



Mercedes-Benz

Mercedes-Benz at the 2015 NAIAS

Press Information

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The descriptions and information in this press kit apply to the U.S. Mercedes-Benz model range and may vary from country to country.

Forerunner of a mobility revolution

With the S 500 INTELLIGENT DRIVE and the Future Truck 2025, Mercedes-Benz has already made the vision of autonomous driving reality. The new research vehicle F 015 Luxury in Motion had its world premiere at the Consumer Electronics Show, and provides a concrete example of the visionary ideas the company is developing with regard to autonomous driving of the future. With this self-driving luxury sedan Mercedes-Benz illustrates how the car is growing beyond its role as a mere means of transport and will ultimately become a private retreating space. This new way of traveling gives passengers the freedom to use their valuable time on the road in manifold ways.

Progressing from the self-propelled ("automotive") to the self-reliant ("autonomous") vehicle, Mercedes-Benz as a pioneer goes far beyond the purely technical realization of automated driving. The company's experts also have to anticipate different outlooks and social trends. People are always at the center of such considerations. Just as the 1886 Benz Patent Motor Car and its successors revolutionized personal mobility and, as a consequence, society as a whole, the first self-driving cars will also bring about major changes.

"Anyone who focuses solely on the technology has not yet grasped how autonomous driving will change our society. The car is growing beyond its role as a mere means of transport and will ultimately become a mobile living space," explains Dr. Dieter Zetsche, Chairman of the Board of Management of Daimler AG and Head of Mercedes-Benz Cars.

Expressive forerunner of a mobility revolution

With the huge amount of space in its lounge-like interior, the Mercedes-Benz F 015 Luxury in Motion takes the concepts of comfort and luxury to a new level. Every facet of the vehicle reflects perfectly the Mercedes way of interpreting the terms "modern luxury", emotion and intelligence. This

innovative four-seater is a forerunner of a mobility revolution, and this is immediately apparent from its futuristic appearance.

It is obvious that the F 015 represents the vision of a brand new vehicle concept just from its unusual proportions (length/width/height: 5220/2018/1524 millimeters), its seamless, monolithic exterior and its large LED light modules at the front and rear. A range of different lighting functions can be provided through these LED fields. At the same time, the vehicle communicates and interacts with the outside world by means of the LED fields. These LED fields show for example, if the F 015 is driving autonomously (blue) or is controlled manually (white).

The low-slung front end, smooth and streamlined roof line, flat front windshield and road-hugging rear end give the F 015 Luxury in Motion an extended and decidedly dynamic silhouette. The F 015 Luxury in Motion's unusually large wheelbase of 3610 millimeters in combination with its short overhangs clearly show that the design focus was on providing the maximum possible space for the passengers.

A lounge-like interior with an atmosphere of well-being

In the interior of the F 015 Luxury in Motion the designers have created a lounge-like space with a feel-good ambience characterized by elegance, quality and lightness. Sensual, flowing transitions and warm, organic materials such as open-pore walnut wood shaped into a three-dimensional veneer, and extremely soft ice white nappa leather contrast with clearly-defined metal and glass surfaces with a cool and technical feel.

The pivotal feature of the innovative interior concept is the variable seating system, with four rotating lounge chairs that allow a face-to-face seat configuration. In order to make getting in and out of the car easier, the electrically powered seats also swing outwards by 30 degrees as soon as the doors are opened. If necessary, the driver and front-seat passenger can also turn their eyes and attention towards the front – a prerequisite for manual driving. To this end the steering wheel extends automatically from the dashboard.

The leather-covered cushions of the lounge chairs are set in curved mounts of highly-polished aluminium. Each seating mount has a contrasting light band of blue LED lights and can also be manually swiveled.

One key aspect of the research vehicle is the continuous exchange of information between vehicle, passengers and the outside world. This is facilitated by six display screens harmoniously integrated into the instrument panel and the rear and side panels, which turn the interior of the F 015 Luxury in Motion into a digital arena. Passengers can interact intuitively with the connected vehicle through gestures, eye-tracking or by touching the high-resolution screens. Sensors recognize the passengers' hands and offer them user interfaces within convenient reach that present appropriate operating options for each particular situation. Particle streams on the displays visualize the vehicle's movement.

Revolutionary vehicle structure

The high-strength body of the F 015 Luxury in Motion ensures optimum safety and supreme comfort for its passengers. At the same time, the bodyshell's structure provides the ideal basis for the door concept that makes getting in and out especially easy, and for the communication-oriented seating featuring four lounge chairs in a face-to-face arrangement.

New materials and structures were used to develop the highly efficient "Smart Body Structure (SBS)" of the F 015. By cleverly combining carbon-fiber-reinforced plastic (CFRP), aluminum and high-strength steels in a way that matches the varying requirements exactly, the lightweight engineering experts were able to make the bodyshell 40 percent lighter compared with today's production vehicles.

Another key element of the body design concept is the innovative saloon-door-style door system featuring rear-hinged rear doors. The front and rear doors can be opened and closed independently of one another. With an opening angle of 90 degrees for all doors, the spacious interior can be easily and comfortably accessed on both sides. B-pillars were not needed. A very sturdy interconnected system with mechanical locking elements ensures exemplary

safety standards. These elements securely interlock the front and rear doors when they are closed at the same time as fixing them firmly to the roof frame and side skirts. The resulting composite load path allows an extremely high amount of energy to be absorbed in the event of frontal or side impact, with minimal intrusion into the passenger compartment.

The doors themselves have a crucial role to play in the vehicle's passive safety concept. The crash-responsive beltlines underneath the side windows are vital here. The PRE-SAFE® Structure, previously unveiled on the ESF 2009 Experimental Safety Vehicle and now further enhanced, offers maximum safety while taking up minimum space: in a side-on collision, these bodywork elements "inflate" in an instant, just like an airbag, allowing them to absorb as much impact energy as possible.

In addition, the bodyshell of the F 015 Luxury in Motion was designed to allow the impact-protected integration of an electric drive system with fuel cell. This is based on the pioneering F-CELL PLUG-IN HYBRID system seen in the F 125! research vehicle from 2011, and combines on-board generation of electricity with an exceptionally powerful and compact high-voltage battery. The pressure tank made from CFRP is designed to store the hydrogen.

The vision: greater quality of life for all city dwellers

As a foundation for creating the F 015 Luxury in Motion, experts from all areas of Mercedes-Benz developed a future scenario entitled "City of the Future 2030+", which considered many aspects of mobile living.

The greater the advance of urbanization, the greater is the desire of the individual to be able to retreat to a private sphere. Autonomous driving will become a given. As drivers are relieved of work and stress in situations in which driving is not enjoyable, the time gained while in their car takes on a whole new quality. Time and space will become the luxury of the future.

New technologies and forms of communication open up numerous new possibilities for interaction, both between the vehicle and its passengers and between the vehicle and other road users.

Autonomous cars also open up new possibilities for urban infrastructure design. Following the example of today's low-emission zones in city centers, special "safety zones" that are only accessible to autonomous vehicles could be created. Urban space would be regained by autonomous vehicles parking themselves on the periphery.

In the shared space of the future, humans and machines share the roads. The "car-friendly city" is transformed increasingly into the "people-friendly city" without any loss of individual freedom. The divide between residential, recreational and traffic areas therefore melts away. The result is superior quality of life for all urban dwellers.

The road to autonomous driving

Even now, vehicles from Mercedes-Benz are capable of detecting many different hazardous situations out on the road and reacting as the situation demands – by means of autonomous braking, for instance. And from the C-Class through to the S-Class, there are already Mercedes-Benz models driving semi-autonomously on public roads today, equipped with features such as DISTRONIC PLUS with Steering Assist and the Stop&Go Pilot semi-autonomous traffic jam vehicle following function. Active Parking Assist with PARKTRONIC allows automated parking with active steering and brake control in both parallel and end-on spaces.

In August 2013, Mercedes-Benz demonstrated to great effect that autonomous driving is possible now, even in complex urban and rural traffic situations. The close-to-production Mercedes-Benz S 500 INTELLIGENT DRIVE completed the approximately 100-kilometer journey from Mannheim to Pforzheim fully autonomously, following the route Bertha Benz took in 1888 on the first ever long-distance drive by car.

Mercedes-Benz is setting the pace of development in the area of trucks, too – as the innovator and launcher of intelligent assistance systems. With its Future Truck 2025, the brand presented the world's first truck to feature autonomous driving at the IAA Commercial Vehicles in September 2014. In July 2014, this one-off vehicle, based on the Mercedes-Benz Actros 1845, drove at speeds of up

to 80 km/h in realistic traffic situations on a section of the A14 autobahn near Magdeburg.

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As a global company, Mercedes-Benz has its sights set on autonomous driving worldwide. In order to factor in the differences in traffic and infrastructure in other markets, the experts also carry out testing in the USA, for example. In mid-September 2014, Mercedes-Benz became one of the first automotive manufacturers to be issued with an official license by the US state of California for testing self-driving vehicles on public roads there. In addition the company makes use of the USA's largest test facility, the Concord Naval Weapons Station (CNWS).

"The car is becoming a mobile living space"

"Anyone who focuses solely on the technology has not yet grasped how autonomous driving will change our society. The car is growing beyond its role as a mere means of transport and will ultimately become a mobile living space."

Dr. Dieter Zetsche, Chairman of the Board of Management of Daimler AG and Head of Mercedes-Benz Cars

"Autonomous driving is one of the greatest innovations since the invention of the motorcar. Drivers are relieved of work and stress in situations in which driving is not enjoyable, and the time gained while in their car takes on a whole new quality."

Prof. Dr. Thomas Weber, Member of the Board of Management of Daimler AG, responsible for Group Research and Head of Mercedes-Benz Cars Development

"Visionary concepts as the F 015 are vital for fueling the social discourse on mobility and the design of urban habitats. An essential part of our culture of innovation is to make humans, with their needs and desires, the central focus of our considerations and developments."

Prof. Dr. Herbert Kohler, Head of Corporate Research & Sustainability and Chief Environmental Officer for Daimler AG

"With the F 015 Luxury in Motion we wanted to design a luxurious vehicle with a lounge-like ambience in the interior, which combines sensuality with purity in a very special way and appeals equally to the intellect and to the emotions, thereby exerting a natural appeal. In addition, its exterior had to signal its visionary and pioneering character at first glance."

Gorden Wagener, Vice President Design Daimler AG

Driving performance reinterpreted

Affalterbach/Detroit. With the new GLE63 S Coupe, Mercedes-AMG is introducing another highly dynamic model as it enters the 2015 automotive year. An exciting interpretation of a four-door coupe, this commanding SUV meets the highest standards in terms of performance, design and comfort. The highly sporty Mercedes-AMG GLE63 S Coupe is powered by an AMG 5.5-liter V8 biturbo engine that is rated at 577 horsepower. The perfect prerequisites for a highly dynamic on-road driving experience come courtesy of the suspension, which has been systematically designed for sporty performance. The high-performance SUV coupe comes with the AMG RIDE CONTROL sports suspension with active roll stabilization ACTIVE CURVE SYSTEM and the Sports Direct-Steer system. The 4MATIC all-wheel drive with rear-biased power distribution and the DYNAMIC SELECT transmission modes promise to deliver what distinguishes every AMG vehicle: driving performance.

Tobias Moers, Chairman of the Board of Management of Mercedes-AMG GmbH: “We see great potential in this vehicle segment, which is new to Mercedes-AMG. The GLE63 Coupe is the logical progression of our ambitious growth strategy – after all, in 1999 with the first high-performance SUV ML55 AMG, we established a completely new segment. The new GLE63 Coupe will inspire SUV fans focused on dynamics while at the same time representing a new interpretation of driving performance.”

Sportiness of a coupe, strengths of an SUV

The new GLE63 S Coupe 4MATIC combines the sportiness of a coupe with the strengths of an SUV. High agility, a distinctive engine sound and typical sports car acceleration are united with poise and assurance, tremendous pulling power and perfect traction.

The raised seating position and effortlessly unhurried superiority on the road, paired with typical AMG longitudinal and transverse dynamics and direct response to driver commands, result in an intense driving feel. The wide choice of different worlds of experience is based, among other things, on the DYNAMIC SELECT transmission modes, which for the first time permit such a wide spread of driving dynamics.

The five transmission modes of Slippery, Individual, Comfort, Sport and Sport Plus, which the driver is able to select using a rotary control on the center console, deliver fundamentally different driving dynamics. Be it the response of the engine, the shift strategy of the transmission, ESP[®] thresholds, power assistance for the steering or characteristics of the dampers: The system networks all the control systems, generating different sets of parameters for distinct driving experiences.

The AMG 5.5-liter V8 biturbo engine

The GLE63 S Coupe 4MATIC offers customers a powerful AMG 5.5-liter V8 biturbo engine that develops a maximum power of 577 horsepower and 561 lb/ft of torque. The 8-cylinder powerplant, which is assembled according to the “one man, one engine” philosophy, delivers the familiar powerful performance. The GLE63 S Coupe 4MATIC accelerates from 0 to 60 mph in 4.2 seconds. Exemplary fuel consumption values demonstrate that maximum power, efficiency and environmental compatibility are by no means mutually exclusive for Mercedes-AMG.

At a glance:

	Mercedes-AMG GLE63 S Coupe 4MATIC
Displacement	5461 cc
Output	577 hp at 5,500 rpm
Peak torque	561 lb/ft at 1,750-5,250 rpm
Acceleration 0-60 mph	4.2 sec.

As customary for an AMG model, the sound from the new GLE63 S Coupe 4MATIC is unmistakable. Customers can further emphasize the distinctive engine sound from the sports exhaust system with the optional Performance exhaust system. Those who value a more noticeable sound can opt for an even more emotively appealing V8 engine sound – and can experience the dynamic performance even more intensely.

Power transmission: AMG SPEEDSHIFT PLUS 7G-TRONIC

The power transmission is also made to measure. Depending on the mode selected for the variable dynamic handling control system DYNAMIC SELECT,

the AMG SPEEDSHIFT PLUS 7G-TRONIC impresses with its great agility and superior responsiveness. The transmission has a wide-ranging potential. It offers an impressively high shift speed and perfect transitions for a sportier driving style as well as smooth, barely perceptible gear changes for enjoyable cruising.

The M button allows the driver to emphasize the sporty character and to shift gears exclusively using the steering-wheel shift paddles. In M mode, the transmission will allow the driver to remain in control of the shift points and will not upshift or downshift automatically. Further specialties for the dynamically focused driver: the automatic double-declutching function when shifting down and the short-term M mode, which combines the performance of manual gear changes with automatic up- and downshifts. This allows the driver to enjoy the vehicle's impressive performance to its full potential. If the driver has shifted up or down manually using the shift paddle, the transmission independently switches back to the automatic shift mode after a set period of time.

The seven-speed automatic transmission features a dual-turbine torsional damper with speed-sensitive centrifugal pendulum, which minimizes vibrations while enhancing the passengers' comfort.

AMG Performance 4MATIC all-wheel drive with rear-biased power distribution

With 4MATIC permanent all-wheel drive, Mercedes-AMG uses a specially designed transfer case. This exclusive solution distributes the drive power in a ratio of 40:60 between the front and rear axles, resulting in greater agility about the vertical axis of the vehicle. The pay-off for the driver is even greater driving pleasure during high-speed cornering. The AMG RIDE CONTROL sports suspension with AIRMATIC package, consisting of air suspension, special damper struts, automatic level control and infinitely variable damping characteristics ADS Plus, is combined with the active roll stabilization ACTIVE CURVE SYSTEM. This standard-fit system employs active anti-roll bars on the front and rear axles to reduce the body's roll angle during cornering. The reduced roll angle and outstanding cornering properties make for enhanced transverse dynamics and driving pleasure. At the same time, the system provides increased driving stability and, therefore, safety, especially at higher speeds.

Roll stabilization, damping and suspension adapt automatically to the prevailing driving situation, offering both optimum ride comfort and maximum stability. The damping system changes its area of emphasis depending on the preselected DYNAMIC SELECT mode. “Sport Plus” mode puts the emphasis on maximum possible transverse dynamics. Conversely, “Comfort” mode enables maximum ride comfort.

The fully load-bearing air suspension system is speed-sensitive, lowering the body at higher speeds in order to minimize drag while increasing driving stability. The current operating conditions are detected via the steering angle sensor, four level sensors, three body sensors, the driving speed as well as the positions of the brake and gas pedals. The control unit uses these signals for infinitely variable adjustment of the current damping force required for each individual wheel.

DYNAMIC SELECT changes the driving dynamics in no time at all

Perfect interplay between all systems makes for a superior experience in the cockpit – whatever the driving situation or road conditions. As an additional bonus, DYNAMIC SELECT modifies the driving dynamics in no time at all. The GLE63 S Coupe 4MATIC adapts its character at lightning speed, depending on which transmission mode is activated. In “Comfort” mode, the control thresholds of the dynamic handling control systems ASR, ESP[®] with Dynamic Cornering Assist and the all-wheel drive control system 4ETS are configured for moderate, restrained dynamics. “Sport” and “Sport Plus” permit greater longitudinal and transverse dynamics for more intense driving pleasure. In “Slippery transmission” mode, on the other hand, the focus is on optimum traction and maximum driving stability in adverse road conditions. “Individual” mode allows the driver to design their own personal set-up consisting of engine characteristics, shift strategy and damper settings.

AMG-specific Sports Direct-Steer system and AMG high-performance braking system

In combination with the AMG-specific Sports Direct-Steer system, compact Performance steering wheel, elastokinematics on the front axle and more robustly designed rear-axle stabilizer bar, the handling is outstanding in all operating conditions. The variable steering ratio makes for significantly improved agility, while high-speed driving safety is maintained. The variable power assistance is dependent on the vehicle speed and the DYNAMIC SELECT program and adapts perfectly to the driving situation.

The AMG high-performance braking system offers extremely short stopping distances and high stability with all-round ventilated and perforated brake disks of size 15.4" x 1.4" (front) and 13.6" x 1.0" (rear). Red-painted brake calipers with AMG lettering complete the sporty appearance.

Design: commanding, extroverted, proud and with "A-wing"

The Mercedes-AMG GLE63 S Coupe skillfully embodies the firmly established principles of Mercedes-Benz design: sensuousness and clarity. The top-of-the-range V8 model from Affalterbach manages in an emotively appealing way to bring the fascination of motor sport to everyday life with a powerful dominance. A very first glance reveals the new four-door coupe to be an extrovert, proudly standing on its large wheels.

The GLE63 S Coupe is the first SUV from Affalterbach to adopt the characteristic "A-wing" in the front apron. This AMG design philosophy is familiar from many other high-performance vehicles and makes the SUV coupe clearly recognizable as a member of the AMG model family. Viewed from the front, the model's sculptural design idiom is also defined by the hood with its two dynamic powerdomes and new radiator grille. As is typical of AMG, it features a twin louver in silver chrome as well as a large, central Mercedes star.

The GLE63 S Coupe 4MATIC displays visual dominance with its "A-wing". This design feature in the form of the stylized "A", a hallmark of AMG, is three-dimensional and also serves as an air guide for the three air openings. The A-wing is painted in high-gloss black, while the trim strip is in silver chrome. The new front view is especially characterized by the two lateral, large air inlets, while the above-positioned, black flics ensure an optimal flow of air onto the cooling modules. At the lower end of the front apron, a front splitter in the color of the vehicle helps to reduce lift. The standard equipment package includes three-dimensionally formed LED headlamps. In addition, 22-inch AMG cross-spoke light-alloy wheels, painted in titanium gray with a high-sheen finish, ensure that the S-Model exudes an impressive air. Optimum traction of the light-alloy wheels is guaranteed by tires of size 285/40 R 22 (front axle) and 325/35 R 22 (rear axle). The GLE63 S Coupe 4MATIC is also instantly recognizable by its red-painted brake calipers.

Dominance is reinforced by lateral flared wheel arches

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Flared wheel arches in black make for a systematic continuation of the visual dominance along the sides. Behind the wheel cutout, “V8 BITURBO” lettering points to the superior engine power of the GLE63 S Coupe. An even more distinctive look is optionally available from illuminated aluminum-look side running boards with anti-slip rubber studs.

The rear end of the vehicle shows clear similarities with the design of the S-Class Coupe. With its narrow tail lights in a three-dimensional look, broad chrome badge and prominently placed Mercedes star, the GLE63 S Coupe has a decidedly sporty look. Mercedes-AMG reinforces the visual dynamics with some specific design elements. The spoiler lip on the tailgate further improves the driving stability at high speeds, while the visual, lateral air outlets in the rear apron improve the c_d (coefficient of drag) value. The AMG rear apron is given a dynamic look by diffuser fins and the integrated, chrome-plated twin tailpipe trims of the sports exhaust system. As a result of the new nomenclature, the prominent AMG lettering is placed to the left of the Mercedes star, with the model identification to the right.

High-grade interior: exclusive design elements and appointments

Like the exterior design, the interior of the GLE63 S Coupe also boasts many exclusive design elements and appointments. High-grade materials, first-class precision and a luxurious quality feel produce a fascination potential typical of AMG. Trim elements in a variety of finishes are available.

Thanks to their specific upholstery with greater contouring and higher side bolsters at the front, the sports seats offer excellent lateral support. Perforated high-grade exclusive nappa leather upholstery and AMG crests in the head restraints lend the interior a special, luxurious note. A special seat upholstery layout with topstitching and metal AMG badges make for an exclusive look and feel, which is further complemented by the 3-spoke Performance steering wheel with Silver aluminum shift paddles that feature “UP” and “DOWN” lettering and a precise pressure point to encourage manual gear changing. The instrument panel on the GLE63 S Coupe 4MATIC is in black nappa leather. The partially integrated central display visualizes the individual DYNAMIC SELECT transmission modes with animated graphics. The center console accommodates the COMAND controller with an ergonomically positioned touchpad; on the right is the DYNAMIC SELECT rotary actuator for the various transmission modes. Located above is the M button for the manual transmission mode.

Two large round dials with silver chrome surrounds and the central 4.4-inch multifunction display provide the driver with comprehensive information. The typical AMG equipment package includes sporty dials in carbon-fiber look with a 200 mph speedometer scale and red pointers. The main menu includes a RACETIMER, manual gear indicator and the AMG start-up screen. The instrument cluster has a high-class look with fine red scale graduations around the speedometer and rev counter and a gray decorative band.

The standard equipment package on the GLE63 S Coupe models includes:

- ADAPTIVE BRAKE
- ATTENTION ASSIST
- COLLISION PREVENTION ASSIST PLUS
- Power liftgate
- ECO start/stop function
- Door sill panels in brushed stainless steel with AMG lettering
- Floor mats with AMG lettering
- LED Intelligent Light System
- ISOFIX child seat attachment points in the rear
- PRE-SAFE[®] system
- Tire pressure monitoring system
- Surround View Camera System
- Crosswind Assist
- Heated and ventilated seats for the driver and front passenger
- Sports pedals in brushed stainless steel with rubber studs
- Electrically adjustable front seats
- Harman Kardon[®] Logic 7[®] surround sound system

Additional optional extras (selection):

- Bang & Olufsen BeoSound AMG high-end surround sound system
- Driver Assistance Package with DISTRONIC PLUS
- Cross-spoke light-alloy wheels, painted in matt black with a high-sheen finish, with 285/40 R 22 (front) and 325/35 R 22 (rear) tires
- Engine cover in carbon fiber
- Performance exhaust system
- Air Balance Package with fragrance and ionization
- Trim in carbon fiber / black piano lacquer

A sportier choice

Stuttgart. Mercedes-Benz is combining two classes of vehicle – each with its own distinct style – to make a new model, the Mercedes-Benz GLE Coupe. The sporty nature of a coupe dominates, imbued with the striking characteristics of a robust SUV. In addition to convincing on-road vehicle dynamics, the GLE Coupe looks impressive as well. With its flowing side contour, elongated and low greenhouse, striking radiator grille with central chrome louvre and rear end design, the GLE Coupe cites styling features typical of particularly sporty Mercedes-Benz models. In the U.S. market, the Mercedes-Benz GLE 450 AMG 4MATIC Coupe features a biturbo V6 engine that produces 362 horsepower and 384 lb-ft of torque. In addition to the generous amount of standard equipment, the DYNAMIC SELECT dynamic handling control system, the Sports Direct-Steer system and the driver assistance systems typical of the brand, the GLE 450 AMG 4MATIC Coupe comes standard with the 9G-TRONIC nine-speed automatic transmission and 4MATIC permanent all-wheel drive.

The GLE Coupe is the new addition to the successful portfolio of Mercedes-Benz coupes. Alongside the classic, two-door C, E and S-Class models and the four-door CLS- and CLA-Class coupes, the new coupe displays a highly individual interpretation of the physiognomy and light-footed approach typical of this family of vehicles. For example, the GLE Coupe displays attributes typical of coupes such as sportiness, dynamism and agility, while also exuding the self-assured presence, versatility and ruggedness of an SUV.

DYNAMIC SELECT dynamic handling control system: highly variable – from racy and sporty to poised and comfortable

The GLE Coupe feels like a true sports coupe. Despite the similarity to an SUV with its raised seating position and expansive all-round view, the occupants are led to believe that they are in sports rather than off-road mode. The sound is reminiscent of powerful sports cars, while the spontaneous and direct response to all commands is guaranteed to get your pulse racing. On the other hand, it can also create a superior feeling of calm, coupled with unshakeably serene driving dynamics. These two different worlds can normally only be experienced in two separate vehicles – an agile, thoroughbred sports coupe

and an easy-going, comfortable SUV. But the new GLE Coupe is different: DYNAMIC SELECT enables a wide spread in the driving dynamics and combines these diametrical worlds of experience in a single vehicle – an automobile premiere.

GLE 450 AMG – the first AMG sports model

The balancing act between extremely sporty yet still comfortable has been mastered especially well in the GLE 450 AMG 4MATIC Coupe. As the first AMG sports model, the V6 top-of-the-range GLE Coupe enables an attractive entry to the world of the sports car and performance brand.

"The GLE 450 AMG Coupe is our first sports model, and further highly emotional and performance-oriented models will follow in the near future. The new product line from Mercedes-AMG has allowed us to make true sports car technology and the fascination of motorsports more accessible," says Tobias Moers, Chairman of the Board of Management of Mercedes-AMG GmbH.

"Every vehicle from Affalterbach honors the brand promise of Driving Performance."

The new AMG sports models display impressive product substance and honor the promise of sports performance with a higher output class, standard all-wheel drive and also sophisticated chassis solutions. The variable dynamic control system assigns fundamentally different characteristics to the five transmission modes of INDIVIDUAL, COMFORT, SLIPPERY, SPORT and SPORT+, which the driver is able to select using a rotary control on the center console. The system networks all the control systems, generating different sets of parameters. The names speak for themselves: SPORT and SPORT+ turn the GLE 450 AMG 4MATIC Coupe into a sporty, dynamic vehicle with pronounced longitudinal and lateral dynamics. COMFORT is the opposite end of the spectrum. Here the emphasis is on the refined parameters so typical of classic Mercedes-Benz sedans, for relaxed, effortless cruising with the greatest possible energy efficiency. SLIPPERY optimizes the handling on surfaces with low friction coefficients such as snow or ice. In addition, INDIVIDUAL mode enables the driver to program and store personal preferences in the individual control strategies, regardless of the engine variant.

In the GLE 450 AMG 4MATIC Coupe, DYNAMIC SELECT not only modulates the "hard skills" such as the chassis and suspension, steering or powertrain. It

is also possible to experience the selected mode more intensively on an emotional level because various "soft skills" such as the engine sound, instruments or dynamic control of the driving lights also vary. To this end, the nature of the various displays on the COMAND screen and in the cockpit changes according to the selected transmission mode. At the same time, the active light function of the all-LED headlamps respond more spontaneously and the engine produces the whole range of sounds from sporty and dominant to poised and restrained:

- If the driver selects COMFORT mode, the displays take on lesser importance and, like the engine, the dial instruments such as the rev counter show a relaxed response to the driver's commands. In combination with the comfort-oriented control of the powertrain and suspension, the result is a feel-good ambience at the level of a sedan. The engine sound is reduced to a pleasant timbre, and the feedback from the road surface and surroundings is considerably quieter in the interior.
- Things are very different when SPORT+ mode is selected. The character changes immediately, the gear changes performed by the 9G-TRONIC are acoustically accentuated, especially when downshifting with the double-declutch function, and the cockpit instruments respond faster and more "sharply". The large central display visualizes the longitudinal and lateral acceleration plus the steering angle with a photo-realistic motorsports graphic. The engine sound is powerful and acoustically underscores the sports mode. This setting removes any doubt: the GLE Coupe is a lively sports model of the highest order, and treats its occupants to a compelling world of experience.

A perfect combination: 4MATIC permanent all-wheel drive and 9G-TRONIC nine-speed automatic transmission

In the new GLE Coupe, the developers were able to show the possibilities of the new 9G-TRONIC nine-speed automatic transmission in an all-wheel drive coupe with a longitudinal drive configuration. Depending on the mode selected for the DYNAMIC SELECT variable dynamic handling control system, the 9G-TRONIC impresses with great agility and responsiveness or poised serenity. It offers an impressively high shift speed and perfect transitions for energetic sprinting as well as gentle, barely perceptible gear changes for enjoyable cruising.

4MATIC permanent all-wheel drive always goes hand in hand with safe, harmonious and sporty handling. The sporty GLE 450 AMG 4MATIC Coupe offers enhanced agility and more pronounced dynamics around the car's vertical axis with a torque split of 40:60. The DYNAMIC SELECT transmission modes SPORT and SPORT+ deliver superior longitudinal agility and lateral dynamics – specifically as a result of the perfect interplay between the modified driving dynamics control systems ASR, ESP with Curve Dynamic Assist, the electronic traction system 4ETS and the brake control system ADAPTIVE BRAKE.

Stability pact: AIRMATIC with ADS Plus, Sports Direct-Steer and ACTIVE CURVE SYSTEM

In addition to the ground-breaking powertrain configuration, the newly designed AIRMATIC air suspension – available for the first time with the continuously variable damping system ADS Plus – guarantees extremely stable driving. The damping system changes its area of emphasis depending on the preselected DYNAMIC SELECT mode. SPORT+ focuses on the greatest possible lateral dynamics with the best possible ride comfort. Conversely, COMFORT mode enables maximum ride comfort with the best possible dynamics.

The current operating conditions are detected via a steering angle sensor, four turning angle sensors and the driving speed from the ESP® signal and the brake pedal switch. The control unit uses these signals for infinitely variable adjustment of the current damping force required for each individual wheel.

The ACTIVE CURVE SYSTEM with active roll stabilization is also part of the special sports systems that are activated when the driver selects SPORT or SPORT+. At the same time, the active anti-roll bars on the front and rear axles raise the comfort to sedan level and compensate for even heavy, one-sided excitation – for example when driving over potholes. In combination with the newly configured, degressive Sports Direct-Steer system, whose steering ratio is very direct at 17.4:1, and the compact sports steering wheel, the handling is outstanding in all operating conditions – whether manoeuvring in the city, at high speeds on the freeway, or with a swift style of driving on winding mountain passes.

Alongside the appealing design, the exceptional suspension, drive technology and assistance systems familiar from the C, E and S-Class, the GLE Coupe is

also equipped with numerous standard or optional equipment details and packages to further enrich the experience.

An overview of the model range:

	GLE 450 AMG 4MATIC
Engine	V6 gasoline engine, direct injection, biturbo
Displacement (cc)	2996
Output, hp	362
Torque, lb-ft	384
Emissions standard	EU 6
Transmission	9G-TRONIC nine-speed automatic transmission
Drive	4MATIC permanent all-wheel-drive system
Torque distribution FA/RA	40:60
Length/width/height (in)	192.9/78.9/68.1
Wheelbase (in)	114.8
Track width front/rear (in)	65.3 / 67.9
Wheels front/rear	10 J x 21 / 11 J x 21
Tires front/rear	275/45 R 21 / 315/40 R 21

The chrome-effect shoulderline trim strips and the simulated underguards at the front and rear lend the coupe additional exclusiveness alongside the twin-pipe exhaust system with chrome-plated tailpipe trim. Green-tinted, heat-insulating glass reduces the glare of the sun in the summer, and LED technology is featured in the headlamps, daytime driving lights, rear lights and third brake light.

The DYNAMIC SELECT dynamic handling control system, the tailgate with power opening and closing, and the reversing camera with dynamic guide lines in the display are standard features. Additional active handling safety is provided by ESP® Curve Dynamic Assist and Crosswind Assist, as well as COLLISION PREVENTION ASSIST PLUS. The GLE Coupe is also equipped as standard with the brake system BAS Plus, optionally available with Cross-Traffic Assist.

The GLE 450 AMG 4MATIC Coupe is a particularly sporty choice. The V6 biturbo engine offers an output of 362 hp and 384 lb-ft from 1,400 rpm to deliver performance akin to a sports car. The DYNAMIC SELECT transmission mode SPORT+ is also always available.

The standard equipment here is upgraded with features such as special AMG bodystyling, which includes a specific front and rear apron, a rear spoiler lip painted in the vehicle color and 21-inch AMG light-alloy wheels with tires of size 275/45 R 21 (front) and 315/40 R 21 (rear). In addition, 22-inch AMG light-alloy wheels with mixed-size tires are optionally available. Excellent traction levels are guaranteed by the impressive tires of size 285/40 R 22 (front) and 325/35 R 22 (rear). The standard scope of equipment here includes the AIRMATIC package including air suspension and infinitely variable adaptive damping system (ADS Plus) with level control and automatic lowering function at higher speeds.

Successful design synthesis of Coupe and SUV elements

Sensuality and clarity are the two poles that have determined the design idiom of the Mercedes-Benz brand for almost 130 years and have their origin in the nature of the two inventors of the automobile, Carl Benz and Gottlieb Daimler. Carl Benz was more rationally oriented in his behaviour, whereas Gottlieb Daimler was driven more by his passion. The new Mercedes-Benz GLE Coupe demonstrates almost ideally how this bridge between intelligence and emotion, between tradition and modernity, blends into an attractive symbiosis.

The GLE Coupe not only skilfully embodies the firmly embedded principles of Mercedes-Benz design, but also focuses on the essential features of two entirely different automobile genres. On the one hand, the youngest member of the GLE family bears the decisive, essential stylistic feature of all modern Mercedes-Benz coupes: it combines sheer sportiness with a high-level aesthetic and sensual demand for modern luxury. At the same time, elements of the classic SUV are recognizable. With muscular wings, large wheel arches, tires of up to 22 inches and also the high belt line and the generous ground clearance, this model takes the perception of a large, four-door coupe to the next level.

The extreme proportions with superior aesthetics of the new GLE Coupe have emerged from this stylistic gene pool. This is particularly due to the extremely exciting relationship between the low greenhouse and striking body; the

silhouette signals dynamism and agility. The upright sports grille with single louvre, framed by three-dimensionally designed all-LED headlamps, is the major feature of the front end with its short, stylish overhang. The forward-sloping hood with its typical Mercedes power domes underscores the membership of the GLE Coupe in the line-up of particularly sporty Mercedes-Benz models. A discreet reference to the SUV genes of the vehicle is provided by the harmoniously integrated, illuminated running boards, a typical feature of classic SUVs or off-roaders that is available as an option.

The coupe-like nature is also emphasized by the design of the rear end with its obvious elements of the design line first presented with the S-Class Coupe. The styling characteristics of this include the slim band of rear lights with their three-dimensional look, the wide chrome insert fitted above and the registration plate now incorporated into the rear bumper. Another feature that has distinguished the large coupe models from Mercedes-Benz for generations is the typical shape of the rear window which is rounded off at the top. A discreet SUV reference is made by the chrome-plated underride guard in the front and rear, here with the integrated twin tailpipe trim elements of the exhaust system.

The attractive sports seats and the compact sports steering wheel, as well as the infotainment elements familiar from the C, E and S-Class initially catch your eye in the interior. The information display, which is not entirely free-standing but partially integrated into the instrument panel, attracts attention and is fitted in an optimum ergonomic position. The center air vents, with a high-grade silver shadow frame similar to the outer vents, are positioned next to the display. The head unit has the same appearance to underline the homogeneity of the interior. The center console houses the COMAND controller with the touchpad fitted above in an optimum ergonomic position. The equipment and appointments in M-B Tex and the trim elements in light longitudinal-grain aluminium are also impressive.

The interior of the GLE 450 AMG 4MATIC Coupe is an impressive sight with AMG sports seats and the black nappa leather AMG sports steering wheel in 3-spoke design as well as the trim elements in light longitudinal-grain aluminium and the sports pedals in brushed stainless steel with rubber studs. AMG carbon-fiber trim and piano lacquer enhance the appearance of the interior as an additional option.

Popular equipment details are also combined in attractive packages for the GLE Coupe. The Driving Assistance package includes DISTRONIC PLUS with Steering Assist, PRE-SAFE® Brake with pedestrian detection, BAS PLUS with Cross-Traffic Assist, Active Blind Spot Assist, Active Lane Keeping Assist and PRE-SAFE® PLUS. The Parking package with 360° camera and Active Parking Assist with PARKTRONIC guarantees an excellent overview and problem-free manoeuvring into and out of parking spaces. Night-time vision is improved by the LED Intelligent Light System which is a standard feature on all models; adverse weather conditions with impaired view are defused by MAGIC VISION CONTROL - the heated, adaptive windscreen wiper system.

The extremely large interior for a coupe provides space for up to five people. The rear seat bench in the GLE Coupe is even the widest in its class. Drivers who order the optional large panoramic glass roof are rewarded with an even greater feeling of spaciousness for all the passengers. With a maximum of over 58 cubic feet, the coupe also offers the largest luggage compartment in its class and just happens to hold the world record for luggage compartments in coupes.

COMAND offers perfect infotainment with an 8-inch TFT display and intuitive touchpad. The system also includes a DVD player. If required, the customer can equip COMAND Online with a Rear Seat Entertainment System with remote control or Bang & Olufsen BeoSound sound system.

Well worth a look: color and material combinations for the GLE Coupe

There are almost limitless possibilities when it comes to customization of the GLE Coupe, and the equipment packages again play an important role. A Night package is available, in which the louvre in the radiator grille and the exterior mirror housings are in high-gloss black. At the same time, the wide selection of solid and metallic paints and the almost limitless possibilities for interior design increase the potential for individual customization. A total of 11 paint finishes are available, of which seven are metallic colours and two are special paint finishes with special-effect pigments in *designo* diamond white or *designo* hyacinth red metallic.

The interior radiates modern luxury and can be given a design ranging from ambitious and sporty to classic and elegant, depending on personal taste. The

scope here ranges from single-tone black interior appointments to various combinations in which black is used with ginger beige, crystal grey, saddle brown or porcelain. The interior of the GLE Coupe is particularly impressive in two-tone *designo* exclusive nappa leather in porcelain/black. The *designo* Exclusive nappa leather option brings even more luxury: seats with diamond-pattern stitching, instrument panel and door panelling in *designo* leather and the black DINAMICA roof liner provide for even more exclusive travel.

Depending on personal preference, the trim elements shine in light longitudinal-grain aluminium, brown open-pore ash wood, brown eucalyptus wood, dark-graphite poplar wood or black AMG carbon fiber/piano lacquer.

Connect four

The Mercedes-Benz 4MATIC success story began in 1985. The all-wheel drive presented in an E-Class was the first automatically controlled drive system in a premium vehicle. The customer was able to choose between six different models. Nowadays, around 30 years later, the portfolio of passenger cars with all-wheel drive has grown to include more than 70 models in 18 model series. From the C to the G-Class, each model receives a tailored 4MATIC solution – to match each different vehicle character.

The AMG sports models such as the GLE 450 AMG 4MATIC Coupe receive a performance-oriented 4MATIC drive system which sends the drive torque more towards the rear axle – unlike in the standard model. This distinctly rear-biased power distribution provides for the signature AMG high driving dynamics and superlative driving enjoyment.

"G" to the fore: the new SUV nomenclature

The premiere of the GLE Coupe restructures the successful SUV range from Mercedes-Benz. The system centers around the five core model series, A, B, C, E and S, which will continue to be used to provide orientation for our customers. In the case of the model designations for the SUVs, in a tribute to the legendary G-Class, all SUV models will in future have the first two letters "GL" in their name. The "G" here denotes the car's lineage. The "L" is a letter that appears time and time again over the history of Mercedes-Benz: it is a linking letter that makes the model designations easier to remember and easier to pronounce; one that is familiar from the legendary SL, for example, or from

the more recent CLS and CLA. It is followed by the third letter, which indicates the relationship to the relevant core model series.

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In specific terms:

GLA	SUV in the A-Class segment
GLC	SUV in the C-Class segment; formerly GLK
GLE	SUV in the E-Class segment; formerly M-Class
GLE Coupé	SUV in the E-Class Coupé segment
GLS	SUV in the S-Class segment; formerly GL
G	unchanged

The different types of engine are indicated by a lower-case letter.

Efficiency, dynamism and comfort – the best of three worlds

Stuttgart. Following its premiere in the S-Class, Mercedes-Benz is now offering its most advanced hybrid technology yet in the C-Class. With a range of 20 miles in purely electric mode, local emission-free driving is now a reality. Its four-cylinder gasoline engine, in conjunction with a powerful electric motor, gives it a total system output of 275 horsepower and 443 lb-ft of torque. This allows the new C350 PLUG-IN HYBRID to deliver the performance of a sports car while still offering exemplary fuel consumption. In addition, the standard AIRMATIC air suspension and convenient Pre-Entry Climate Control system that can be controlled via the internet create a truly exceptional level of driving and climate comfort. The C350 PLUG-IN HYBRID will be available in U.S. dealerships in the fall.

Prof Dr Thomas Weber, Member of the Board of Management of Daimler AG and responsible for Group Research and Mercedes-Benz Cars Development:

"The PLUG-IN HYBRID is an investment in the future of Mercedes-Benz and we believe it will become established as the successful technology for maximum efficiency coupled with powerful dynamic performance. We will be launching ten new PLUG-IN HYBRID models up to 2017."

Following the C300 BlueTEC HYBRID, the C350 PLUG-IN HYBRID is the second hybrid model in the new C-Class and the second Mercedes-Benz model to feature PLUG-IN HYBRID technology. Thanks to the combination of combustion engine and electric drive, hybrid drive systems deliver impressively low fuel consumption with high performance. The electric motor is able to replace or support the combustion engine in a variety of situations, while making practical use of energy generated while braking by converting it into electric energy and storing it.

The C350 PLUG-IN HYBRID uses the most advanced form of hybrid technology currently available. Its electrical energy storage unit is a high-voltage lithium-ion battery with a total capacity of 6.2 kWh, which can be charged from an external power source to effectively contribute to the low consumption and emission figures. The battery is water-cooled, weighs around 220 pounds and

is mounted in a sheet-steel housing underneath the rear axle in order to maximize crash safety, driving dynamics and trunk space.

Thanks to an intelligent on-board charging system, the battery can be quickly recharged at a wallbox, at one of the growing number of public charging points or even charged via a standard domestic socket.

Despite the space taken up by the battery, the C350 PLUG-IN HYBRID Sedan still offers a trunk capacity of 11.8 cubic feet.

PLUG-IN HYBRID for the first time now with a four-cylinder engine

In the new Mercedes-Benz C350 PLUG-IN HYBRID, the hybrid drive concept is combined for the first time with an efficient four-cylinder gasoline engine. From a displacement of just under two liters, it produces **208 horsepower** and 258 lb-ft of torque. Its direct injection system with spray-guided combustion uses electronically precise controlled multiple injection and fast multi-spark ignition to deliver outstanding performance coupled with high efficiency and exemplary emissions. The electric motor of the C350 PLUG-IN HYBRID has an output of up to **80 horsepower** and delivers 251 lb-ft of torque. Overall, the C350 PLUG-IN HYBRID offers a total system output of 275 horsepower and 443 lb-ft of torque.

7-speed automatic with additional clutch

The hybrid module of the standard 7-speed automatic transmission 7G-TRONIC PLUS incorporates both the electric motor and an additional clutch between the combustion engine and the electric motor. When driving in all-electric mode, this decouples the combustion engine from the drive train. It also offers the possibility of moving off using the combustion engine with the performance of a wet start-up clutch. In this case, the clutch is a substitute for the torque converter.

Technical data

Internal combustion engine	
Number of cylinders/arrangement	turbo I-4
Mixture formation	High-pressure injection, 1 turbocharger
Displacement (cc)	1991

Rated output (hp at rpm)	208 at 5500
Rated torque (lb-ft)	258 @ 1,200 – 4,000
Electric motor	
Output (hp)	80
Torque (lb-ft)	251
System output (hp)	275
System torque (lb-ft)	443
Acceleration 0-60 mph (s)	5.9
Top speed (mph)	130
Top speed electric (mph)	80
Electric range (miles)	20
Total battery capacity (kWh)	6.2

The performance of a sports car

The high overall system output and intelligent engine management give this model the dynamic performance of a nimble sports car. This is combined with the ride comfort of a premium sedan, along with fuel consumption and environmental compatibility at a level that, until not that long ago, would not even have been expected of many small cars. The Sedan can sprint from zero to 60 mph in 5.9 seconds and can reach a top speed of 130 mph. The C350 PLUG-IN HYBRID also offers the possibility of driving up to 20 miles in all-electric mode, and thus completely free of CO₂ emissions locally.

A hybrid is efficient, dynamic and completely straightforward to drive

Driving the new C350 PLUG-IN HYBRID is just as intuitive as any other automatic vehicle from Mercedes-Benz. Simply climb in, start the engine and off you go. On your journey you will enjoy its exemplary efficiency and, if you so wish, you can kick down to experience the superb acceleration of the electric motor.

The C350 PLUG-IN HYBRID offers all the characteristics of a state-of-the-art hybrid vehicle. These include first and foremost:

- **Silent start:** The vehicle starts virtually silently and runs in electric mode. At this point, the combustion engine is generally held inactive.

Electric output of up to 80 horsepower is available for driving in all-electric mode.

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- **Boost:** The electric motor kicks in to boost the output of the combustion engine by a further 80 horsepower- for example for rapid acceleration.
- **Energy recuperation:** During braking and coasting, energy is recovered and stored in the battery. This energy can then be used at a later stage for electric driving or the boost function.

Making by braking

The greatest potential for lowering the energy consumption of hybrid drive systems lies in maximizing energy recovery during coasting and braking. When the brake pedal is depressed, the electric motor initially takes on the task of decelerating, acting here as an alternator. If firmer braking is required, the disk brakes will then intervene mechanically to provide additional grip. This overlap between conventional mechanical braking and the electric braking performance of the electric motor in alternator mode increases effectiveness but remains imperceptible.

Furthermore, the intelligent engine management system of the C350 PLUG-IN HYBRID works in the background to select the ideal combination between the combustion engine and the electric motor.

Impulses for the driver

One new feature of the C350 PLUG-IN HYBRID is a haptic accelerator pedal, which can help to reduce fuel consumption and thus also exhaust emissions. It provides two types of information:

- When driving in electric mode, if the driver's foot meets a point of resistance on the gas pedal this is an indication that maximum electric performance is being delivered. If the driver continues to depress the gas pedal beyond this resistance point, the combustion engine will kick in.
- A double impulse from the ECO Assist function signals that the driver should remove their foot from the gas pedal in order to switch off the combustion engine and decouple it from the drive train. Assuming that

the driver does what the double impulse suggests, the intelligent engine management system of the C350 PLUG-IN HYBRID will vary the deceleration mode between unpowered (sailing) and recuperation, using data from the vehicle's radar systems as its basis.

Individual transmission mode

The complex technology of the C350 PLUG-IN HYBRID makes it no more difficult to drive than a conventional vehicle with an automatic transmission. But anyone wanting to can also intervene manually and regulate the hybrid interplay themselves, with the help of five operating modes and three transmission modes. This is done via an operating mode switch and a transmission mode switch located in the center console. A display in the middle of the instrument cluster shows the current setting.

Selecting a specific transmission mode enables the driver to define certain functions that influence the driving experience.

The following transmission modes are available:

- **I Individual:** Individual definition of the characteristics of the transmission mode, including:
 - Drive system
 - Chassis and suspension
 - Steering
 - ECO Assist
 - Climate control
- **S + Sport+:** Maximum boost performance, very sporty gear changes, the combustion engine is always active, particularly stiff suspension and damping settings.
- **S Sport:** Enhanced boost performance, sporty gear changes, the combustion engine is always active, stiff suspension and damping settings.
- **C Comfort:** Boost performance and recuperation optimized for comfort and consumption, electric drive/ engine shut-off possible up to 80 mph, and comfort-oriented standard settings.

- **E Economy:** Boost performance is consumption-optimized, recuperation minimized in favor of coasting distance. All-electric mode and engine shut-off are possible. If the navigation system's route guidance function is switched on and the Hybrid operating mode selected, the system will control the charge status of the high-voltage battery according to the route, ensuring that the electric operating mode is used as far as possible in built-up areas. The ECO Assist is also active.

ECO Assist activates an additional function, using the radar technology behind the standard proximity warning system in order to do so. If the radar system identifies a slower-moving vehicle ahead, it sends a double impulse through the "haptic accelerator pedal" to signal to the driver to take their foot off the accelerator. The vehicle will then adjust its deceleration automatically, using the electric motor to do so. In this way frequent braking, particularly in stop-and-go traffic, can be avoided.

Choice of four operating modes

In addition to selecting a transmission program, the driver of the C350 PLUG-IN HYBRID can also use the operating mode switch to influence the regulation between electric mode and the use of the combustion engine for driving. In the Eco and Comfort transmission modes, the following operating modes are available:

- **Hybrid:** All hybrid functions such as electric operating mode, boost and recuperation are available and are applied according to the driving situation and route in the most fuel-efficient manner.
- **E-mode:** Used for all-electric driving - for example in inner-city areas or because the battery holds sufficient charge for the remainder of the journey.
- **E-save:** The charge status of the battery is maintained - for example to allow all-electric driving in an environmental zone at a later stage in the journey. Electric driving and the boost function are therefore only available to a limited extent.
- **Charge:** Allows the battery to be recharged while driving using the combustion engine - for example in order to ensure a higher state of battery charge for later parts of the journey. The combustion engine

remains switched on and fuel consumption may increase. Electric operation is not possible.

In the transmission modes S+ and S, the "hybrid" operating mode is activated. In the "Individual" mode, the choice of available operating modes depends upon the drive system setting.

Route-based operating strategy

The best strategy for efficient operation is anticipatory driving. If the exact destination is known because the relevant data has been entered into the navigation system, charge and discharge of the high-voltage battery in the C350 PLUG-IN HYBRID is controlled to ensure the optimal use of energy over the whole route.

Another key point is the requirement that urban areas should be reached with a fully charged battery if possible, so that the vehicle can be driven efficiently in stop-and-go traffic – and frequently in electric mode.

Air suspension and Pre-Entry Climate Control as standard

The new C350 PLUG-IN HYBRID offers the familiar range of equipment and appointment options that are available in the C-Class. In addition, it includes the enhanced comfort feature AIRMATIC air suspension as part of its standard specification, along with a further comprehensive range of pre-entry climate control options.

Thanks to its electronically regulated continuously variable damper adjustment at both the front and rear axle, the air suspension offers self-levelling suspension and outstanding ride comfort with minimal road roar and tire vibration even when the vehicle is loaded.

Pre-Entry Climate Control, a further standard feature, makes it possible to set the desired temperature for the interior of the vehicle before setting off – cooling it in the summer, or warming it up in the winter. This can be activated by pre-setting the departure time, which can be set in the vehicle or from home via the internet. This is possible due to the electrically powered refrigerant compressor and electric heating elements for the warm air circulation. In vehicles with the appropriate specification, the seat ventilation or heating will also be activated.

In addition to the Pre-Entry Climate Control function, the charging of the vehicle can also be controlled online. It is also possible to check the charge status of the high-voltage battery or the vehicle's potential range in electric mode.

Two different faces for the PLUG-IN HYBRID as well

The C350 PLUG-IN HYBRID is supplied with an aggressively elegant design, which emphasizes its sporty, premium-vehicle character. As an alternative, the Sedan is also available with the optional Luxury Package. With its classic radiator grille and the three-pointed star on the hood, the C-Class conveys prestige status and a sense of modern luxury.

The Mercedes-Benz designers have styled the interior at a level which is rarely encountered even in higher vehicle categories. This is evident from the carefully chosen high-class materials and their pleasant touch and feel as well as from the precision of the finely crafted details. Prominently located immediately above the center console is a centrally positioned free-standing central display unit. All the functions of the head unit can be intuitively controlled using a rotary knob or the optional touchpad (included with the COMAND Navigation system). Also available: A head-up display that projects important information onto the windscreen directly in the driver's field of vision.

The C350 PLUG-IN HYBRID is fitted as standard with halogen headlamps. In addition to the standard-fit headlamps, two energy-saving LED variants are available: A static system and a dynamic version with Active Curve Illumination.

Assistance systems for added safety and comfort

The C350 PLUG-IN HYBRID Sedan offers the same extensive range of safety and assistance systems as all other C-Class models. Two of the systems fitted as standard are ATTENTION ASSIST, which can warn of inattentiveness and fatigue, and COLLISION PREVENTION ASSIST PLUS, which protects against a collision at speeds of over 5 mph. If the danger remains and the driver fails to react, this system can also undertake autonomous braking at speeds of up to 65 mph, helping to reduce the severity of an accident involving a slower-

moving vehicle. Further systems from the new S and E-Class, either new or with significantly enhanced functions, are also available as options.

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Vibrant infotainment experience

Even the basic version of the sophisticated multimedia system found in the C-Class is internet-compatible, if there is an active mbrace® subscription and Mercedes-Benz Apps package. This enables the internet to be surfed without restrictions when the vehicle is stationary. Also standard is a Hands-free Bluetooth interface, which allows calls to be placed or answered and access to select phonebooks without taking your hands off the steering wheel. Standard Bluetooth audio streaming also allows for convenient cable-free playback.

Extensive know-how in the field of hybrid and electric vehicles

In 1982, at the same time as it was launching the Mercedes-Benz 190, the predecessor to the C-Class, Mercedes-Benz also presented the first concept vehicle with hybrid drive – a two-cylinder horizontally opposed engine that served to charge the battery. A number of other experimental vehicles followed, and in 2009 Mercedes-Benz was proud to debut the world's first standard-specification hybrid drive with a lithium-ion battery. For a long time this S400 HYBRID was the most fuel-efficient gasoline-powered luxury sedan and the most successful hybrid in its segment.

The second-generation hybrid transmission evolved on the basis of the 7G TRONIC PLUS automatic transmission. It premiered in 2012 in the E300 BlueTEC HYBRID, the first diesel hybrid in the premium segment worldwide. By combining the efficiency of a diesel engine with the advantages of the hybrid drive, Mercedes-Benz set another milestone in the development of the automobile and exemplary fuel consumption values in the luxury sedan segment.

After the E300 BlueTEC HYBRID, S400 HYBRID, S300 BlueTEC HYBRID, C300 BlueTEC HYBRID and S500 PLUG-IN HYBRID, the C350 PLUG-IN HYBRID is the latest hybrid model to come from Mercedes Benz. In the years to come the main emphasis will be on plug-in hybrids. The company is also a leading player in the field of purely electric mobility.

Growing range: All current Hybrid and Electric Drive vehicles from Mercedes-Benz Cars worldwide:

2012: smart electric drive
2012: E300 BlueTEC HYBRID
2013: SLS AMG Coupé Electric Drive
2013: S400 HYBRID
2013: S300 BlueTEC HYBRID
2014: C300 BlueTEC Hybrid
2014: B-Class Electric Drive
2014: S550 PLUG-IN HYBRID
2015: C350 PLUG-IN HYBRID

The new Mercedes-Benz C450 AMG 4MATIC

Second AMG sports model with V6 power

Affalterbach. Driving Performance – the AMG brand promise and the typical character traits can now be experienced by an even broader target group. The new C450 AMG 4MATIC expands the product range of the performance and sports car brand of Mercedes-Benz with another new AMG sports model. As an attractive entry into the world of AMG, the C450 AMG 4MATIC combines a 362 horsepower 3.0-liter twin-turbo V6 engine with a permanent Performance all-wheel-drive system and sophisticated suspension technology adopted from the Mercedes-AMG C63. The result is fascinating Driving Performance and the hallmark emotional expressiveness of the brand. The new C450 AMG 4MATIC will further bolster the already extensive and highly compelling C-Class product line-up when it launches in the U.S. market in the fall of 2015.

The new AMG sports models are distinguished by convincing product substance. Even at first glance, the characteristic AMG body styling leaves no doubt that this model is part of the Mercedes-AMG model family. Another indication for the new model strategy is found in the form of a special AMG badge on the front fenders. From an engineering standpoint the AMG sports models perfectly deliver on the visual promise of a sporty character with a powerful engine, the standard-fit all-wheel drive system with rear-biased torque split, and sophisticated suspension solutions.

In addition to the Mercedes-Benz GLE450 AMG 4MATIC Coupe, the C450 AMG 4MATIC represents the second stage of the new model initiative. More emotionally inspiring AMG sports models will follow.

Tobias Moers, Chairman of the Board of Management of Mercedes-AMG GmbH explains: "With the C450 AMG we present the second sporty and emotionally expressive vehicle in our product line. It combines the power of a strong twin-turbo V6 engine with a high level of emotional expressiveness, and avails itself of the technical DNA of the new C63. The new sports models represent a convincing proposition for our customers: sports car technology and motor racing fascination become more attainable and in the process appeal to a broader customer base."

Authentic driving dynamics thanks to hallmark AMG DNA

The new C450 AMG 4MATIC is based on the most powerful production model of the C-Class, the C400 4MATIC. The engineers have revised many technical features of the new AMG sports model. Their objective: a high level of authentic driving dynamics geared towards the Mercedes-AMG C63. To this end, a host of suspension components were adopted from the top-of-the-line V8 model. The driver also feels the DNA of the C63 in the application of the engine and transmission management. Agility and sportiness dominate the intense driving experience in the C450 AMG 4MATIC on every mile.

Key data at a glance:

	Mercedes-Benz C450 AMG 4MATIC
Displacement	2996 cc
Bore x stroke	88.0 x 82.1 mm
Output	362 hp at 5500 - 6000 rpm
Peak torque	384 lb/ft at 2000 - 4200 rpm
Power-to-displacement ratio	120.8 hp
Acceleration 0-60 mph	4.9 s
Top speed	155 mph **

**electronically limited

The new 3.0-liter twin-turbo V6 engine is part of the BlueDIRECT engine family from Mercedes-Benz. Technical advances including a modified boost pressure allowed the AMG engineers to increase the engine's power output and torque. With 362 horsepower and 384 lb/ft of torque, the V6 engine sets new standards in its segment. This is clearly evident in the convincing vehicle performance: a sprint time from zero to 60 mph of 4.9 seconds underscores the sporty temperament of the C450 AMG 4MATIC. In addition, the highly fuel efficient engine of the new top-of-the-line V6 model defines an absolute top position in the competitive environment.

Supreme or dynamic: the choice is yours

Thanks to a hefty torque curve the new AMG sports model is agile, direct and dynamic. With the help of various AMG-specific drive programs the driver is able to tailor the character of the C450 AMG 4MATIC to his or her personal preferences: the modes "Eco", "Comfort", "Sport" and "Sport Plus" as well as "Individual" are available to choose from for this purpose. The drive programs adjust the suspension, steering and powertrain as desired, and are selected conveniently with the AMG DYNAMIC SELECT switch to the left of the touchpad.

The "Sport Plus" program delivers particularly impressive hallmark AMG dynamics and enhances the emotional appeal: partial cylinder suppression during gear changes by means of a momentary and precisely defined retardation of ignition and injection under full throttle speeds up the gear changes, and can also be acoustically experienced by the driver. The emotional double-declutching function during downshifts and the "exhaust rumbling" in overrun mode provide the fitting accompaniment. The throaty engine sound – a hallmark AMG experience – also plays a crucial role in the most powerful V6 model. To this end, the engineers have developed a new sports exhaust system with lower back-pressure and reduced weight.

The driving sensation is also characterized by the setup of the accelerator pedal. The more the driver changes the AMG DYNAMIC SELECT settings from "Eco" towards "Sport Plus", the more spontaneous and dynamic the throttle response of the twin-turbo V6 engine. The driver also experiences authentic and emotional dynamics during engine start if desired. When the twin-turbo V6 engine is started in the "Sport Plus" drive program, the engine speed quickly jumps to 2000 rpm for a moment before immediately settling back down to idle speed. Whether the driver wants to experience the engine start accompanied by a sporty or a more subdued sound depends on the most recently activated drive program – it remains stored for four hours.

The "Eco" program integrates an ECO start/stop function and a sailing function to reduce fuel consumption: when the driver releases the accelerator in a speed range between 37 – 99 mph, the clutch of the transmission is disengaged and the engine is decoupled from the powertrain. The electronics reduce the engine speed to idle level, and the driving resistance is reduced by the compression and frictional forces of the engine in overrun mode.

7G-TRONIC PLUS automatic transmission with short response times

The 7G-TRONIC PLUS automatic transmission responds with superior composure or maximum spontaneity depending on the driver's preference and selected drive program. The "Sport Plus" mode delivers thrillingly short response times. The driver's shift commands are implemented at lightning speed – the drivetrain responds spontaneously and precisely. The development engineers also take advantage of numerous hardware and software solutions of the C63 in this regard. The 'M' button on the center console allows savoring the high pulling power across the entire rev range. In manual transmission mode the 7G-TRONIC PLUS no longer shifts to the next higher gear on its own, not even when prompted by kick-down or upon reaching the redline speed. The driver alone makes the decisions about his or her shift request via the steering-wheel paddle shifters.

The momentary 'M' mode offers another feature: it combines the performance of manual gear changes with automatic upshifts and downshifts. The driver has the option to shift up or down at any time with the paddle shifters. If no gear change is requested, the transmission independently reverts to the automatic shift mode after a defined period of time has passed.

The 7G-TRONIC PLUS automatic transmission features a dual-turbine torsional damper with speed-sensitive centrifugal pendulum, which minimizes vibrations and enhances the passengers' perceived comfort.

AMG Adaptive sports suspension with special axles and adjustable dampers

Agility and sportiness: in the new C450 AMG 4MATIC the driver can experience why AMG has been successful in motor racing as the sports car and performance brand of Mercedes-Benz for more than four decades. The basis for this intense experience is the combination of the permanent Performance all-wheel-drive system and the AMG Adaptive sports suspension. The 3-stage damper adjustment borrows from the top-of-the-line V8 model Mercedes-AMG C63, and combines high agility with superior everyday practicality.

The highlight of the AMG Adaptive sports suspension is the combination of independently developed axle components with high aluminum content and electronically controlled shock absorbers with 3-stage adjustment range. The driver of a C450 AMG 4MATIC can select his or her tailor-made suspension setup at the push of a button. The range spans from balanced long-distance comfort to maximum sportiness.

The technical substance of the AMG Adaptive sports suspension is characterized by components with sophisticated design: the four-link front axle is fitted with special steering knuckles and load-bearing joints, while all components were optimized in terms of rigidity. A more negative camber on the front axle and on the multi-link rear axle enhances lateral dynamics. Stiffening of the body shell improves steering behavior, feedback during cornering, and tire noise. The elastokinematics of both axles were designed to be more rigid in general. All these measures improve the precision and agility, and boost the dynamics. In addition, the driver benefits from reduced body roll, higher lateral acceleration, better traction, and strong neutral handling at the limit. In short: the C450 AMG 4MATIC is a very agile sports model on one hand, while optimized pull-rods and front-axle carrier mounts ensure the hallmark Mercedes long-distance comfort on the other.

Optimal traction thanks to Performance all-wheel drive

The all-wheel-drive system familiar from a number of AMG high-performance cars is also being used in the C450 AMG 4MATIC. The perfect grip during acceleration effectively prevents losses caused by slip. For thrilling driving dynamics 33 percent of the engine power is sent to the front axle and 67 percent to the rear axle. The rear-biased torque split results in higher agility around the vehicle's vertical axis. Another major factor in this is the sportier setup of the ESP[®] with Curve Dynamic Assist. The tangible effects for sporty drivers are lateral dynamics and cornering performance increased to an above-average level.

Steering and braking system support a dynamic driving style

The electro-mechanical speed-sensitive sports steering supports tracking a precise line and a dynamic driving style. The agile handling benefits from the direct and constant AMG-specific steering ratio including optimized tuning and response. The steering forces are adapted electronically to the given vehicle speed in optimal fashion. In addition, the optimal steering characteristics are selected depending on the activated drive program - in the "Sport" and "Sport Plus" modes to deliver a sporty steering feel for a dynamic driving style on twisty roads or to deliver a comfortable steering feel in the "Eco" or "Comfort" modes. The "Individual" program offers an additional choice. For example, it allows combining sporty firm steering characteristics with a comfortable suspension set-up - or vice-versa.

The sports braking system of the C450 AMG 4MATIC impresses with fade-free and effective stopping power. Vented brake discs at all four corners measuring 14.2 inches in diameter at the front and 12.6 inches at the rear as well as gray brake calipers with "Mercedes-Benz" lettering are all part of the standard equipment.

Design elements bear typical AMG signature

The fascination of motor racing in everyday life – the C450 AMG 4MATIC incorporates this combination visually as well. The second AMG sports model immediately demonstrates that it is part of the unique AMG family. Dominating design elements are the AMG body styling, the light-alloy wheels and the special AMG badge on the front fenders. They underscore the progressive nature and performance of the brand. The engine cover features a red aluminum insert to reinforce the strengths of the new twin-turbo six-cylinder engine.

The AMG body styling includes the front bumper with sporty distinctive air intakes, diamond meshes, silver chrome trim, as well as a matt iridium silver diffuser insert in the rear bumper. The sedan is equipped with a separation edge on the trunk lid to additionally increase grip on the rear axle.

Silver chrome and high-gloss black exterior elements lend the C450 AMG 4MATIC a sporty-expressive character. The radiator grille features a high-gloss black louver and chrome inserts. The diamond grille adorned with chrome pins adds special flair. Additional highlights are the black exterior mirror housings, the high-gloss black waistline trim strip and window frame, and the two chrome-plated dual tailpipe trim elements.

Customers can opt for the complementary Night package, which adds high-gloss black front bumper trim, a high-gloss black diffuser-look insert at the rear, and two black chrome-plated dual tailpipe trim elements.

5-spoke black AMG light-alloy wheels with a high-sheen finish round out the design perfectly. Size 225/45 R 18 tires on 7.5 x 18 light-alloy wheels are fitted at the front, while the rear axle comes with 245/40 R 18 tires on 8.5 x 18 wheels. Attractive 19" light-alloy wheels in various designs are optionally available for even more individualization.

The C450 AMG 4MATIC fascinates with exclusivity and sportiness in the interior as well. The pleasant touch and feel of the materials and the quality of workmanship ensure a convincing value appeal and an emotional passenger experience.

The MB-Tex/DINAMICA upholstery and the instrument panel trimmed with black MB-Tex man-made leather convey the sporty ambience in superior fashion. MB-Tex is also used on the upper edges of the body, the armrests, the door center panels and the center console. Red contrasting topstitching, designo red safety belts and black floor mats with red edging add attractive highlights. The aluminum trim pieces with light-tone longitudinal grain embedded in the instrument panel and the doors provide effective contrasts.

Sports seats with AMG-specific seat upholstery layout and pronounced lateral support offer long-distance comfort and brace the passengers during dynamic cornering. A fitting complement to the sporty handling is the 3-spoke Nappa leather multifunction sports steering wheel with flat bottom. Thoughtful details such as red contrasting topstitching, a molded grip area, steering-wheel paddle shifters and silver chrome steering wheel trim round out the aggressively styled interior.

In typical AMG style, the instrument cluster also features dials in the sporty "checkered flag" design, a 175 mph speedometer scale, red speedometer needles and a specific typography.

Other standard equipment features of the C450 AMG 4MATIC (excerpt):

- ADAPTIVE BRAKE
- ATTENTION ASSIST
- Audio 20 USB multimedia system
- COLLISION PREVENTION ASSIST PLUS
- ECO start/stop function
- ISOFIX child seat attachment system
- Sports pedals

Additional AMG optional extras (excerpt):

- 5-double-spoke light-alloy wheels painted titanium grey with a high-sheen finish, tires of size 225/40 R 19 on 7.5 x 19 rims (front) and 255/35 R 19 on 8.5 x 19 (rear)
- 5-double-spoke light-alloy wheels painted high-gloss black with a high-sheen finish, tires of size 225/40 R 19 on 7.5 x 19 rims (front) and 255/35 R 19 on 8.5 x 19 (rear)
- Multi-spoke light-alloy wheels painted titanium grey with a high-sheen finish, tires of size 225/40 R 19 on 7.5 x 19 rims (front) and 255/35 R 19 on 8.5 x 19 (rear)
- Multi-spoke light-alloy wheels painted high-gloss black with a high-sheen finish, tires of size 225/40 R 19 on 7.5 x 19 rims (front) and 255/35 R 19 on 8.5 x 19 (rear)
- Performance seats (lower seating position, more contoured seat shape for enhanced lateral support with integral head restraints and AMG badges)
- designo leather seat upholstery
- Leather seat upholstery
- Carbon-fiber/aluminum trim with light-tone longitudinal-grain

Intelligent Drive: safety of the very highest caliber

The declared goal of Mercedes-Benz is making top-class safety available to everyone. The C450 AMG 4MATIC lives up to this standard because it adopts many of the new and significantly enhanced assistance systems that are also being used in the S-Class. It comes standard-equipped with the further enhanced ATTENTION ASSIST fatigue detection system and COLLISION PREVENTION ASSIST PLUS, which helps prevent rear-end collisions. These sophisticated assistance systems enhance both comfort and safety. The predecessor to the new C-Class already impressed with excellent results regarding passive safety. The current model surpasses it and sets new standards.

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