignition is switched on
- if the battery voltage drops

Pre-entry climate control via Smart-Key

General notes

Before getting in, the vehicle interior can be briefly warmed or ventilated in advance and the air from the air vents can be pre-cooled.

The high-voltage battery must be sufficiently charged before "Pre-entry climate control via SmartKey" can be activated.

When the vehicle is pre-cooled, the following functions are activated as necessary:

- Climate control system
- Blower
- Seat ventilation

When the vehicle is pre-heated, the following functions are activated as necessary:

- Climate control system
- Blower
- Seat heating

If you have activated ionization via the multimedia system, it is activated together with pre-entry climate control.

Activating/deactivating

Before "Pre-entry climate control via SmartKey" can be activated, you must activate the function using the on-board computer.

► **To activate:** unlock the vehicle using the SmartKey or KEYLESS-GO.

The climate control functions are activated for up to five minutes for pre-heating and cooling.

► **To deactivate:** "Pre-entry climate control via SmartKey" deactivates automatically when the engine is started.

The following functions remain active after the engine is started:

- Seat heating
- Seat ventilation
- Ionization

Problems with the "Pre-entry climate control via SmartKey" function

Problem	Possible causes/consequences and ► Solutions
"Pre-entry climate control via SmartKey" cannot be switched on or has switched itself off.	<p>The condition of charge of the high-voltage battery is under the specified minimum condition of charge.</p> <p>► Start the engine when the vehicle is at a standstill. The engine powers the electric motor. The electric motor operates as a generator. The high-voltage battery is being charged.</p> <p>Further information on charging the high-voltage battery via:</p> <ul style="list-style-type: none"> • a mains socket (► page 32) • a charging station (► page 34) • a wallbox (► page 34) <p>"Pre-entry climate control via SmartKey" has been started more than twice with the engine switched off.</p> <p>► Switch on the engine and let it run for more than ten seconds.</p> <p>► Try again to switch on "Pre-entry climate control via SmartKey".</p>

Pre-entry climate control at time of departure

Important safety notes

WARNING

If persons, particularly children are subjected to prolonged exposure to extreme heat or cold, there is a risk of injury, possibly even fatal. Never leave children unattended in the vehicle.

General notes

You can use the "Pre-entry climate control at departure time" function to cool or heat the vehicle interior if the engine is not running.

The "Pre-entry climate control at departure time" function can be activated regardless of whether or not the vehicle is connected to an electric power supply. The condition of charge of the high-voltage battery must be higher than the specified minimum condition of charge, however.

When the vehicle is connected to an electric power supply, priority is given to charging the high-voltage battery to the specified minimum charge. "Pre-entry climate control at departure time" is only activated subsequently.

The running time of the "Pre-entry climate control at departure time" function may be reduced if:

- the vehicle is not connected to an electric power supply and
- the high-voltage battery is not fully charged

With active "Pre-entry climate control at departure time" the condition of charge of the high-voltage battery can be reduced, even if the charge cable connector is connected.

When the vehicle is cooled, the following functions are activated if required:

- Climate control system
- Blower
- Seat ventilation

When the vehicle is heated, the following functions are activated if required:

- Climate control system
- Blower
- Seat heating

If you have activated ionization via the multimedia system, it is activated together with "Pre-entry climate control".

Information on activating or deactivating "Pre-entry climate control at departure time" using the multimedia system (see the vehicle Operator's Manual).

Setting the departure time

You can set the departure time using the on-board computer or via the online access to the vehicle. The activation of the "Pre-entry climate control at departure time" function can be linked to this departure time. Your vehicle will then be cooled or heated until the desired temperature is reached in time for the set departure time. "Pre-entry climate control at departure time" will be activated a maximum of 55 minutes before departure. If the departure is delayed, the vehicle will be heated or cooled for another five minutes.

► **To set the departure time:** set the departure time using the on-board computer (▷ page 44). Set the departure time using the Mercedes connect me web App <http://www.mercedes.me>.

► **To activate or deactivate "Pre-entry climate control at departure time":** activate or deactivate "Pre-entry climate control at departure time" using the on-board com-

puter. Activate or deactivate "Pre-entry climate control at departure time" using the Mercedes connect me web App <http://www.mercedes.me>.

The "Pre-entry climate control at departure time" function switches off automatically when the vehicle is started. The following functions remain active:

- Seat heating
- Seat ventilation
- Ionization

To deactivate "Pre-entry climate control at departure time": the activated "Pre-entry climate control at departure time" can be deactivated using the  button (▷ page 19).

Activating/deactivating the "Immediate pre-entry climate control" function using the button

You can activate "Immediate pre-entry climate control" even if the vehicle interior is already at the desired temperature. This means, for example, that the vehicle interior continues to be cooled or heated if the journey is interrupted for up to 50 minutes and the interior temperature is kept constant.



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► **To activate or deactivate "Immediate pre-entry climate control":** press button ①.

The blue or red indicator lamp in the button lights up or goes out.

The colors of the indicator lamps on button ① have the following meanings:

- blue: cooling activated
- red: heating activated
- yellow: departure time is preselected

Driving

Points to remember

General notes

Hybrid technology combines a fuel-efficient combustion engine with a powerful electric motor. In **HYBRID** operating mode, the hybrid drive system automatically selects the most efficient operating mode for every driving situation. Drive the vehicle in the usual manner.

To save fuel in **HYBRID** mode, the hybrid drive system switches off the combustion engine as often as possible during the journey when power output requirements are low. When power output requirements are low, the electric motor powers the vehicle. The engine is switched on, even while the vehicle is in motion, when a higher power output is required. The engine is usually switched off when the vehicle is stationary. Consequently, there is usually no engine idling as with combustion engine vehicles.

For pulling away and accelerating, the electric motor supports the internal combustion engine using the power stored in the high-voltage battery. In addition, the power is used for electric driving, operation of the electric refrigerant compressor and to supply the 12 V on-board electrical system. In this way the hybrid drive system helps to reduce your vehicle's fuel consumption.

Observe the driving tips on plug-in-hybrid operation (▷ page 26).

Recuperative Brake System

If you release the accelerator pedal when the vehicle is in motion, recuperation is initiated. The electric motor is operating as a generator, e.g. in overrun mode and when braking. Hybrid technology converts the kinetic energy of the vehicle to electric energy and stores it in the high-voltage battery.

Observe the important safety notes for the Recuperative Brake System (▷ page 11).

Important safety notes

If the engine is switched off by the ECO start/stop function, you open the driver's door and unfasten your seat belt:

- a message appears in the multifunction display and
- a warning tone sounds

Further information (▷ page 45).

All of the vehicle's systems remain active, if:

- the vehicle is stationary
- the combustion engine is switched off and
- the **[READY]** indicator lights up in the instrument cluster

If you remove your foot from the brake pedal while in transmission position **D** or **R**, the vehicle could pull away automatically.

Observe the notes on the **[READY]** indicator of the ECO start/stop function (▷ page 23).

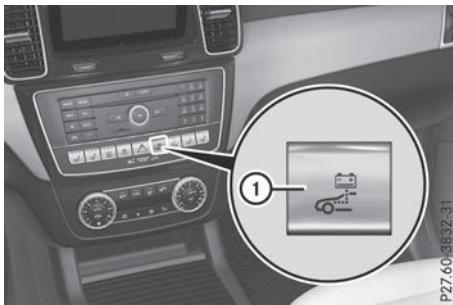
Vehicles with an electric motor generate much less driving noise than vehicles with internal combustion engines. As a result, your vehicle may not be heard by other road users in certain situations.

The vehicle is equipped with the acoustic presence indicator.

The acoustic presence indicator generates a sound at speeds between 0 and 20 mph (30 km/h). This helps other road users, particularly pedestrians and cyclists, to hear your vehicle better. This noise can also be heard within the vehicle interior in a quiet environment, for example.

The volume depends on the engine speed. The faster you accelerate, the louder the sound is. It is reduced at speeds between 12 and 18 mph (20 to 30 km/h) and is switched off when a speed of 20 mph (30 km/h) is reached. Above this speed, normal vehicle noise emission is sufficient for the vehicle to be heard in good time by other road users.

Operating modes

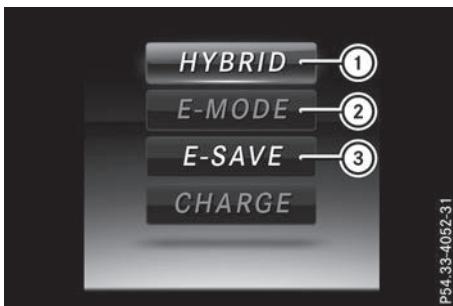


Button ① allows you to choose between different operating modes.

► Press button ① to change the operating mode.

The operating mode selected appears in the instrument cluster (▷ page 39).

If it is not possible to change operating modes, the display message **Change the current drive program before changing the operating mode.** or **Exit manual drive program M before changing the operating mode.** appears in the multifunction display. Further information on "Display messages" (▷ page 45).



- ① Operating mode selected
- ② Operating mode unavailable
- ③ Operating mode available

HYBRID

- Electric mode or driving with the internal combustion engine is possible
- Automatic selection of drive mode with electric mode as often as possible
- The high-voltage battery is discharged to approximately 15%
- To subsequently maintain the condition of charge of the high-voltage battery, the electric output is reduced. All vehicle functions such as electric operation mode, energy recuperation or boost mode, for example, are still available.

E-MODE

- Electric-only operation mode up to the output limit of the electric motor

E-SAVE

- Electric mode or driving with the internal combustion engine is possible
- Automatic selection of drive mode with electric mode as often as possible
- The current condition of charge of the high-voltage battery is maintained so the electrical energy can be used at a later time

CHARGE

- Electric drive is not possible
- Charging the high-voltage battery while driving using the combustion engine

In the **Sport** drive program (▷ page 22) and during manual gearshifting (▷ page 23), only the **HYBRID** operating mode is available.

If you switch from the **Sport** drive program to the **Comfort** drive program, the **HYBRID** operating mode remains selected.

If manual gearshifting is deactivated, the automatic transmission shifts:

- into the drive program that was last selected, and
- to the operating mode that was last selected

If you change the drive program, the operating mode that was last selected is stored for approximately 60 seconds. After this time, the HYBRID operating mode is automatically activated.

Starting the engine

The vehicle starts in electric mode without the internal combustion engine (noiseless start). The internal combustion engine starts only after the power demanded by the driver exceeds the available power that the electric motor can currently provide.

Noiseless start operation is dependent on the outside temperature and the operating temperature of the internal combustion engine. If not all conditions for noiseless start operation are fulfilled, the vehicle starts with the internal combustion engine.

Observe the notes on starting the vehicle in the vehicle Operator's Manual.



- ▶ Switch on the ignition.
- ▶ Depress the brake pedal.
- ▶ Start the vehicle (see the vehicle Operator's Manual).

When the vehicle is operational, the READY indicator lights up in the multifunction display (▷ page 39).

Pulling away

- ▶ Depress the brake pedal and keep it depressed.
- ▶ Shift the transmission to position **D** or **R**.
- ▶ If the **Apply brake to deselect Park (P) position** display message appears in the multifunction display, depress the brake

pedal more firmly and select the desired transmission position.

- ▶ Release the brake pedal.
- ▶ Carefully depress the accelerator pedal.

You can find further information on pulling away in the vehicle Operator's Manual.

Drive programs

DYNAMIC SELECT controller

Select the drive program using the DYNAMIC SELECT controller. Depending on the drive program selected the following vehicle characteristics will change:

- the drive (engine and transmission management)
- the suspension
- the steering
- the energy management

Each time you start the engine with the ignition SmartKey or the Start/Stop button, the **Comfort** drive program is activated. You can find further information on starting the engine in the vehicle Operator's Manual.



- ▶ Turn DYNAMIC SELECT controller ① as many times as necessary until the desired drive program is selected.

The symbol of the selected drive program is shown in the multifunction display.

In addition, the current drive program settings are displayed briefly in the multimedia system display.

Available drive programs:

Individual	<ul style="list-style-type: none"> • Individual settings
Sport	<ul style="list-style-type: none"> • Sporty driving style with increased boost mode • Electric-only operation is not possible
Comfort	<ul style="list-style-type: none"> • Comfortable, economical driving style • Electric-only operation is possible
Slippery	<ul style="list-style-type: none"> • Optimal driving characteristics on slippery or snow-covered roads • Electric-only operation is possible

Further information on the drive program (see the vehicle Operator's Manual).

Using the steering wheel paddle shifters, you can temporarily change gears yourself. For further information on the manual drive program (▷ page 23).

Manual gear shifting

Using the steering wheel paddle shifters, you can temporarily shift gears yourself. The transmission must be in position **D** to do this. If you activate manual gearshifting, the combustion engine is switched on automatically.

► **To activate:** pull the left-hand or right-hand steering wheel paddle shifter.

Manual gearshifting is activated temporarily. The selected gear and **M** appear in the multifunction display.

The ECO start/stop function is not available when manually changing gear.

Further information on manual gearshifting (see the vehicle Operator's Manual).

ECO start/stop function

General notes

The ECO start/stop function switches the combustion engine off automatically when the vehicle stops moving and at speeds below 80 mph (130 km/h) (▷ page 24).

All vehicle systems remain active, e.g. the automatic climate control.

The ECO start/stop function is neither available in the **Sport** drive program nor during manual shifting.

Automatic engine switch-off

The engine is switched off automatically, including when:

- the driver removes his/her foot from the accelerator in the **Comfort** drive program and a speed of 80 mph (130 km/h) is not exceeded (▷ page 24)
- the engine has reached its operating temperature
- the driver's seat belt is fastened and the driver's door is closed
- the driver only slightly depresses the accelerator pedal in order to, for example, maintain the current speed for a limited distance
- the hood is closed and engaged properly
- the high-voltage battery is charged sufficiently
- no malfunctions are present in the hybrid drive system

The internal combustion engine will not be switched off automatically, if:

- the self-diagnosis function of the engine management is active
- there is a malfunction in the hybrid drive system
- the climate control of the vehicle requires it
- the high-voltage battery is being charged (▷ page 40)

Automatic engine start

The automatically switched-off internal combustion engine starts automatically in certain situations, if:

- the power demand from the driver via the accelerator pedal is greater than the electric motor alone can provide
- the driver switches to the **Sport** drive program or to manual gearshifting
- the condition of charge of the high-voltage battery has reached the lower limit
- the driver has selected the **CHARGE** operating mode

Overrun mode

In overrun mode, the combustion engine is switched off and is disconnected from the drive train. The electric motor:

- generates low thrust, which corresponds to the overrun mode of an active combustion engine
- functions as an alternator, produces the necessary energy for the auxiliary consumers and charges the high-voltage battery

Overrun mode is available in the **Comfort** drive program at speeds below 80 mph (130 km/h).

Route-based operating strategy

For the route-based operating strategy, the system factors in information about the expected route when route guidance is active.

The information on the route is provided by the multimedia system and includes the following:

- road types
- speed limitations

The use of electric energy is automatically optimally distributed from the beginning to the end of the journey, using map data. The distribution is pre-emptive and takes into consideration:

- the sections of the journey ahead
- the energy consumption on the whole route

The condition of charge of the high-voltage battery is thus systematically controlled. In addition, the control function takes into account that:

- the fuel savings through the use of electrical energy can vary, depending on the route (e.g. urban, interurban or highway)
- the use of electrical energy is held available for electric driving, particularly for urban routes

The vehicle thus automatically selects the optimum driving mode for the respective section of the route.

The route-based operating strategy is available under the following conditions:

- the **Individual** drive program is selected
- the ECO setting is selected under Drive in the **Individual** drive program
- the **HYBRID** operating mode is selected
- active route guidance is activated
- suitable map data is available

When the route-based operating strategy is being used, the area in front of the vehicle is shown as green in the multifunction display.

Problems with hybrid operation

Internal combustion engine

Problem	Possible causes/consequences and ► Solutions
You cannot start the internal combustion engine. The multifunction display shows no display messages. The READY indicator in the multifunction display is off.	<p>For example, self-diagnosis is not yet complete or the hybrid drive system is malfunctioning.</p> <ul style="list-style-type: none"> ► Switch off the ignition and turn it back on. ► Try to start the internal combustion engine again. <p>If the internal combustion engine still does not start:</p> <ul style="list-style-type: none"> ► Consult a qualified specialist workshop.
You wish to pull away, but the ECO start/stop function does not start the internal combustion engine. The READY indicator in the multifunction display is off.	<p>The ECO start/stop function has failed. The warning and indicator lamps in the instrument cluster light up.</p> <ul style="list-style-type: none"> ► Shift the transmission to P. ► Switch off the ignition and turn it back on. ► Start the engine.
	<p>The hybrid drive system is malfunctioning.</p> <ul style="list-style-type: none"> ► Consult a qualified specialist workshop.

Recuperative Brake System

Problem	Possible causes/consequences and ► Solutions
Braking resistance is reduced and brake pedal travel is longer than usual.	<p> Risk of accident</p> <p>The Recuperative Brake System is malfunctioning.</p> <ul style="list-style-type: none"> ► Observe the additional display messages in the multifunction display (► page 45). ► Observe the information regarding indicator and warning lamps in the instrument cluster (► page 49).

Hybrid drive system

Problem	Possible causes/consequences and ► Solutions
The hybrid drive system has been switched off automatically.	<p>You have been in an accident.</p> <p>The hybrid drive system remains switched off if:</p> <ul style="list-style-type: none"> • the internal combustion engine cannot be restarted after a few seconds • the red  restraint system warning lamp in the instrument cluster is lit <p>► Consult a qualified specialist workshop.</p>
The hybrid drive system has been switched off automatically. The multifunction display also shows a display message.	<p>An electrical short circuit has occurred in the hybrid drive system or an electrical connection has been disconnected.</p> <p>► Observe the additional display messages in the multifunction display (see the vehicle Operator's Manual).</p> <p>► Consult a qualified specialist workshop.</p>

Driving tips

General driving tips

Drive carefully and maintain a safe distance from the vehicle in front. Avoid frequent and sudden acceleration as well as abrupt braking. During partial electric driving, pulling away and acceleration, the electric motor supports the internal combustion engine.

During overrun mode in transmission position **D** and when braking, the electric motor operates as an alternator.

Further information on the ECO start/stop function (► page 23).

You can find further driving tips in the vehicle Operator's Manual.

Stationary vehicle

If the vehicle is stopped, the combustion engine is, for the most part, switched off. Automatic climate control continues to function. The electromechanically assisted steering gear allows you to use the power steering without reduced comfort.

Acceleration

Depending on the operating mode, under low load conditions, pulling away and driving are performed:

- entirely by electric propulsion
- in combination with the internal combustion engine

When accelerating at an increased or full load, boost mode is utilized. The electric motor supports the combustion engine by providing additional drive torque.

Overrun mode or braking

There are three possible operating modes when the hybrid vehicle is decelerating:

- when coasting and decelerating, energy recuperation is already taking place (► page 20). The electric motor operates as a generator and stores the recovered energy in the high-voltage battery.
- when the brakes are applied lightly, the vehicle is slowed down further by the electric motor. Energy recuperation is increased (► page 20). The electric motor operates as a generator and stores the recovered energy in the high-voltage battery.
- during heavy braking, the service brake is also used to slow down the vehicle. The two systems work together.

Urban driving

In city traffic, energy is recuperated during frequent deceleration phases.

The vehicle can be driven by the electric motor alone up to a speed of approximately 80 mph (130 km/h).

The vehicle is driven by the electric motor alone only when all conditions for the automatic engine switch-off are fulfilled.

Further information on the automatic engine switch-off (▷ page 23).

Driving on inter-urban roads

The following phases are possible when driving on inter-urban roads:

- rapid acceleration (boost mode)
- recuperation
- electric operation mode

The vehicle can be driven by the electric motor alone up to a speed of approximately 74 mph (120 km/h).

A great deal of recovered energy may be available, depending on the route profile. This reduces consumption and emissions.

Highway driving

When driving on a highway, switching off the combustion engine has a particularly positive effect on fuel consumption and emissions.

If the driver removes his/her foot from the accelerator pedal in the **Comfort** drive program and a speed of 80 mph (130 km/h) is not exceeded, the combustion engine is automatically switched off.

Further information on the automatic engine switch-off (▷ page 23).

Refueling

Refueling

General information

Observe the important safety notes under "Refueling" in the vehicle Operator's Manual.

Pressure in the fuel tank must be released before refueling. Otherwise, you will not be able to open the fuel filler flap.

If you unlock/lock the vehicle from the outside, the fuel filler flap also unlocks/locks.

The position of the fuel filler cap is displayed in the instrument cluster . The arrow next to the filling pump indicates the side of the vehicle.

Preparing to refuel

- ▶ Switch off the engine.
- ▶ Remove the SmartKey from the ignition lock, or, on vehicles with KEYLESS-GO:
- ▶ Open the driver's door.
The vehicle electronics are now in position **0**. This is the same as "key removed".
The driver's door can be closed again.

Opening the fuel filler flap (plug-in hybrid)

The fuel tank must be depressurized using the fuel tank ventilation before refueling. Otherwise, you will not be able to open the fuel filler flap. Therefore, it may take up to 15 minutes for the fuel filler flap to open.

From a speed of 1 mph (2 km/h), the fuel filler flap can no longer be opened.

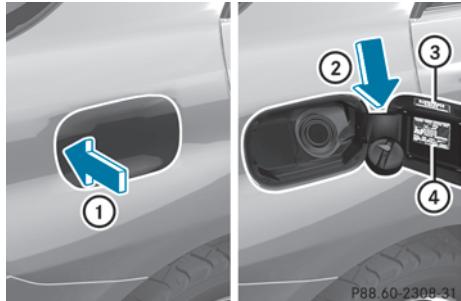


- ▶ Pull switch ②.
Indicator lamp ① flashes and the **Please Wait Depressurizing Tank** message appears in the multifunction display.
If the fuel filler cap is unlocked, indicator lamp ① lights up.
The **Tank is Depressurized Ready for Refueling** message appears in the multifunction display.

Please be sure to observe the information on refueling on the fuel filler flap.

There is a malfunction if:

- indicator lamp ① first flashes and then goes out
- the yellow engine diagnostics warning lamp lights up



- ① To open the fuel filler flap
 - ② To insert the fuel filler cap
 - ③ Instruction label for fuel type to be refueled
 - ④ Tire pressure table
- Press the fuel filler flap in the direction of arrow ①.
The fuel filler flap swings up.
- Turn the fuel filler cap counterclockwise and remove it.
- Insert fuel filler cap ② into the holder on the inside of the fuel filler flap.

Problems with the fuel tank

Problem	Possible causes/consequences and ► Solutions
The fuel filler flap cannot be opened.	<p>The fuel filler flap is not unlocked.</p> <p>► Unlock the vehicle (see the vehicle Operator's Manual).</p> <p>► Depressurize the fuel tank (► page 27).</p>
	<p>The SmartKey battery is discharged or nearly discharged.</p> <p>► Unlock the vehicle using the mechanical key (see the vehicle Operator's Manual).</p>
	<p>The fuel filler flap is unlocked, but the opening mechanism is jammed.</p> <p>► Consult a qualified specialist workshop.</p>

- Completely insert the filler neck of the fuel pump nozzle into the tank, hook in place and refuel.
 - Only fill the tank until the pump nozzle switches off.
- Do not add any more fuel after the pump stops filling for the first time. Otherwise, fuel may leak out.

Closing the fuel filler flap

- Replace the cap on the filler neck and turn clockwise until it engages audibly.
- Close the fuel filler flap.

Close the fuel filler flap before locking the vehicle.

If you drive at speeds above 1 mph (2 km/h) with the fuel filler flap open, the **Fuel Filler Flap Open** message is shown in the multifunction display.

If you are driving with the fuel filler cap open, the reserve fuel warning lamp flashes. A message appears on the multifunction display.

In addition, the Check Engine warning lamp may light up.

Information on indicator and warning lamps in the instrument cluster (see the vehicle Operator's Manual).

Charging the high-voltage battery

Important safety notes

DANGER

The vehicle's high-voltage electrical system is under high voltage. If you modify components in the vehicle's high-voltage electrical system or touch damaged components, you may be electrocuted. The components in the vehicle's high-voltage electrical system may be damaged in an accident, although the damage is not visible. There is a risk of fatal injury.

Following an accident, do not touch any high-voltage components and never modify the vehicle's high-voltage electrical system. Have the vehicle towed away after an accident and the vehicle's high-voltage electrical system checked by a qualified specialist workshop.

WARNING

In the event of a vehicle fire, the internal pressure of the high-voltage battery could exceed a critical value. In this case, flammable gas escapes through a vent valve in the vehicle's underbody. The gas could ignite. There is a risk of injury.

In cases of unusual smells developing, smoke or burn marks, stop the charging process immediately.

Leave the danger area immediately. Secure the danger area at a suitable distance.

Contact a qualified specialist workshop.

DANGER

Connecting the charging cable to the mains supply via incorrectly installed mains sockets or by means of adapters, extension cables or similar could cause a fire or an electric shock. There is a risk of fatal injury.

To avoid hazardous situations, observe the following:

- Only connect the charging cable to mains sockets:
 - which have been properly installed and
 - which have been inspected by a qualified electrician
- For safety reasons, only use the charging cables supplied with the vehicle, or charging cables which have been approved for use with this vehicle.
- Never use a damaged charging cable.
- Do **not** use:
 - extension cables
 - extension reels
 - multiple sockets
- Never use socket adapters to connect the charging cable to the mains socket. The only exception being if the adapter has been tested and approved by the manufacturer for charging the high-voltage battery of an electric vehicle.
- Observe the safety notes in the operating instructions for the socket adapter.

DANGER

Connecting the charging cable to the vehicle via an incorrectly installed wallbox or by means of adapters, extension cables or similar could cause a fire or an electric shock. There is a risk of fatal injury.

To avoid hazardous situations, observe the following:

- Only connect the charging cable to a wallbox if:
 - the wallbox is properly installed
 - the wallbox has been inspected by a qualified electrician
 - the charging cable is not damaged.
- Do not extend the charging cable.
- Do not use an adapter.
- Always observe the safety notes in the wallbox's operating instructions.

The vehicle's high voltage electrical system is under high voltage.

- Do not tamper with the high-voltage components or the orange cables of the high-voltage electrical system.
- Do not touch high-voltage components or the orange cables of the high-voltage electrical system when a vehicle has been involved in a crash.
- Never touch damaged components or the damaged orange cables of the high-voltage electrical system.
- Do not remove the covers of the high-voltage electrical system components that are marked with a warning sticker.

General notes

Charging options

The high-voltage battery can be charged as follows:

- through recuperation while the vehicle is in motion
- by the combustion engine in the **CHARGE** operating mode while the vehicle is in motion (▷ page 21)
- with the corresponding charging cable at a mains socket while the vehicle is stationary (mode 2)
- from a wallbox while the vehicle is stationary (mode 3)
- at a charging station while the vehicle is stationary (mode 3)

The high-voltage battery can be charged in a nominal voltage range from 100 V to 240 V. You can view the condition of charge of the high-voltage battery in the multifunction display. Information about this can be found under "Energy flow display" (▷ page 40).

Stationary charging

Only use the charging cable included with the vehicle, which has been approved for vehicle use.

If a charging cable is connected to the vehicle, you cannot start or move the vehicle.

Depending on the temperature, the fan and battery cooling system may audibly switch on during the charging process.

As soon as the charging process begins, you can display the charging prediction on the **Sett**. onboard computer menu. The charging prediction displays either:

- the predicted condition of charge at the set departure time
- or the time at which the high-voltage battery will be fully charged (▷ page 44)

The charging speed or charge time depends on the power supply.

For short charge times, charge the vehicle:

- at a CEE mains socket (mode 2) (▷ page 32)
- at a wallbox (mode 3) (▷ page 34)
- at a charging station (mode 3) (▷ page 34)

Always observe the local information.

Certified electric energy consumption levels can only be reached by charging at a charging station.

It may take longer to charge the high-voltage battery in the following conditions:

- at low outside temperatures
- if the vehicle has been idle for an extended period without charging the high-voltage battery

The high-voltage battery is fully charged when:

- the condition of charge display reaches 100% in the multifunction display (▷ page 40)
- the indicator lamp on the vehicle socket lights up green after unlocking or locking the vehicle

Handling the charging cable and charging cable controls

Always read the notes on the charging cable on the inside of the charge socket flap.

Do not leave the charging cable controls (▷ page 32) hanging loose from an electrical outlet. Otherwise, this could result in poor contact with the electrical outlet and malfunctions when charging the vehicle.

Never lift or carry the controls by the charging cable connector or the mains plug.

Equipment for overvoltage protection

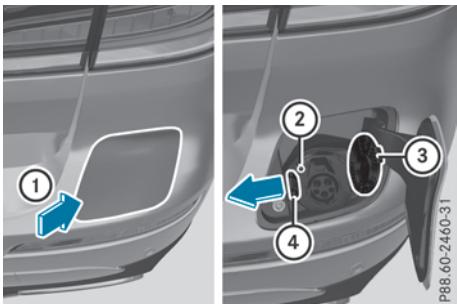
- ! Overvoltages in the mains supply can damage the vehicle. The vehicle is therefore equipped with a device which protects it from overvoltage in the mains supply. This device may be triggered during severe thunder-**

storms, for example, and may lead to the building's circuit breaker being tripped and an interruption in the power supply. These functions protect the vehicle. After the building's circuit breaker is switched on again, the charging process resumes automatically. Following an interruption in the power supply without the building's circuit breaker being tripped, it may take up to ten minutes for charging to resume automatically.

Switch on the building protection system again after it has been triggered. Otherwise, the charging process cannot be continued.

Vehicle socket

Pay attention to the important safety notes (▷ page 29).



- ① Charge socket flap
- ② Indicator lamp
- ③ Socket cap
- ④ Fastener

- **To open:** unlock the vehicle and press charge socket flap ① in the direction of the arrow. The charge socket flap swings up.
- Press catch ④ to the left. Socket cap ③ is open.
- **To close:** close socket cap ③.
- Close charge socket flap ①.

The snap fastener on the charging cable connector locks the charging cable connector after it has been inserted. To remove the charging cable connector, you must manually release the snap fastener on the charging cable connector.

When the indicator lamp on the vehicle socket lights up, this means the following:

Indicator lamp	
Flashes orange	The connection between the vehicle and the current source is being established before charging begins.
Flashes green	The high-voltage battery is being charged.
Flashes red	A malfunction has occurred while charging. The indicator lamp goes out after approximately 90 seconds.
Lights up orange	A charging break for the high-voltage battery is taking place. The indicator lamp goes out after approximately 90 seconds.
Lights up green	The high-voltage battery is fully charged. The indicator lamp goes out after approximately 90 seconds.

Information on the charging process:

- at a mains socket (mode 2) (▷ page 32)
- at a wallbox (mode 3) (▷ page 34)
- at a charging station (mode 3) (▷ page 34)

Overview of charging cable for mains socket

! Only use the charging cable to charge the high-voltage battery. Do not use the charging cable for other purposes. It may otherwise be damaged.

Only use the charging cable supplied with the vehicle or a charging cable approved for the vehicle. The charging cable is intended exclusively for charging the high-voltage battery at a mains socket (mode 2).

Do not leave the charging cable controls hanging loose from an electrical outlet. Otherwise, this could result in a poor contact with the elec-

trical outlet and malfunctions when charging the vehicle.

Never lift or carry the controls by the charging cable connector or the mains plug.

The charging cable can be stowed and secured in the charging cable bag provided in the cargo compartment of the vehicle.

During the charging process, the charging cable and charging cable connector may heat up. If the mains power supply and charging cable are unimpaired, the heat generated is below the permissible limit. If the charging cable or charging cable socket becomes too hot, have the mains power supply checked.

Charging the high-voltage battery via the electrical outlet

Charging cable for electrical outlets

Important safety notes

! Only use the charging cable to charge the high-voltage battery. Do not use the charging cable for other purposes. It may otherwise be damaged.

The vehicle is supplied with a country-specific charging cable for connection to a mains socket. Only use the charging cable supplied with the vehicle or a charging cable approved for the vehicle.

i If you use the supplied 12 A charging cable to charge a high-voltage battery:

- the charge time increases considerably
- electrical consumption increases considerably

Where possible, charge the high-voltage battery at a charging station (mode 3) (\triangleright page 34). Only then can certified electrical energy consumption levels be reached.

i The charging process can vary depending on the power supply. Therefore, always observe the local information.

Information about charging at a wallbox (mode 3) (\triangleright page 34).

Information about charging at a charging station (mode 3) (\triangleright page 34).

Stowing the charging cable

The charging cable can be stowed and secured in the bag provided in the cargo compartment of the vehicle.

Controls on the charging cable



- ① POWER, on-board voltage indicator
- ② CHARGING, charging process indicator
- ③ TEMPERATURE, temperature monitor indicator
- ④ FAULT, electrical fuse and control system indicator

When the indicator lamps on the charging cable light up, this means the following:

Indicator lamp	Signal
① Lights up white	The supply voltage is connected. The high-voltage battery can be charged.
② Flashes green	The high-voltage battery is charging.
③ Lights up red	With flashing green indicator lamp: the charging capacity is reduced as a result of overheating. Without flashing green indicator lamp: charging has stopped as a result of the charging cable overheating.

Indicator lamp	Signal
③ Flashes red	Charging has stopped as a result of the mains plug overheating.
④ Flashes red intensely	A malfunction has occurred. The high-voltage battery cannot be charged. The infrastructure has a malfunction. The high-voltage battery cannot be charged.

If the control detects residual current or a malfunction, the charging process is halted. Once the malfunction has been rectified the charging process is resumed automatically.

For information on problems relating to the charging process, see (▷ page 35).

Setting the maximum charging current

⚠ WARNING

If the charge current draw via a mains socket is too high during the charging process, the external electrical system may overheat. There is a risk of fire.

Before beginning the charging process, check the maximum permissible charge current locally. Consult a qualified expert to do so where necessary.

If necessary, adjust your vehicle's settings.

! An excessive charge current can blow a fuse or lead to overheating of the external power supply. Check whether the external power supply is compatible with the set charge current. If necessary, lower the set charge current or use another power socket.

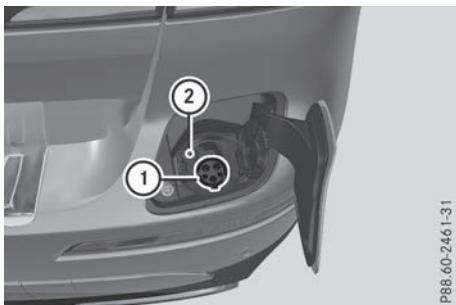
Before starting the charging process at a power socket, check the maximum permissible charge current for the relevant power socket or the building.

Adjust the maximum permissible charge current in the **Sett.** on-board computer menu (▷ page 43). If the exact value of the maximum permissible charge current cannot be set, select the next lowest value which can be set.

➊ If the vehicle requires more time than usual when charging the high-voltage battery,

check the maximum permissible charge current settings.

Connecting the charging cable



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- ▶ Shift the transmission to position **P**.
- ▶ Switch the ignition off.
- ▶ Open vehicle socket (▷ page 31).
- ▶ Insert the power supply plug into the electrical outlet to the stop.
- ▶ Insert the charging cable connector into vehicle socket ① to the stop. Indicator lamp ② first flashes orange and then green.

The high-voltage battery is being charged.

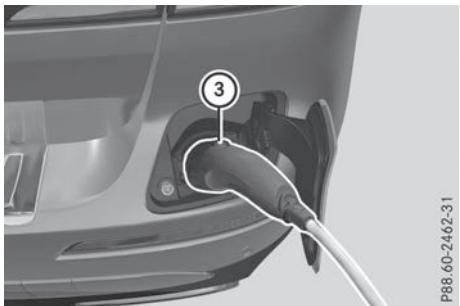
If the charging cable is connected to the vehicle, you cannot start the engine or move the vehicle. As soon as the charging process begins, you can display the charging prediction on the **Settings** on-board computer menu. The charging prediction is either the anticipated condition of charge at the programmed departure time or the time when the high-voltage battery will be fully charged (▷ page 44).

➊ Depending on the temperature, the fan and battery cooling system may audibly switch on during the charging process.

Removing the charging cable

The high-voltage battery is fully charged when:

- the condition of charge display reaches 100% in the multifunction display (▷ page 40)
- the indicator lamp on the vehicle socket lights up green after unlocking or locking the vehicle



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- ▶ Press and hold button ③ on the charging cable connector and remove the charging cable connector from the vehicle socket.
- ▶ Close vehicle socket (▷ page 31).
- ▶ Remove the mains plug from the mains socket and safely stow away the charging cable inside the vehicle (▷ page 32).

Charging the high-voltage battery from the wallbox

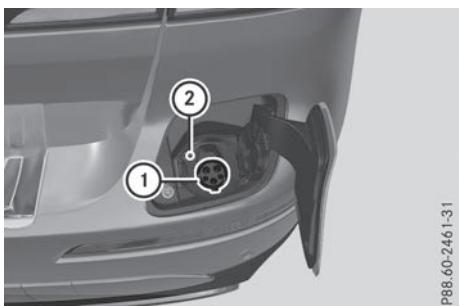
General notes

It is recommended that you charge your vehicle using a wallbox or at a charging station.

Make sure that the maximum charging current is not limited in the **Sett.** on-board computer menu. You must select the maximum value if charging at a wallbox or a charging station (▷ page 43).

Pay attention to the important safety notes (▷ page 29).

Connecting the charging cable



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- ▶ Shift the transmission to position **P**.
- ▶ Switch the ignition off.

- ▶ Open the vehicle socket (▷ page 31).
- ▶ Insert the charging cable connector into vehicle socket ① to the stop. Indicator lamp ② first flashes orange and then green.

The high-voltage battery is being charged.

If the charging cable is connected to the vehicle, you cannot start the engine or move the vehicle.

As soon as the charging process begins, you can display the charging prediction on the **Sett.** on-board computer menu. The charging prediction is either the anticipated condition of charge at the programmed departure time or the time when the high-voltage battery will be fully charged (▷ page 44).

- 1** Depending on the temperature, the fan and battery cooling system may audibly switch on during the charging process.

Removing the charging cable

The high-voltage battery is fully charged when:

- the condition of charge display reaches 100% in the multifunction display (▷ page 40)
- the indicator lamp on the vehicle socket lights up green after unlocking or locking the vehicle



P88 60-2462-31

- ▶ Press and hold button ③ on the charging cable connector and remove the charging cable connector from the vehicle socket.
- ▶ Close the vehicle socket (▷ page 31).

Charging the high-voltage battery at the charging station

Before beginning the charging process at a charging station without communication capabilities, you must first activate the station, e.g.

using an RFID card. Observe the on-site operator instructions for the charging station.

Connecting the vehicle to a charging station is identical to connecting it to a wallbox (mode 3) (▷ page 34).

Problems with the charging process

Problem	Possible causes/consequences and ► Solutions
The charge socket flap cannot be opened.	<p>The charge socket flap is not unlocked.</p> <p>► Unlock the vehicle (see the vehicle Operator's Manual).</p> <p>If the SmartKey battery is discharged:</p> <p>► Unlock the driver's door using the mechanical key (see the vehicle Operator's Manual).</p> <p>or</p> <p>► Unlock the vehicle centrally from the inside (see the vehicle Operator's Manual).</p>
	<p>The charge socket flap is unlocked, but the opening mechanism is jammed.</p> <p>► Lock the vehicle and unlock it again.</p> <p>If, after that, the opening mechanism is still jammed:</p> <p>► Consult a qualified specialist workshop.</p>
The high-voltage battery is not being charged.	<p>The indicator lamp on the vehicle socket flashes red.</p> <p>A malfunction has occurred during the initialization of the charging process or during charging.</p> <p>► Disconnect the charging cable connector from the vehicle socket and plug it back into the vehicle socket.</p> <p>If the problem persists:</p> <p>► Have the mains socket checked for correct function or use another mains socket.</p> <p>or</p> <p>► Use a different charging station.</p> <p>or</p> <p>► Consult a qualified specialist workshop.</p>

Problem	Possible causes/consequences and ► Solutions
	<p>The indicator lamp on the vehicle socket does not light up. No connection can be established between the vehicle and the external power source.</p> <ul style="list-style-type: none"> ► Connect the charging cable once again. <p>If the problem persists:</p> <ul style="list-style-type: none"> ► Have the mains socket checked for correct function or use another mains socket. or ► Use a different charging station. or ► Consult a qualified specialist workshop.
The charging cable connector cannot be removed from the vehicle socket.	<p>The snap fastener on the charging cable connector is locked.</p> <ul style="list-style-type: none"> ► Press and hold the button on the charging cable connector. The snap fastener on the vehicle socket is unlocked. ► Remove the charging cable connector from the vehicle socket. <p>If the snap fastener on the charging cable connector is locked:</p> <ul style="list-style-type: none"> ► Press and hold the button on the charging cable connector and try to release the lock.

Online access to the vehicle

General information

WARNING

If you operate information systems and communication equipment integrated in the vehicle when driving, you may be distracted from the traffic situation. You could also lose control of the vehicle. There is a risk of an accident.

Only operate this equipment when the traffic situation permits. If you are not sure that this is possible, park the vehicle paying attention to traffic conditions and operate the equipment when the vehicle is stationary.

i Operation of integrated information systems and communications equipment in the vehicle: you must observe the legal requirements for the country in which you are currently driving.

You can call up remote query and remote configuration functions for your vehicle using online access to the vehicle. This is possible from an

Internet-enabled computer, as well as many modern smartphones.

Please call the Mercedes-Benz Customer Assistance Center (USA) at the hotline number **1-800 FOR-MERCEDES (1-800-367-6372)** to obtain the relevant Internet address.

Online access to the vehicle is restricted to the contractual periods of mbrace. Activated access to the mbrace emergency call system is required for use.

In order to be able to use online access to the vehicle, you must agree to the local terms of use.

Further information about the supported end devices, available languages and contractual periods is available at an authorized Mercedes-Benz Center.

In order to be able to call up online access to the vehicle, the vehicle must be connected to the Internet (► page 37).

Notes on data protection

Remember that online access to the vehicle offers access to your data.

i Prevent unauthorized persons from accessing this data.

Every person who has access to the information stated can use the functions of the online access to the vehicle.

i Information when selling a vehicle or buying a used vehicle:

- If you sell your vehicle, you are obliged to delete the vehicle from your personal area on the online access to the vehicle.
- If you have bought a used vehicle, it is possible that the previous owner still has access to the online access to the vehicle.

Calling up functions

The online access to the vehicle allows you access to your vehicle's information and functions using remote query and remote configuration.

The following functions can be accessed:

- request the current condition of charge of the high-voltage battery
- program the departure time (▷ page 44)
- set or activate the "Pre-entry climate control at departure time" function (see the separate COMAND operating instructions)

Information on additional functions and operating instructions can be found within the online access to the vehicle.

Connecting the vehicle to the Internet

i This function is not available in all countries and requires activated access to the mbrace emergency call system.

You can use the online access to the vehicle if the vehicle has a connection to the Internet via a mobile phone network. The necessary data is transmitted by radio. The vehicle automatically recognizes whether a connection to the Internet is possible or not. No presets are necessary.

i Restrictions in reception are possible if the vehicle is in an underground car park, for example. Restrictions may also occur in areas with poor mobile network coverage.

Parking

- ▶ Apply the electric parking brake. The red  indicator lamp in the instrument cluster lights up.
- ▶ Use the DIRECT SELECT lever to shift the automatic transmission to **P**.
- ▶ Switch the ignition off. The READY indicator in the instrument cluster goes out.

You can find further information on parking and switching off the combustion engine in the vehicle Operator's Manual.

Important safety notes

WARNING

If you operate information systems and communication equipment integrated in the vehicle when driving, you may be distracted from the traffic situation. You could also lose control of the vehicle. There is a risk of an accident.

Only operate this equipment when the traffic situation permits. If you are not sure that this is possible, park the vehicle paying attention to traffic conditions and operate the equipment when the vehicle is stationary.

You must observe the legal requirements for the country in which you are currently driving when operating the on-board computer.

WARNING

If the instrument cluster has failed or malfunctioned, you may not recognize function restrictions in systems relevant to safety. The operating safety of your vehicle may be impaired. There is a risk of an accident.

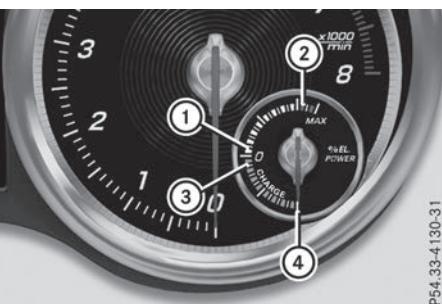
Pull over as soon as it is safe to do so and consult a qualified specialist workshop.

The on-board computer only shows messages or warnings from certain systems in the multifunction display. You should therefore make sure your vehicle is operating safely at all times. For an overview, see the instrument panel illustration (▷ page 9).

You can find further information about operating the on-board computer in the vehicle Operator's Manual.

Displays and operation

Electric motor performance display



P54.334-130-31

The power display for the electric motor is located on the right-hand side of the instrument cluster.

- Area ① to ② (E-DRIVE):

This shows the electric output from the electric motor, e.g. during electric operation or in boost mode.

When the motor is switched on, the needle is at limit ①. With increasing pressure on the accelerator pedal the needle moves from ① to ②.

Driving with the electric motor: when the needle reaches limit ② the combustion engine is switched on. If the display approaches limit ② and you remove your foot from the accelerator pedal, the needle drops again. The combustion engine is not switched on. At low speeds, you can thereby control the electric operation usage so that you only drive in electric mode.

Driving with the combustion engine: the electric motor supports the combustion engine by providing additional drive torque (boost mode) until the needle reaches limit ②.

You can also select the operating mode of the hybrid drive system (▷ page 21).

- Area ③ to ④ (CHARGE):

This shows the recuperated energy which is stored in the high-voltage battery as electrical energy.

When the needle reaches limit ④, the maximum recuperative braking power has been reached. The mechanical brake is activated.

Coolant temperature gauge

WARNING

Opening the hood when the engine is overheated or when there is a fire in the engine compartment could expose you to hot gases or other service products. There is a risk of injury.

Let an overheated engine cool down before opening the hood. If there is a fire in the engine compartment, keep the hood closed and contact the fire department.

- ! A display message is shown if the coolant temperature is too high.

If the coolant temperature is over 248 °F (120 °C), do not continue driving. The engine will otherwise be damaged.

The multifunction display shows the coolant temperature in the **Coolant** submenu.

Under normal operating conditions and with the specified coolant level, the coolant temperature may rise to 248 °F (120 °C).

Multifunction display



- ① Permanent display: outside temperature or speed (▷ page 44)
- ② Time
- ③ Text field
- ④ Menu bar

- ⑤ Drive program

- ⑥ Transmission position

Additional displays in the multifunction display:

-  Vehicle operational (▷ page 22)
-  Operating mode, other operating mode displays (▷ page 21)
-  Electric range (▷ page 9)

Menus and submenus

Menu overview

Press the  or  button on the steering wheel to call up the menu bar and select a menu. Operating the on-board computer (see the vehicle Operator's Manual).

The following menus have been supplemented or changed to include displays and settings for hybrid operation:

- **Trip** menu (▷ page 40)
 - Energy flow display
 - Displaying the current fuel consumption
 - Displaying the total range and electrical range
 - Trip computer "From Start" or "From Reset"
- **Service** menu
 - Displaying the coolant temperature (▷ page 39)
- **Settings** menu (▷ page 43)
 - **Hybrid** submenu, for adjusting the maximum charge current and departure time for pre-entry climate control or the charging process (▷ page 43). The estimated charging time for the current charging process is also displayed.
 - **Instrument Cluster** submenu, for selecting outside temperature or speed as a permanent display in the multifunction display (▷ page 44).

Trip menu

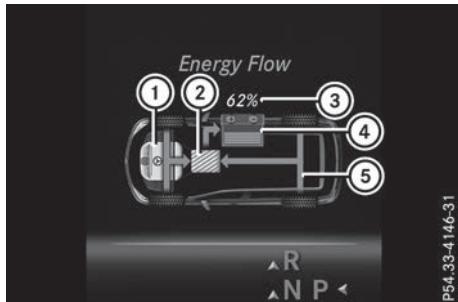
Energy flow display

Selecting the energy flow display in the multifunction display

- ▶ Press the or button on the steering wheel to select the **Trip** menu.
- ▶ Use or to select **Energy Flow**.
- ▶ Confirm by pressing **OK** on the steering wheel.

The active components of the hybrid drive system are highlighted in the energy flow display.

Overview

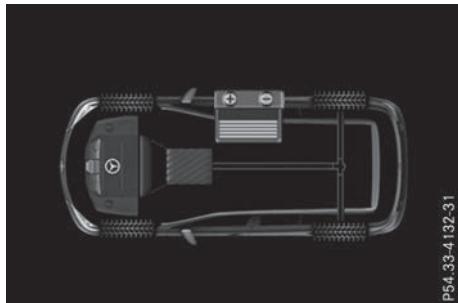


- ① Internal combustion engine
- ② Electric motor
- ③ High-voltage battery condition of charge
- ④ High-voltage battery
- ⑤ Energy flow

The active components of the hybrid drive system are highlighted.

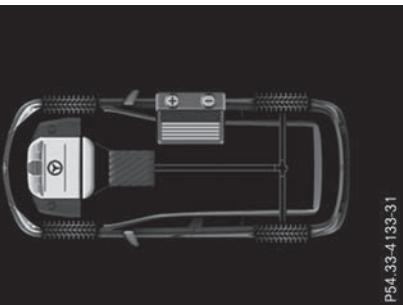
The energy flow is indicated by arrows. The arrows have a different color depending on the operating state.

Automatic engine switch-off



The engine and electric motor are switched off. The arrows for the energy flow are not shown. The condition of charge of the high-voltage battery is shown when the key is in position 2 in the ignition lock.

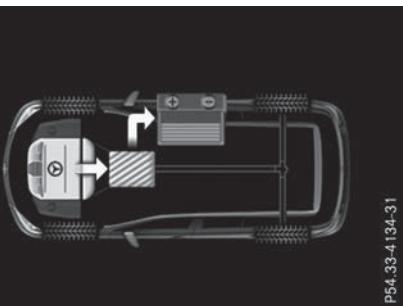
Engine running while vehicle is stationary



The combustion engine is running while the vehicle is stationary. The high-voltage battery is not being charged.

The arrows for the energy flow are not shown. The combustion engine is highlighted.

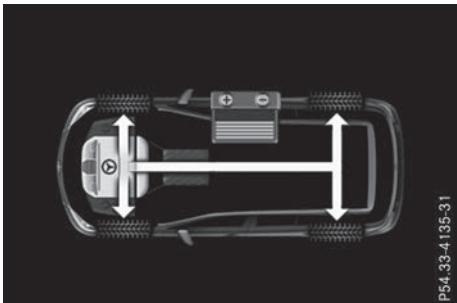
Charging while vehicle is stationary



The engine powers the electric motor. The electric motor operates as a generator. The high-voltage battery is being charged.

The arrow representing energy flow is shown in white.

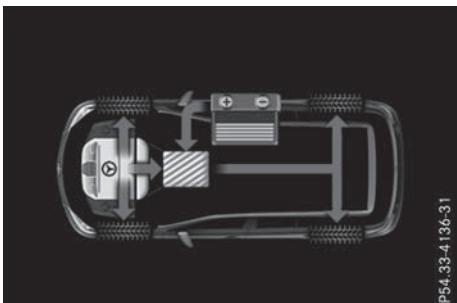
Driving using the engine



The engine powers the vehicle.

The arrows for the energy flow are shown in white.

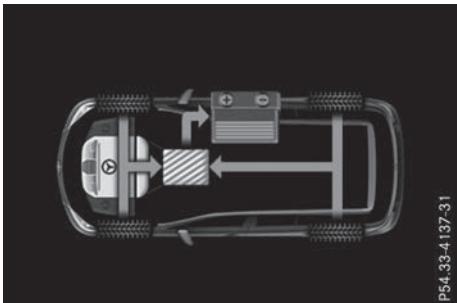
Driving using the engine plus boost mode



If you accelerate the vehicle rapidly, the electric motor supports the combustion engine by providing additional drive torque.

The arrows for the energy flow are shown in red.

Driving using the internal combustion engine and recuperation

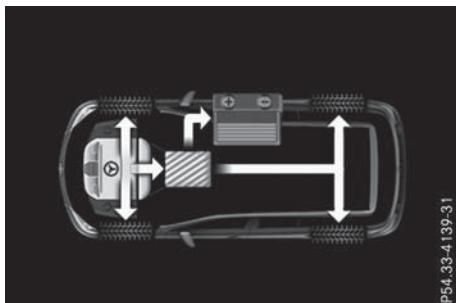


The engine powers the vehicle. The electric motor is operating as a generator, e.g. in overrun mode and when braking (▷ page 24). The

kinetic energy of the vehicle is converted into electrical energy. The high-voltage battery is being charged.

The arrows for the energy flow are shown in green.

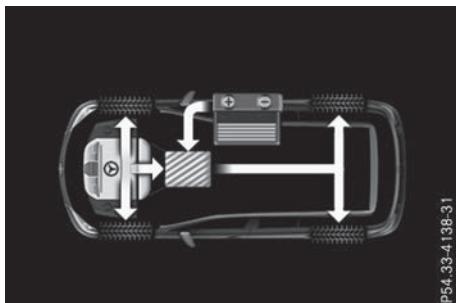
Driving using the internal combustion engine and charging the high-voltage battery



The engine powers the vehicle. The engine also powers the electric motor. The electric motor operates as an alternator. The high-voltage battery is being charged.

The arrows for the energy flow are shown in white.

Driving using the internal combustion engine and discharging the high-voltage battery

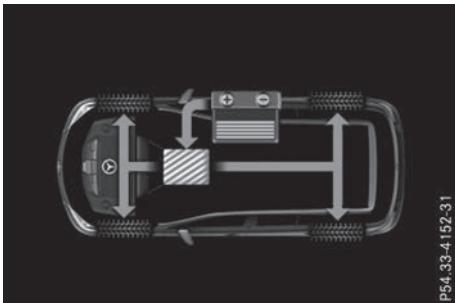


The engine powers the vehicle. If the vehicle is approaching a downhill gradient with a high potential for energy recuperation, the condition of charge of the high-voltage battery is intentionally kept low or intentionally reduced.

The arrows for the energy flow are shown in white.

Further information on the route-based operating strategy (▷ page 24).

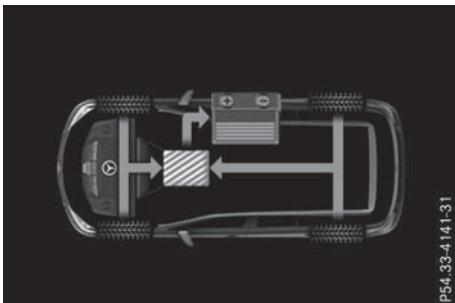
Electric operation mode



The electric motor powers the vehicle. The high-voltage battery supplies energy to the electric motor.

The arrows for the energy flow are shown in green.

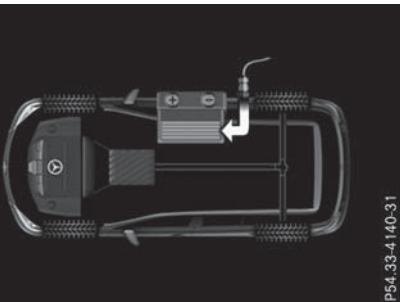
Electric operation mode and charging the high-voltage battery



The electric motor is operating as a generator, e.g. in overrun mode and when braking. The kinetic energy of the vehicle is converted into electrical energy. The high-voltage battery is being charged.

The arrows for the energy flow are shown in green.

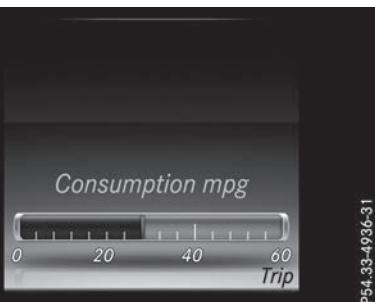
Charging the high-voltage battery when stationary



The engine and electric motor are switched off. The arrows for the energy flow are not shown. Further information on charging the high-voltage battery via:

- a mains socket (▷ page 32)
- a charging station (▷ page 34)
- a wallbox (▷ page 34)

Displaying the current fuel consumption



The menu displays the current fuel consumption.

- ▶ Press the or button on the steering wheel to select the **Trip** menu.
- ▶ Confirm by pressing **OK** on the steering wheel.
- ▶ Press or to select the display with the current fuel consumption.

The fuel consumption values and the generated electrical energy can also be shown in the multimedia system display. The multimedia system shows the current values from the last 15 minutes in a column diagram (▷ page 50).

Displaying the range



The approximate range is based on the current driving style.

► Press the [◀] or [▶] button on the steering wheel to select the **Trip** menu.

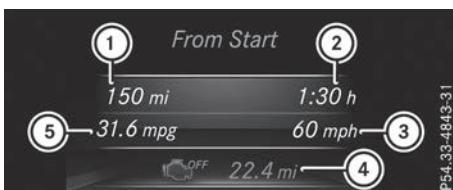
► Confirm by pressing **OK** on the steering wheel.

The approximate total range that can be covered is calculated according to your current driving style and the amount of fuel in the tank. If there is only a small amount of fuel left in the fuel tank, a vehicle being refueled appears instead of the total range.

When the condition of charge of the high-voltage battery is low, a vehicle with a charging cable appears instead of the electric range.

► Press [▼] or [▲] to select the approximate total range and electrical range.

Trip computer "From Start" or "From Reset"



① Distance

② Driving time

③ Average speed

④ Trip distance in electric mode

⑤ Average fuel consumption

► Press the [◀] or [▶] button on the steering wheel to select the **Trip** menu.

► Press the [▲] or [▼] button to select **From Start** or **From Reset**.

You can find further information in the vehicle Operator's Manual.

Service menu

Observe the notes on coolant temperature in the vehicle Operator's Manual.

- Press the [◀] or [▶] button on the steering wheel to select the **Settings** menu.
- Press the [▼] or [▲] button to select the **Serv.** submenu.
- Confirm by pressing **OK** on the steering wheel.
- Press the [▼] or [▲] button to select the **Coolant** submenu.
- Press **OK** to confirm your selection.
The coolant temperature is shown in a bar display.

Settings menu

HYBRID submenu

Setting the maximum charge current

Using the **Maximum Charge Current**: function, you can limit the charge current value at which the high-voltage battery should be charged.

Before starting the charging process at a power socket, check the maximum permissible charge current for the relevant power socket or the building.

Only set the maximum permissible charge current using the function if:

- it is not possible to set the charge current on the charging cable
- the precise maximum permitted charge current can only be set via the on-board computer

Before charging the high-voltage battery at a wallbox or charging station, ensure that the charging current is not limited by the function. If charging at a wallbox or a charging station, select the maximum value.

Further information on charging the high-voltage battery and setting the charge current (plug-in hybrid vehicles) (**> page 30**).

- ▶ Press the or button on the steering wheel to select the **Sett.** menu.
- ▶ Press the or button to select the **Hybrid** submenu.
- ▶ Confirm by pressing **OK** on the steering wheel.
- ▶ Press the or button to select the **Maximum Charge Current:** function. You will see the selected setting.
- ▶ Press the **OK** button to save the setting. The maximum charge current values in the on-board computer may deviate from the charging cable values.

Further information on charging the high-voltage battery (plug-in hybrid vehicles)

(▷ page 30).

Setting the departure time

You can climatize the vehicle interior prior to your departure with the "Set departure time" function. Further information on pre-entry climate control (▷ page 18).

- If you recharge the high-voltage battery, the function also displays the charging prediction.
- ▶ Press the or button on the steering wheel to select the **Sett.** menu.
 - ▶ Press the or button to select the **Hybrid** submenu.
 - ▶ Confirm by pressing **OK** on the steering wheel.
 - ▶ Press the or button to select the **Departure Time:** function. You will see the selected setting.
 - ▶ **To set no departure time:** press the or button to select **No Preselection**.
 - ▶ Press **OK** to confirm.

If you recharge the high-voltage battery, the multifunction display also shows the time

when the high-voltage battery will be fully charged.

or

- ▶ **To set a departure time:** press or **A, B** or **C** to select the desired preset.
- ▶ Press the **OK** button to confirm the selection.
- ▶ Press or to set the hours.
- ▶ Press **OK** to confirm.
- ▶ Press or to set the minutes.
- ▶ Press **OK** to confirm.

If you recharge the high-voltage battery, the multifunction display shows the expected condition of charge of the high-voltage battery for the departure time set.

Further information on charging the high-voltage battery (plug-in hybrid vehicles)

(▷ page 30).

Instrument cluster submenu

Selecting permanent display

The **Permanent Display:** function allows you to choose whether the multifunction display always shows the outside temperature or the speed.

The speed display is inverse to the speedometer.

- ▶ Press the or button on the steering wheel to select the **Settings** menu.
- ▶ Press the or button to select the **Instrument Cluster** submenu.
- ▶ Confirm by pressing **OK** on the steering wheel.
- ▶ Press the or button to select the **Permanent Display:** function.

The current setting, **Outside Temperature** or **Speedometer [mph]:**, appears.

- ▶ **To change the setting:** press **OK** again.

Display messages

Hybrid drive system

Display messages	Possible causes/consequences and ► Solutions
 Vehicle Operational Switch the Ignition Off Before Exiting	<p>You are exiting the vehicle when it is in a ready-to-drive state. The READY indicator in the multifunction display is on. A warning tone also sounds.</p> <p>If you leave the vehicle:</p> <ul style="list-style-type: none"> ► Secure the vehicle against rolling away (see the vehicle Operator's Manual). ► Switch off the ignition and remove the SmartKey. <p>If you do not leave the vehicle:</p> <ul style="list-style-type: none"> ► Switch off the electrical consumers, e.g. automatic climate control, seat heating. <p>Please note the following: the electrical consumers are supplied by the 12 V battery. If the vehicle is left in a ready-to-drive state for an extended period, it will switch off once the 12 V battery is almost empty. It will then only be possible to start the vehicle using a second battery (jump-starting).</p>
Change the current drive program before changing the operating mode. or Exit manual drive program M before changing the operating mode	<p>You have attempted to change the operating mode when in automatic drive program Sport, Individual (with activated Sport characteristics) or manual drive program M.</p> <ul style="list-style-type: none"> ► Select the Comfort, Slippery or Individual (with activated Comfort or Eco characteristics) drive program (► page 22). ► Select the preferred operating mode HYBRID, E-MODE, E-SAVE or CHARGE (► page 21).
E-MODE Currently Unavailable	<p>The condition of charge of the high-voltage battery has dropped to the lower limit and the E-MODE operating mode has been switched off. Driving with the internal combustion engine is activated and the operating mode switches to the basic HYBRID setting.</p> <ul style="list-style-type: none"> ► Continue driving using the internal combustion engine. You can switch to the E-SAVE or CHARGE operating mode as required (► page 21). ► If you select CHARGE, the high-voltage battery is charged. <p>Once the condition of charge display for the high-voltage battery has increased slightly, you can switch to the E-MODE operating mode again.</p>
Only E-MODE Available Power Limited Refuel Immediately	<p>The fuel tank has been run dry and the combustion engine has been switched off.</p> <p>A warning tone also sounds.</p> <p>The vehicle will be powered by electrical energy only. Performance is restricted and the vehicle may accelerate more slowly than normal.</p> <ul style="list-style-type: none"> ► You must refuel at the nearest gas station. <p>In the "Total range and electric range" menu, you can display the approximate range of the vehicle (► page 43).</p>

Display messages	Possible causes/consequences and ► Solutions
Without starting engine again, consult workshop	<p>You cannot start the engine again due to a malfunction. A warning tone also sounds.</p> <p>If the engine is running:</p> <ul style="list-style-type: none"> ► Visit a qualified specialist workshop. <p>If you switch off the engine:</p> <ul style="list-style-type: none"> ► Secure the vehicle against rolling away (see the vehicle Operator's Manual). ► Notify a qualified specialist workshop or breakdown service.
 Towing Not Permitted See Operator's Manual	<p>The hybrid drive system is malfunctioning.</p> <ul style="list-style-type: none"> ► Have the vehicle transported on a transporter or trailer to the nearest qualified specialist workshop.
 Malfunction Service Required	<p>The hybrid drive system is malfunctioning.</p> <ul style="list-style-type: none"> ► Visit a qualified specialist workshop.
 Malfunction	<p>The hybrid drive system is malfunctioning.</p> <ul style="list-style-type: none"> ► Have the vehicle towed away by a professional recovery company to the nearest qualified specialist workshop.
 Malfunction	<p>The drive system is malfunctioning. The ECO start/stop function may have failed. The drive power is restricted.</p> <ul style="list-style-type: none"> ► Visit a qualified specialist workshop.
 Charger Cable Connected	<p>The charging cable connector is connected to the vehicle socket. You cannot drive off as long as the charging cable connector is still connected.</p> <p>Before you drive off:</p> <ul style="list-style-type: none"> ► Remove the charging cable connector from the vehicle socket (► page 33).
 Please Wait Depressurizing Tank	<p>The fuel filler flap unlocking button has been pulled. The fuel tank must be depressurized before refueling.</p> <ul style="list-style-type: none"> ► Wait until the fuel tank is depressurized and the fuel filler flap is unlocked. <p>It may take up to 15 minutes for the fuel filler flap to open.</p>
 Tank is Depressurized Ready for Refueling	<p>The fuel tank is now depressurized. The vehicle may now be refueled.</p> <ul style="list-style-type: none"> ► Observe the information on refueling on the fuel filler flap. ► Open the fuel filler cap and remove it (► page 27).

Display messages	Possible causes/consequences and ► Solutions
 Tank Ventilation Malfunction Service Required	The fuel system is malfunctioning. ► Visit a qualified specialist workshop.
 Acoustic Vehicle Indication Inoperative	The sound generator is not working. The vehicle can still be driven; however, no vehicle sounds can be generated. As a result, your vehicle may not be heard by other road users until it is very close to them, or it may not be heard at all. ► Drive with particular care, allowing for the possibility that other road users may behave unpredictably. ► Visit a qualified specialist workshop.

Engine

Display messages	Possible causes/consequences and ► Solutions
 See Operator's Manual	The battery is not being charged. A warning tone also sounds. Possible causes are: <ul style="list-style-type: none">• a defective alternator• faulty power electronics• a torn poly-V-belt• a malfunction in the electronics <p>! Do not continue driving. The engine could otherwise overheat. ► Pull over and stop the vehicle safely and switch off the engine, paying attention to road and traffic conditions. ► Safeguard the vehicle against rolling away (see the vehicle Operator's Manual). ► Consult a qualified specialist workshop.</p>

Vehicle	Display messages	Possible causes/consequences and ► Solutions
	Auxiliary Battery Malfunction	<p>The auxiliary battery for the automatic transmission is no longer being charged.</p> <ul style="list-style-type: none"> ► Visit a qualified specialist workshop. ► Until then, set the automatic transmission to position P before you switch off the engine. ► Before leaving the vehicle, apply the electric parking brake.
	Pre-Entry Climate Ctrl. (Via Smart-Key) Available Again After Engine Start	<p>With the engine switched off, you have attempted to switch on the pre-entry climate control more than twice.</p> <ul style="list-style-type: none"> ► Let the engine run for ten seconds. After running the engine, the pre-entry climate control is operational again.
	Pre-Entry Climate Ctrl. (Via Smart-Key) Inoperative HV Battery Low	<p>The on-board voltage is too low. The pre-entry climate control cannot be switched on.</p> <ul style="list-style-type: none"> ► Drive for a longer distance. The battery is being charged. When the condition of charge of the high-voltage battery is over the specified minimum, pre-entry climate control is operational again.

Warning and indicator lamps in the instrument cluster

Safety systems

The information "while the engine is running" given in the vehicle Operator's Manual regarding the signaling behavior of a warning/indicator lamp corresponds to the READY driving status. When a warning/indicator lamp lights up in the READY driving status with the corresponding information, the causes/consequences and solutions given in the vehicle Operator's Manual also apply to your vehicle.

Warning/ indicator lamp	▷ Signal type Possible causes/consequences and ▷ Solutions
 	<p>▷  (USA only),  (Canada only): the red brake system warning lamp is shown in the READY driving status. A warning tone also sounds.</p>
	<p>▷ The yellow RBS (Recuperative Brake System) warning lamp is on in driving condition READY. A warning tone also sounds.</p>

 **WARNING**

RBS is malfunctioning. Pedal travel may be longer than usual and braking performance may be affected.

There is a risk of an accident.

- ▶ Pull over and stop the vehicle safely as soon as possible, paying attention to road and traffic conditions. Do not continue driving under any circumstances.
- ▶ Safeguard the vehicle against rolling away (see the vehicle Operator's Manual).
- ▶ Consult a qualified specialist workshop.
- ▶ Observe the additional display messages in the multifunction display.

Important safety notes

Observe the additional information on the operating safety of the multimedia system in the vehicle Operator's Manual.

WARNING

If you operate information systems and communication equipment integrated in the vehicle when driving, you may be distracted from the traffic situation. You could also lose control of the vehicle. There is a risk of an accident.

Only operate this equipment when the traffic situation permits. If you are not sure that this is possible, park the vehicle paying attention to traffic conditions and operate the equipment when the vehicle is stationary.

You must observe the legal requirements for the country in which you are currently driving when operating the multimedia system.

Information on operating the multimedia system can be found in the vehicle Operator's Manual.

Vehicle menu

Menu overview

The vehicle menu of the multimedia system is added to or changed for the hybrid operation on the following displays:

- Energy flow display (▷ page 50)
- Fuel consumption and generated electrical energy display (▷ page 50)

Press the  button to open the vehicle menu in the multimedia system.

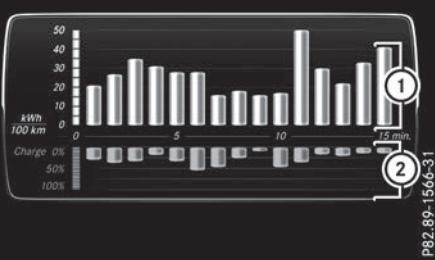
Further possibilities for calling up the menu can be found in the vehicle Operator's Manual.

Energy flow display

- ▶ Press the  button on the multimedia system.
The vehicle menu is displayed.
- ▶ To select **Energy Flow**: turn and press the controller.
The energy flow is displayed.
- ▶ To exit the display: press the  button on the controller.

The current energy flow in the hybrid drive system can also be displayed in the multifunction display (▷ page 40).

Displaying fuel consumption and generated electricity



- ① Fuel consumption
② Electrical energy generated

Every bar of the graph displays the average value for one minute.

Fuel consumption indicator ① may differ from the indicator in the **From Start** trip computer in the **Trip** menu.

To reset values: the values are reset along with the **From Start** trip computer (▷ page 43).

- ▶ To select **Consumption**: turn and press the controller.

The display of the multimedia system shows fuel consumption ① and electrical energy generated ② for the past 15 minutes of driving.

Engine compartment

Checking coolant level

Observe the notes on checking and adding coolant in the vehicle Operator's Manual.

The second coolant expansion tank in your vehicle's engine compartment must not be filled.

Battery (vehicle)

Important safety notes

Your vehicle is equipped with a 12 V battery and a high-voltage battery.

For the 12 V battery, observe the notes under "Battery (vehicle)" in the vehicle Operator's Manual.

DANGER

The vehicle's high-voltage electrical system is under high voltage. If you modify components in the vehicle's high-voltage electrical system or touch damaged components, you may be electrocuted. The components in the vehicle's high-voltage electrical system may be damaged in an accident, although the damage is not visible. There is a risk of fatal injury.

Following an accident, do not touch any high-voltage components and never modify the vehicle's high-voltage electrical system. Have the vehicle towed away after an accident and the vehicle's high-voltage electrical system checked by a qualified specialist workshop.

WARNING

In the event of a vehicle fire, the internal pressure of the high-voltage battery could exceed a critical value. In this case, flammable gas escapes through a vent valve in the vehicle's underbody. The gas could ignite. There is a risk of injury.

In cases of unusual smells developing, smoke or burn marks, stop the charging process immediately.

Leave the danger area immediately. Secure the danger area at a suitable distance.

Contact a qualified specialist workshop.

WARNING

If the housing of the high-voltage battery has been damaged, electrolyte and gases may leak out. These are poisonous and caustic. There is a risk of injury.

Avoid contact with skin, eyes or clothing. Immediately rinse electrolyte splashes off

with water and seek medical attention straight away.

I Exhaustive discharge caused by the vehicle standing idle for lengthy periods can damage the high-voltage battery. If the vehicle is idle for lengthy periods leave the high-voltage battery connected to a charging station.

If the battery charge is sufficient, the high-voltage battery can also supply the 12 V battery with energy. This happens only if the battery charge of the 12 V battery requires this, e.g. after using electrical consumers for an extended period with the engine switched off. As the on-board voltage is continuously monitored this can also be performed when the engine is switched off. The battery charge of the 12 V battery and the on-board voltage are thereby kept stable for longer.

Consult a qualified specialist workshop if you wish to leave your vehicle parked for a long period of time.

Charging the high-voltage battery while the vehicle is stationary

DANGER

Combustion engines emit poisonous exhaust gases such as carbon monoxide. Inhalation of these exhaust gases is hazardous to health and can result in poisoning. There is a risk of fatal injury. Therefore, never leave the engine running in an enclosed space without adequate ventilation.

I Only charge the high-voltage battery in the "Charging when stationary" mode. Do not connect any battery chargers to the high-voltage battery. This could damage the vehicle's high-voltage electrical system.

► Bring the vehicle to a stop with the engine running.

The engine powers the electric motor. The electric motor operates as an alternator. The high-voltage battery is being charged.

If the high-voltage battery has been discharged excessively, charge the high-voltage battery to at least 60%. In the "Charging when stationary" operating mode, you can observe the condition of charge of the high-voltage battery up to a

maximum of 70% in the COMAND display and in the multifunction display (▷ page 40).

Jump-starting

Observe the notes on jump-starting in the vehicle Operator's Manual.

If your vehicle has been jump-started, the electric drive may not be available for approximately 30 minutes.

Jump-starting is not considered to be a normal operating condition.

Jumper cables and further information regarding jump-starting can be obtained at any qualified specialist workshop.

Towing

Important safety notes

Observe the notes on towing and transporting in the vehicle Operator's Manual.

Towing the vehicle with the rear axle raised or transporting the vehicle should only be carried out by professional recovery companies. It is better to have the vehicle transported than to have it towed away.

In the following cases, the vehicle must not be towed but be transported instead:

- the multifunction display is not working
- the  **Towing Not Permitted See Operator's Manual** message is shown in the multifunction display

If the vehicle is in a dangerous area, it can be towed out of that area with both axles on the ground. In this case, the towing distance must not be greater than 165 ft (50 m) and must not exceed a towing speed of 6 mph (10 km/h). For longer distances, have the vehicle loaded and transported.

Filling capacities

Observe the notes on service products in the vehicle Operator's Manual.

	Capacity
Fuel tank content	21.1 US gal (80.0 l)
Fuel , of which reserve fuel	Approximately 3.0 US gal (10.0 l)
Engine oil replacement amount including oil filter	7.4 US qt (7.0 l)
Coolant	Approx. 10.3 US qt (9.7 l)
Refrigerant	37.0 ± 0.4 oz (1050 ± 10 g)
PAG oil	3.9 ± 0.4 oz (110 ± 10 g)

Vehicle data

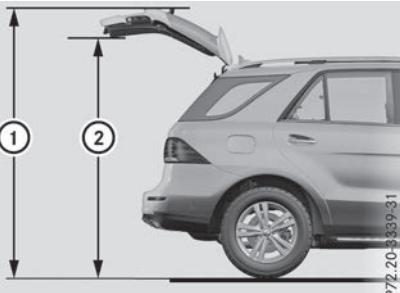
General notes

Please note that for the specified vehicle data:

- The heights specified may vary as a result of:
 - Tires
 - Load
 - Condition of the suspension
 - Optional equipment
- Optional equipment reduces the maximum payload

Observe the information relating to level control (see the vehicle Operator's Manual).

Dimensions and weights



GLE 550 e 4MATIC	① Height when opened	② Max. headroom
Steel suspension	86.4 in 2195 mm	78.2 in 1987 mm
AIRMATIC Package	84.3 in - 87.2 in 2140 mm - 2215 mm	76.0 in - 79.0 in 1931 mm - 2006 mm
ON&OFFROAD package	84.3 in - 88.4 in 2140 mm - 2245 mm	76.0 in - 80.2 in 1931 mm - 2036 mm

Missing values were not available at time of going to print.

GLE 550 e 4MATIC

Vehicle length	189.7 in (4819 mm)
Vehicle width including outside mirrors	84.3 in (2141 mm)
Maximum vehicle height (steel suspension)	70.7 in (1796 mm)
Maximum vehicle height (AIRMATIC package)	71.6 in (1818 mm)
Maximum vehicle height (ON&OFFROAD package)	72.8 in (1848 mm)
Minimum vehicle height	69.2 in (1758 mm)

GLE 550 e 4MATIC

Wheelbase	114.8 in (2915 mm)
Maximum ground clearance (steel suspension)	8.0 in (202 mm)
Maximum ground clearance (AIRMATIC package)	10.0 in (255 mm)
Maximum ground clearance (ON&OFFROAD package)	11.2 in (285 mm)
Minimum ground clearance	7.1 in (180 mm)
Turning radius	38.7 ft (11.80 m)
Maximum roof load	220 lb (100 kg)
Permissible trailer load, braked at a minimum gradient-climbing capability of 12% from a standstill	4410 lbs (2000 kg)
Maximum drawbar nose-weight , the drawbar nose-weight is not included in the trailer load	355 lbs (160 kg)
Permissible rear axle load when towing a trailer	3704 lbs (1680 kg)

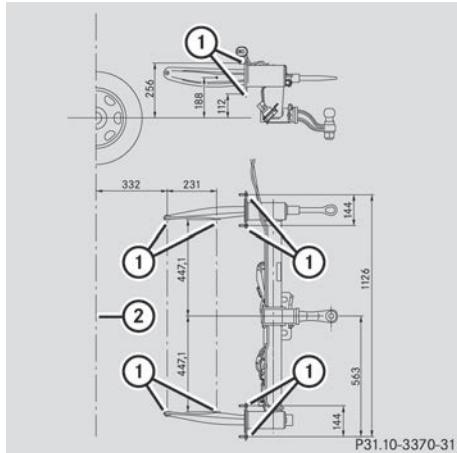
High-voltage battery

Model	Lithium-ion
Energy content (gross)	6.1 kWh
Range in electric-only mode (according to NEDC)	
Charge time – Mode 3 (from 20% to 100%) at 32 A / 240 V (at a wallbox or charging station)	Approx. 2 h
Charge time – Mode 2 (from 20% to 100%) at 8 A / 120 V	

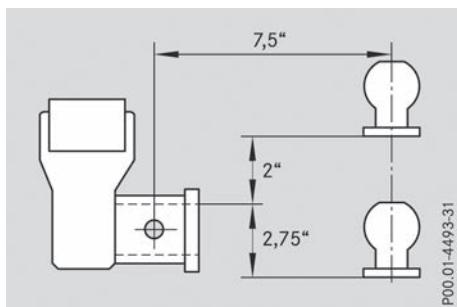
Mounting dimensions

! If you have a trailer tow hitch retrofitted, changes to the cooling system and drive train may be necessary, depending on the vehicle type.

If you have a trailer tow hitch retrofitted, observe the anchorage points on the chassis frame.



- ① Anchorage points for the trailer tow hitch
② Rear axle center line

Ball position of the ball coupling

When choosing a ball coupling, the dimensions stated in the illustration must not be exceeded.

