



The new Mercedes-Benz CLS

Press Information

Third generation of the original

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The descriptions and information in this press kit apply to the international model range of Mercedes-Benz and Mercedes-AMG. They may vary from country to country.

Key facts

Design: With the third generation of the CLS, Mercedes-Benz is now building more strongly than ever on the aura and unique character of this trendsetting model: the new model has pure CLS genes with its arching waistline, flat side window lines and low greenhouse. At the same time it is another example of the logical evolution of the Sensual Purity design idiom: sharp edges and lines have been significantly reduced.

Interior The luxurious interior of the CLS Coupé impresses with its clear basic lines, and echoes the sensual, flowing contours of the exterior. For a graceful overall impression, the design makes a wave-like progression from the front to the rear door and opens out at the B-pillar. As a new highlight of the ambience lighting, the illuminated air vents are reminiscent of jet aircraft turbines. For the first time, the CLS Coupé is a five-seater. When required the backrests can be folded down in a 40:20:40 ratio, expanding the 520-litre luggage compartment.

Standard equipment: The highlights include LED High-Performance headlamps, 18-inch light-alloy wheels with mixed tyres, Lane Keeping Assist, Speed Limit Assist, a 12.3-inch multimedia system display, ambience lighting including illuminated air vents, a communication module with LTE and Mercedes me connect services.

Aerodynamics: Despite larger exterior dimensions and larger standard wheels, the new CLS is among the aerodynamic leaders in its segment with a C_d figure of 0.26 and a frontal area (A) of 2.31 sq. m. This is the result of numerous detailed improvements made both in advance by computer simulations and in the wind tunnel. Thanks to the Acoustic Comfort package with laminated safety glass all-round, the Coupé has the high aeroacoustic comfort typical of a Mercedes.

New range of engines: The third generation of the Mercedes-Benz CLS is powered by new engines, with three six-cylinder models available on market launch

- CLS 350 d 4MATIC (**210 kW**/286 hp, 600 Nm; combined fuel consumption 5.6 l/100 km, combined CO₂ emissions 148 g/km),
- CLS 400 d 4MATIC (**250 kW**/340 hp, 700 Nm; combined fuel consumption 5.6 l/100 km, combined CO₂ emissions 148 g/km) and
- CLS d 450 4MATIC (**270 kW + 16 kW**/367 hp + 22 hp; combined fuel consumption 7.8 l/100 km, combined CO₂ emissions 178 g/km).¹

The new, systematically electrified six-cylinder in-line petrol engine with EQ Boost (integrated starter/generator) and a 48 V on-board electrical system powers the CLS 450 4MATIC.

Mercedes-AMG CLS 53 4MATIC+: This model (combined fuel consumption 8.7 l/100 km, combined CO₂ emissions 200 g/km)¹ combines sporty design with powerful performance and high efficiency. Its centrepiece is a new, electrified 3.0-litre engine featuring twin-turbocharging and an electric auxiliary compressor.

New driving assistance systems with extended functions: With the Driving Assistance package, the new CLS comes with the latest driving assistance systems with route-based support for the driver. Active Distance Control DISTRONIC and Active Steering Assist now provide even more comfortable support for the driver to keep a safe distance and steer. The speed is now adjusted automatically ahead of bends, junctions or roundabouts.

ENERGIZING comfort control: This networks various on-board comfort systems, allowing a specific wellness setup in line with customer wishes. The wellbeing and performance of the driver and passengers can be improved as a result. With ENERGIZING comfort control, specific functions of the air conditioning system (including fragrancing) and seats (heating, ventilation, massage), the surface heating and lighting/musical moods are brought into play.

Control and display concept: On request, the interior is characterised by a new Widescreen Cockpit with brilliant, high-resolution displays. The fully digital cockpit offers the three visually very different styles "Classic", "Sport" and "Progressive". As new features, touch control buttons are set in the

¹ The stated figures were determined in accordance with the prescribed measuring method. These are "WLTP CO₂ figures acc. to the Art. 2 No. 3 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures.

steering wheel, and DISTRONIC and cruise control are now operated via controls directly on the steering wheel. Voice control has been extended to include vehicle functions such as climate control and seat heating/ventilation, interior lights, fragrancing/ionisation, massage function in the seats and the head-up display.

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Third generation of the original

Stuttgart/Barcelona. The new CLS pioneers the new design idiom of Mercedes-Benz, which is recognisable by its clear contours and reduced lines. Its character is marked by a grille contour that widens towards the base and a forward-slanting front section. Other features include wide, flat headlamps and two-section tail lights. At the same time the design reflects the timeless aura of the first CLS, which founded a new segment and quickly became a design icon. All CLS models are equipped with new engines: in-line six-cylinder and in-line four-cylinder units as diesel and petrol versions. Like its predecessors, the third CLS generation exudes self-assured sportiness in exemplary style. The Coupé is a highly emotive vehicle offering impressive long-distance and acoustic comfort coupled with thrilling innovations.

In 2003, with the CLS, Mercedes-Benz created a new vehicle segment that for the first time combined the elegance and dynamism of a coupé with the comfort and functionality of a saloon. With the third generation of the CLS, is now building more strongly than ever on the aura and unique character of this trendsetting model: the new model has pure CLS genes with its arching waistline, flat side window lines and low greenhouse. At the same time it is another example of the logical evolution of the Sensual Purity design idiom: sharp edges and lines have been significantly reduced. It blends seamlessly into the current Mercedes-Benz coupé family with numerous design features. Its C_d figure of 0.26 is proof of outstanding aerodynamics.

The range of engines for the CLS is completely new. Three six-cylinder models will be available on market launch:

- CLS 350 d 4MATIC (**210 kW**/286 hp, 600 Nm; combined fuel consumption 5.6 l/100 km, combined CO₂ emissions 148 g/km),
- CLS 400 d 4MATIC (**250 kW**/340 hp, 700 Nm; combined fuel consumption 5.6 l/100 km, combined CO₂ emissions 148 g/km),

- CLS 450 4MATIC (270 kW+ 16 kW/367 hp + 22 hp; combined fuel consumption 7.8 l/100 km, combined CO₂ emissions 178 g/km)¹.

In addition to the engines available on market launch, further entry-level petrol and diesel engine variants are planned for the autumn of this year. These engines likewise come from the new Mercedes-Benz engine generation, and impress with their efficiency and driving pleasure.

The CLS is not only decidedly sporty, but also comfortable. The AIR BODY CONTROL suspension, ENERGIZING comfort control and the very latest infotainment generation with In-Car-Office, smartphone connectivity via Mercedes-Benz Link and wireless charging accentuate this. The touchpad with controller in the centre console gives haptic and acoustic feedback when operating the numerous convenience functions and settings.

The standard appointments of the CLS are very extensive: The highlights include LED High-Performance headlamps, 18-inch light-alloy wheels with mixed tyres, Lane Keeping Assist, Speed Limit Assist, a 12.3-inch multimedia system display, ambience lighting including illuminated air vents, a communication module with LTE and Mercedes me connect services.

Exterior: Self-assured sportiness in the style of Mercedes-Benz coupés

"The new CLS is a design icon as the archetype of the four-door coupé. In line with our design philosophy of sensual purity, we have reduced its DNA in an extremely puristic way and at the same time emotionally charged it with elegant beauty", says Gorden Wagener, Chief Design Officer Daimler AG.

Striking front-end features include the diamond grille typical of Mercedes-Benz coupés, with a single louvre. The silhouette of the radiator grille widens towards the base, adopting the contours of the grille on the Mercedes-AMG GT. The bonnet is completely surrounded by body surfaces. The very flat and wide headlamps with inward-slanting flanks dynamically follow the contour of the grille.

¹ The stated figures were determined in accordance with the prescribed measuring method. These are "WLTP CO₂ figures acc. to the Art. 2 No. 3 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated on the basis of these figures.

The side design is characterised by the high, arching waistline and the sporty, low greenhouse with frameless side windows. The forward-slanting front end is reminiscent of a shark's nose, and appears longer thanks to the fully inset bonnet.

Also typical of the CLS is the muscular rear shoulder line which blends smoothly into the flat rear end. Characteristic Mercedes coupé features include the two-section tail lights, reflectors positioned in the rear bumper, location of the registration plate in the bumper and the Mercedes star on the boot lid. Depending on specification, this houses an extendable reversing camera.

Like the headlamps, the LED tail lights with Edgelight backlighting have a crystalline appearance and create a three-dimensional effect. Their low positioning accentuates the width of the vehicle.

Interior Consistent colour scheme, Widescreen cockpit

The luxurious interior of the CLS Coupé impresses with its clear basic lines, and echoes the sensual, flowing contours of the exterior. The high-grade choice of materials shows a very high level of finish.

The sporty, width-accentuated cockpit and colour combination creates an impression of particularly generous spaciousness. For a flowing overall impression, the wave-like course of the interior design extends from the front to the rear doors, opening up at the B-pillars.

As a new highlight of the ambience lighting, the illuminated air vents are reminiscent of jet aircraft turbines. The sporty impression is also reinforced by the hand-finished appearance of the seats. On request a high-resolution Widescreen cockpit is available, with two 12.3-inch displays arranged beneath a shared, continuous glass cover. The centre console with open-pored or high-gloss wood appears to be free-floating thanks to its surface trim.

In the fully digital cockpit, the driver is able to feely configure the information content according to need and the driving situation. Three different styles can be selected depending on preference, mood or to suit the interior appointments. The Classic and Sport styles have a basic structure with two tubes, while the Progressive style has one central, tubular instrument.

The ambience lighting with 64 colours, ten colour themes and two effects emphasises the modern, lounge-like atmosphere. The temperature settings are visualised with the help of the illuminated air vents.

The seats were designed exclusively for this model series. Depending on the interior, they feature high-quality piping or transverse seams. The outer seats in the rear have the same appearance as the front seats, creating a sporty single-seat impression, although the CLS Coupé is in fact a five-seater for the first time. When required the backrests optionally can be folded down in a 40:20:40 ratio, expanding the 520-litre luggage compartment.

Wellness on long-distance journeys: ENERGIZING comfort control

ENERGIZING comfort control (optional) links various comfort systems in the vehicle. It systematically uses the functions of the climate control system (including fragrancing) and the seats (heater, ventilation, massage), the surface and steering wheel heating as well as lighting and musical atmospheres, and allows a specific wellness set-up according to customer needs. This has positive effects on wellbeing and driver performance.

These six programmes can be selected:

- Freshness
- Warmth
- Vitality
- Joy
- Comfort
- Training (three training modes – muscle relaxation, muscle activation and balance – each with several exercises).

Intelligent Drive: Technology from the S-Class

The new CLS generation takes its lead from the new S-Class in many respects: The CLS is equipped with the latest generation of driving assistance systems, with route-based driver support provided by the Driving Assistance Package.

The range of driving assistance and safety systems features a modular design and as standard includes Active Brake Assist, Lane Keeping Assist, ATTENTION ASSIST, Speed Limit Assist and the occupant protection system PRE-SAFE®. New and also part of the standard specification is PRE-SAFE®

Sound (prepares human hearing for the anticipated accident noise when there is a risk of a collision).

The optional **Driving Assistance Package** consists of Active Distance Control DISTRONIC, Active Steering Assist, Active Speed Limit Assist, Active Brake Assist with cross-traffic function, Evasive Steering Assist, Active Blind Spot Assist, Active Lane Keeping Assist and PRE-SAFE® PLUS. Active Distance Control DISTRONIC and Active Steering Assist now provide even more comfortable support for the driver to keep a safe distance and steer. The speed is now adjusted automatically ahead of bends, junctions or roundabouts. Active Lane Changing Assist has also been significantly improved (country-specific differences are possible for individual functions). When the driver wishes to change lanes on multi-lane roads (recognised by the navigation system) at speeds from 80 to 180 km/h, it is now sufficient to nudge the indicator stalk. In addition, the **Driving Assistance Plus package** includes PRE-SAFE® Impulse Side. This system can brace the front occupants for a side impact by nudging them sideways to reduce the risk of injury.

Thanks to improved camera and radar systems, the new CLS also has an even better view of the surrounding traffic. For the first time it also makes use of map and navigation data to calculate vehicle behaviour.

The "Assistance Graphics" menu of the instrument cluster shows the driver at a glance which assistance functions have been selected, and to what situations the systems are currently responding. Unmistakable icons provide the driver with information on-screen as well as partly in the head-up display. All functions are now controlled from the steering wheel.

In stop & go traffic on motorways and similar roads, stops of up to 30 seconds are now possible during which the CLS starts moving again automatically and follows the traffic (in combination with Active Parking Assist).

The **ULTRA RANGE high beam** of the **MULTIBEAM LED headlamps** produces the maximum light intensity permitted by law, which results in the brightness of the main beam headlamps remaining above the reference value of 1 lux over a distance of more than 650 metres. Car-to-X communication is a further trailblazing safety feature. Information concerning hazardous situations which a vehicle on the road has detected is made available to all other Car-to-X users to give drivers an early warning.

Suspension: There is a choice of three variants.

The new CLS has a four-link front suspension and a five-link rear suspension. A dynamically set-up steel comfort suspension is standard equipment. The optionally available DYNAMIC BODY CONTROL suspension has a sporty basic setup and includes continuously adjustable damping at the front and rear axle. The selectable driving modes are Comfort, Sport and Sport +. Also available on request is the AIR BODY CONTROL air suspension with an improved, adjustable and adaptive damping system. The driver is able to choose vehicle characteristics from comfortable to sporty using the driving mode switch.

New range of engines: With EQ Boost and 48 volt on-board electrical system

The third generation of the Mercedes-Benz CLS is powered by completely new engines, initially in-line six-cylinder diesel and petrol units. Also characteristic of the four-door coupé is the extensive range of 4MATIC models.

The output of the diesel unit ranges from **210 kW/286 hp** and 600 Nm of torque (CLS 350 d 4MATIC) through to **250 kW/340 hp** and 700 Nm (CLS 400 d 4MATIC). The special features of the top-of-the-line engine in the premium diesel family include the stepped-bowl combustion process, two-stage turbocharging and, for the first time, use of CAMTRONIC variable valve-lift control. Its design features a combination of an aluminium engine block and steel pistons as well as further improved NANOSLIDE® coating of the cylinder walls. All components relevant to efficient emissions reduction have been installed directly on the engine.

The most powerful engine is the six-cylinder petrol unit. The new, systematically electrified in-line six-cylinder with EQ Boost (integrated starter/generator) and a 48 V on-board electrical system powers the CLS 450 4MATIC. Its performance data: **270 kW/367 hp** and 500 Nm plus a further 250 Nm of torque and **16 kW/22 hp** available via EQ Boost over short periods. The integrated electric motor known as EQ Boost assists the combustion engine e.g. when accelerating, makes driving without the combustion engine possible ("gliding") and supplies the battery with power by means of high-efficiency recuperation. By doing so, it makes fuel savings possible that were previously the exclusive domain of high-voltage hybrid technology. All in all, the new in-line six-cylinder engine delivers the performance of an eight-cylinder engine with significantly lower consumption. The CLS 450 4MATIC is equipped with a particulate filter as standard.

The new Mercedes-AMG CLS 53 4MATIC+ (combined fuel consumption 8.7 l/100 km, combined CO₂ emissions 200 g/km) combines sporty design with powerful performance and high efficiency. Its centrepiece is a new, electrified 3.0-litre engine featuring twin-turbocharging and an electric auxiliary compressor. The 6-cylinder in-line engine generates **320 kW** (435 hp) and delivers maximum torque of 520 Nm. Its EQ Boost starter-alternator temporarily provides an additional **16 kW** (22 hp) of output plus 250 Nm of torque, and also feeds the 48 V on-board electrical system. Other technical highlights include the AMG SPEEDSHIFT TCT 9G transmission and the fully variable all-wheel drive system AMG Performance 4MATIC+.

The new CLS models:

	CLS 350 d 4MATIC	CLS 400 d 4MATIC	CLS 450 4MATIC	Mercedes-AMG CLS 53 4MATIC+
Number of cylinders/arrangement	6/in-line	6/in-line	6/in-line	6/in-line
Displacement (cc)	2925	2925	2999	2999
Rated output (kW/hp)	210/286	250/340	270/367	320/435
Extra output from EQ Boost (kW/hp)	-	-	16/22	16/22
Rated torque (Nm)	600	700	500	520
Combined fuel consumption (l/100 km) ¹	5.6	5.6	7.8	8.7
Combined CO ₂ emissions (g/km) ²	148	148	178	200
Acceleration 0-100 km/h (s)	5.7	5.0	4.8	4.5
Prices starting at (euros) ²	68,127.50	72,506.70	70,906.15	n.n.

In-Car Office: The office goes mobile

With the Mercedes me connect service "In-Car Office", CLS drivers can use office functions directly in the vehicle and access important data as if they were in their office. For example, "In-Car Office" uses the locations of calendar entries and automatically transfers these to the car's navigation system. The user can also dial into a telephone conference on the basis of a calendar

¹ NEDC combined acc. to Euro 6d-TEMP. The stated figures were determined in accordance with the prescribed measuring method. These are "WLTP CO₂ figures acc. to the Art. 2 No. 3 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures.

² Non-binding recommended price for Germany including 19% VAT.

entry. The system can also automatically detect the required PIN access code and simultaneously dial it.

Edition 1: Particularly exclusive launch model

The exclusivity of the CLS can be heightened even further with the Edition 1, which will be available for around one year after the market launch. This special model has numerous luxurious features as standard which are only available for the Edition 1. These include e.g. the COPPER ART interior concept with seats in black pearl nappa leather with centre sections in a diamond design and copper-coloured accents, copper-coloured contrasting topstitching on the centre console, seats, armrests, dashboard and door panels, and a unique diamond grille with matt chrome pins and chrome inserts with a copper-coloured shimmer. The Edition 1 is available with all engine variants.

The exterior is based on the AMG line. Special features include MULTIBEAM LED headlamps as standard and 20-inch AMG multi-spoke light-alloy wheels painted in black with a high-sheen rim flange. The special model is also recognisable by the "Edition 1" lettering on the front wings.

Highlights of the interior, also based on the AMG line, additionally include:

- dashboard support lined in black nappa leather
- centre console and dashboard support trim in black open-pored ash wood
- IWC analogue clock with exclusive dial face
- Vehicle key in high-gloss black with high-sheen chrome surround
- Ambient lighting in 64 colours incl. illuminated ventilation nozzles
- Mirror package
- Memory package
- Rear seat backrest foldable in a 40:20:40 ratio
- Floor mats with "Edition 1" badge and copper-coloured piping
- Chrome "Edition 1" lettering on the centre console and "Edition 1" display on the welcome screen.

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Did you know that...

...for several years, the first CLS generation launched in October 2004 was the only four-door coupé in its class? With the CLS, Mercedes-Benz created a new vehicle class that for the first time combined the elegance and dynamism of a coupé with the comfort and functionality of a saloon. With its intriguing design and refined sportiness, the new generation presented in 2010 also benefitted from the fact that Mercedes-Benz had a one-generation advantage over its competitors in the four-door coupé segment.

...the CLS has several times been an innovation platform for lighting technology? In 2010 the Coupé was the world's first series-production car whose all-LED headlamps incorporated all the adaptive light functions of regular xenon systems. And in 2014 it was in the CLS that Mercedes-Benz first used the new MULTIBEAM LED headlamp technology.

...in as early as 2007, the first CLS generation was voted a "Classic of the future" by readers of the German motoring magazine "Motor Klassik"? In 2009 the CLS won this title for the second time in succession. In 2009 more than 16,000 readers took part in this vote, which is held every two years.

...the THERMOTRONIC automatic climate control (optional equipment) works together with navigation system? When the GPS signal recognises a tunnel entrance, the system automatically switches to air recirculation mode. In addition, a sensor for air quality and harmful gases constantly monitors the quality of the outside air being drawn in. If necessary it also switches to air recirculation mode.

...the head-up display (optional equipment) features a light sensor to adjust the brightness? The sensor is located in the area of the upper roof edge. It adjusts the brightness of the display to the ambient light conditions. This also makes it easily legible on sunny days or at night.

...the Active Multicontour Seat package for the driver and front passenger (optional equipment) is recommended by Aktion Gesunder Rücken (AGR), a German campaign for spinal health? The active multicontour seats with a vehicle dynamics function and ENERGIZING massage function have inflatable air chambers and luxury head restraints to provide maximum seating comfort

and lateral support. Eight massage programmes make for a feeling of wellbeing.

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...the tiny muscle in the human ear that contracts as a reflex action when a loud noise is perceived is called the stapedius muscle? With PRE-SAFE® Sound, Mercedes-Benz makes use of this natural reflex to prepare the occupants' ears for the loud noise normally associated with an impending accident, thus protecting the hearing. As accidents can generate impact noises to which some people are very sensitive, PRE-SAFE® Sound causes the sound system to emit a brief rushing noise when an impending collision is detected. This can initiate the stapedius reflex.

...a fully electric trailer coupling is available for the CLS? When it is not in use, the trailer coupling can be electrically pivoted below the rear bumper. To hitch up a car trailer or mount a bicycle rack, it is simply swung out using the electric controls and automatically locked in its operating position. This trailer coupling is also available in combination with the AMG line.

...the VIP function is part of the Burmester® high-end 3D surround sound system? It enables the sound to be optimised for a specific seat that can be selected using the Settings menu. The sound system delivers a sound quality matching that of a luxury domestic sound system. Speakers in the roof liner provide a 3D listening experience.

...the CLS is available in more than 180 countries? The variety of language versions for the owner's manual is correspondingly wide. These include e.g. Indonesian, Vietnamese, two French versions (Europe and South America) and three English versions (Europe/world, USA/Canada and South America).

...customers have a choice of three key variants? The vehicle keys are available in high-gloss black with high-gloss chrome surround and in high-gloss white with a chrome or matt chrome surround. In conjunction with Mercedes me connect there is also the digital vehicle key: Thanks to Near Field Communication (NFC) technology, a mobile phone can perform vehicle key functions such as unlocking and locking the vehicle.

...special horns are installed for Asian markets? The "fanfares for Asia" have order code B08 and have no extra cost.

...the power closing function first became available for the CLS? The convenient power closing function ensures a gentle and almost silent closing

procedure. After initial engagement, the front and rear doors are drawn into their locks by servo motors.

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...a separate boot locking function is optionally available? This function makes it possible to lock the both separately by operating a switch in the glove compartment. When the vehicle is subsequently centrally unlocked using the electronic key, the boot remains locked and cannot be opened from outside.

...at the Sindelfingen plant where the CLS is produced, electric power and steam are generated by an in-house combined heating and power plant? Thanks to cogeneration, 25 % less fuel is required compared to separate generation.

...at 49.8 percent, steel/iron materials account for around half the vehicle weight of the CLS 350 d 4MATIC? These are followed by polymer materials at 19.1 percent (above all materials for the paint finish) and light alloys. Operating fluids (oils, fuel, coolant, refrigerant, brake fluid and washer fluid) account for around 4.1 percent.

...like all Mercedes-Benz passenger cars, the CLS was developed in accordance with the stringent requirements for the quality seal of the European Centre for Allergy Research Foundation (ECARF)? The ECARF Seal of Quality is used by ECARF to designate products that have been scientifically tested and proven to be suitable for allergy sufferers. The requirements are extensive: numerous components from each equipment variant of a vehicle have to be tested for inhaled allergens, for example. In addition, the pollen filter is tested for correct functioning in both the new and used condition. In addition, tests are undertaken with human "guinea pigs".

...a total of 131 components of the CLS, e.g. underfloor panelling and cable ducts, are made from high-quality recycled plastics? These have a total weight of 53 kilograms.

...a recycled material composed of reprocessed starter batteries and bumper panelling is used for the wheel arch linings of the CLS? The objective is to obtain secondary raw materials from vehicle-related waste flows wherever possible, so as to achieve closed loops.

...in the basic model of the CLS, 78 components with a total weight of 30,8 kilograms are made using natural materials? These include established natural materials such as flax and cellulose fibres, wool, cotton and natural rubber, which are used in the interior.

Particularly exclusive launch model

The exclusivity of the CLS can be heightened even further with the Edition 1, which will be available for around one year after the market launch. This special model has numerous luxurious features as standard which are only available for the Edition 1. These include e.g. the COPPER ART interior concept with seats in black pearl nappa leather with centre sections in a diamond design and copper-coloured accents, copper-coloured contrasting topstitching on the centre console, seats, armrests, dashboard and door panels, and a unique diamond grille with matt chrome pins and chrome inserts with a copper-coloured shimmer. The Edition 1 is available with all engine variants.

The exterior is based on the AMG Line. Special features include MULTIBEAM LED headlamps as standard and 20-inch AMG multi-spoke light-alloy wheels painted in black with a high-sheen rim flange. The special model is also recognisable by the "Edition 1" lettering on the front wings.

Highlights of the interior, which is likewise based on AMG Line, additionally include:

- dashboard support lined in black nappa leather
- centre console and dashboard support trim in black open-pored ash wood
- IWC analogue clock with exclusive dial face
- Vehicle key in high-gloss black with high-sheen chrome surround
- Ambience lighting incl. illuminated air vents in 64 colours, with ten colour themes and two effects
- Mirror package
- Memory package
- Rear seat backrest foldable in a 40:20:40 ratio
- Floor mats with "Edition 1" badge and copper-coloured piping
- Chrome "Edition 1" lettering on the centre console and "Edition 1" display on the welcome screen.

Following the traces of its predecessors

In terms of design, the new CLS takes its lead from the first model generation, e.g. with the arched beltline, the sleek line of the side windows and the low greenhouse. At the same time, it reflects the systematic evolution of the Mercedes-Benz design idiom, with sparing use of lines. Among the highlights of the high-quality interior are the consistent colour scheme extending into the rear, the illuminated air vents and the hand-crafted character of the seats, which feature elaborate piping or transverse seams depending on the specific version. The high-resolution Widescreen Cockpit, featuring two display screens under a single, continuous glass cover, is available as an option.

With the CLS, Mercedes-Benz in 2003 created a new vehicle class that for the first time combined the elegance and dynamism of a coupé with the comfort and functionality of a saloon. The public were thrilled, the competitors were amazed and a styling icon was born. With the third generation of the CLS, Mercedes-Benz is now building more strongly than ever on the design idiom of this trendsetting model: the new model has pure CLS genes with its arching beltline, flat side window lines and low greenhouse. At the same time the CLS is another example of the logical evolution of the Sensual Purity design idiom: sharp edges and lines have been significantly reduced. It blends seamlessly into the current Mercedes-Benz coupé family with numerous design features.

Striking front-end features include the diamond grille typical of Mercedes-Benz coupés, with a single louvre. The silhouette of the radiator grille widens towards the base, resembling the contours of the grille on the Mercedes-AMG GT. The bonnet is completely surrounded by body surfaces. The very flat and wide headlamps with inward-slanting flanks dynamically follow the contour of the grille.

MULTIBEAM LED headlamps with Adaptive Highbeam Assist Plus and ULTRA RANGE high beam are available on request. With their high-tech look and three-dimensional depth, they stand in contrast to the clean, puristic body design. The three-dimensional effect is partly created by the offset optics of the daytime driving lights, which make the reflectors of the low and high beam headlamps appear to be in the background. The large centre air inlet,

simulated air inlets at both corners and the decorative clasp (wing) at the lower end of the bumper emphasise the width of the vehicle.

The side design is characterised by the high, arching waistline and the sporty, low greenhouse with frameless side windows. The forward-slanting front end is reminiscent of a shark's nose, and appears longer thanks to the fully inset bonnet. The contours follow the design philosophy of sensual purity: lines and edges are greatly reduced, and the surfaces are generously arched.

The high beltline and its countering balance line harmoniously round off the overall appearance of the side wall. The low, frameless side windows and the descending roof line convey dynamism. The free-standing exterior mirrors have contrasting areas in high-gloss black.

Also typical of the CLS is the muscular rear shoulder line which blends smoothly into the flat rear end. Characteristic Mercedes coupé features include the two-section tail lights, reflectors positioned in the rear bumper, location of the registration plate in the bumper and the Mercedes star at the centre of the boot lid. Depending on specification, this houses an extendable camera.

Like the headlamps, the LED tail lights with Edgelight backlighting have a crystalline appearance and create a three-dimensional effect. Their low positioning accentuates the width of the vehicle. This is reinforced by the downward repositioning of the white areas in the tail light clusters (reversing light and indicator).

Interior: Widescreen cockpit, illuminated air vents and exclusive seats

The luxurious interior of the CLS Coupé impresses with its clear basic lines, and echoes the sensual, flowing contours of the exterior. The high-grade choice of materials shows a very high level of finish.

The sporty, width-accentuated cockpit and colour combination creates an impression of particularly generous spaciousness. For a graceful overall impression, the design makes a wave-like progression from the front to the rear door and opens out at the B-pillar. The centre console with open-pored or high-gloss wood appears to be free-floating thanks to its surface trim.

On request a high-resolution Widescreen cockpit is available, with two 12.3-inch displays arranged beneath a shared, continuous glass cover.

In the fully digital cockpit, the driver is able to feely configure the information content according to need and the driving situation. Three different styles can be selected depending on preference, mood or to suit the interior appointments. The Classic and Sport styles have a basic structure with two tubes, while the Progressive style has one central, tubular instrument.

The extraordinary ambience lighting can be individually set in 64 colours, and composes different colours into colour themes. When entering, the CLS also welcomes its occupants with a special lighting effect.

For the first time, the ambience lighting also includes air vents reminiscent of aircraft engine turbines. When the temperature setting of the air conditioning system is changed, it briefly changes colour to show whether the temperature is being made warmer (red) or cooler (blue).

The seats were designed exclusively for this model series. Depending on the interior, they feature high-quality piping or transverse seams. New colours in the interior are macchiato beige/magma grey, magma grey/espresso brown and marsala brown/espresso brown (for leather upholstery) and bengal red/black (for AMG line nappa leather upholstery). There are three seats in the rear. The outer seats have the same appearance as the front seats, creating a sporty overall impression. When required the backrests can be folded down in a 40:20:40 ratio, expanding the 520-litre luggage compartment.

Outstanding light in any situation

On request, MULTIBEAM LED headlamps with ULTRA RANGE high beam are available for the CLS. These allow extremely quick and precise, electronically controlled adjustment of the headlamps to suit the current traffic conditions. The non-dazzling high beams (partial high beam) brightly illuminate the road ahead over a long distance, and can remain permanently switched on. The intelligent technology automatically excludes oncoming road users or traffic ahead from the light beam by partially switching off individual LEDs.

On 2014 the second-generation CLS was the first automobile to feature MULTIBEAM LED headlamps. At the time the headlamps were each equipped with 24 individual high-performance LEDs. A further development of this lighting technology is used in the new CLS: 84 high-performance LED chips are housed in each of the high-resolution precision LED modules. This ensures that the resolution of the light is increased by a factor of 3.5.

Via individually controllable LEDs, the light is always switched on exactly where it is needed. 100 times per second, a total of four control units calculate the ideal lighting using information from the camera behind the windscreen as well as from the navigation system.

In main beam mode, Adaptive Highbeam Assist Plus allows permanent long-range road illumination without dazzle. If no other road user is detected, the road ahead is straight and the vehicle speed is above 40 km/h, the supplementary ULTRA RANGE high beams are automatically switched on. This produces the maximum light intensity permitted by law, which results in the brightness of the main beam headlamps only falling below the reference value of one lux after a distance of more than 650 metres. When there are oncoming vehicles or vehicles ahead, the LEDs of the main beam modules are partially switched off, masking out a U-shaped area of the light beam. The other areas of the road continue to be illuminated with the high beam (partial high beam). The ULTRA RANGE high beams are only always active if high beam mode has been manually switched on.

- Country mode illuminates the vehicle's side of the road more brightly and widely than conventional low beam headlamps.
- When a motorway situation is recognised, motorway mode is activated for a higher lighting output. Motorway high beam reduces the risk of dazzling oncoming drivers, and focusses the attention of the driver on the road ahead. Depending on the traffic situation, motorway partial high beam is activated to avoid dazzling other road users by specifically masking out areas of light.
- Cornering lights improve road illumination by additional lighting on the inside of the turn.
- With the Active Lighting System, the headlamps are able to swivel the light beams into the bend on the basis of camera data, illuminating the road much more effectively. This means that bends can be lit up even before turning the steering wheel.
- When turning off and on tight bends, the cornering lights are activated and deactivated by a gradual dimming process. Moreover, the cornering lights can use data from the navigation system to adapt the light distribution to the surroundings even before reaching roundabouts and junctions.
- With the extended fog light function, the outer half of the carriageway is more brightly illuminated so that the is less affected by backglare.
- On locking and unlocking the vehicle, the locator lighting bids farewell or welcomes the driver with its special light show.

Numerous detailed improvements

Despite larger exterior dimensions and larger standard wheels, the new CLS is among the aerodynamic leaders in its segment with a C_d figure of 0.26 and a frontal area (A) of 2.31 sq. m. This the result of numerous detailed improvements made both in advance by computer simulations and in the wind tunnel. Thanks to the Acoustic Comfort package with laminated glass windows all-round, the Coupé offers outstanding aeroacoustic comfort.

A two-section AIRPANEL is used for all engine variants of the CLS. This louvre system behind the radiator grille opens its adjustable louvres depending on the cooling requirement. There is an additional louvre system in the air inlet below the registration plate, which further improves system performance.

Further detailed measures include:

- extensive underfloor panelling including the engine compartment
- aerodynamic design of the mesh inserts and corners of the pockets in the front bumper
- optimised side sill panels
- wheel spoilers at front and rear
- exterior mirrors with an optimised mirror base
- Aerodynamically optimised wheels: 18'-inch Aero wheel with an attractive bicolour finish

The aerodynamic improvements for the AMG line models were carried out by the experts at Mercedes-AMG. The modifications include e.g. air curtains in the front bumper. The Mercedes-AMG GT R already has such innovative air ducts. How they work: the airstream flows through the two side inlets in the front apron, is accelerated and exits from the side "gills" ahead of the wheel arches, bypassing the wheels. This can reduce the flow losses caused by wheel rotation.

Another special feature of the AMG line is the sporty, 19-inch 5-twin-spoke wheels, which are also available in a bicolour version. An aero-ring with a width of approx. 4 cm is positioned outside of the actual rim flange. This directs the air flowing from the air curtain towards the tyre sidewall.

The interior of the CLS is very quiet even at high speeds. This is thanks to numerous aeroacoustic measures, e.g.:

- a door and window sealing concept that effectively suppresses wind noise
- effective coordination of the exterior mirrors and A-pillars for improved positioning and contours to minimise unavoidable wind noise
- improvements to the main floor to keep low-frequency noises low.

The CLS has its maximum noise comfort with the Acoustic Comfort package.

This optional package includes:

- laminated safety glass all-round, which provides thermal and noise insulation, protects against infrared and UV light and deters thieves,
- a windscreen with an infrared-reflective coating
- and further noise insulation measures.

Completely new range of engines

The third generation of the Mercedes-Benz CLS is powered by completely new engines, initially in-line six-cylinder diesel and petrol units. Also characteristic of the four-door coupé is the extensive range of 4MATIC models. A particulate filter is standard equipment for all engine variants. The new CLS is the first Mercedes-Benz to be certified in accordance with the new WLTP test method (Euro 6d-TEMP).

The **Mercedes-Benz CLS 450 4MATIC** (combined fuel consumption: 7.8 l/100 km; combined CO₂ emissions: 178 g/km), powered by a systematically electrified six-cylinder in-line petrol engine, will be available at market launch. Its performance data: **270 kW/367 hp** and 500 Nm of torque, a further 250 Nm of torque and **16 kW/22 hp** available via EQ Boost over short periods. Compared with the similarly powerful CLS 500 predecessor with a V8 engine, it has been possible to reduce the CO₂ emissions of the engine by around 23 percent.

The integrated starter/alternator (ISG) is responsible for hybrid functions such as EQ Boost or energy recuperation, while allowing fuel savings that were previously reserved for high-voltage hybrid technology.

Systematic electrification dispenses with the need for a belt drive for ancillary components at the front of the engine, which reduces its overall length. The slim design, together with the physical separation of intake/exhaust, creates space for near-engine exhaust aftertreatment. The 48-volt on-board power supply serves not only high power consumers such as the water pump and air-conditioning compressor, but also the Integrated Starter Generator (ISG), which also supplies energy to the battery by means of highly efficient energy recuperation.

Most powerful diesel engine in Mercedes-Benz history

The new six-cylinder in-line diesel engine is available in two output classes: The **Mercedes-Benz CLS 350 d 4MATIC** has an output of **210 kW (286 hp)** and 600 Nm (combined fuel consumption: 5.6 l/100 km; combined CO₂ emissions: 148 g/km). The **CLS 400 d 4MATIC** with **250 kW (340 hp)** and

700 Nm is the most powerful series production passenger car diesel engine ever offered by Mercedes-Benz (combined fuel consumption: 5.6 l/100 km; combined CO₂ emissions: 148 g/km)¹.

Although the output has increased noticeably compared to the preceding model, the new engine consumes up to ten percent less fuel. The special traits of the top-of-the-line engine in the diesel family include the stepped-bowl combustion process, two-stage turbocharging and, for the first time, the use of CAMTRONIC variable valve-lift control. Its design features a combination of aluminium engine block and steel pistons as well as further improved NANOSLIDE[®] coating of the cylinder walls.

All components relevant to efficient emissions reduction have been installed directly on the engine. The integrated technology approach combining the new gradual recess combustion process, dynamic multi-way exhaust-gas recirculation and near-engine exhaust-gas aftertreatment, combined for the first time with variable valve-lift control, makes further reduced consumption with low emissions possible. Thanks to the near-engine insulated configuration, exhaust-gas aftertreatment does not suffer great levels of heat loss and generates extremely favourable operating conditions.

Like the new petrol engine, the new six-cylinder diesel engine meets emissions legislation according to RDE (Real Driving Emissions). The consumption figures were determined according to the new WLTP (Worldwide Harmonized Light Vehicles Test Procedure) measuring process. More about this in the next section.

Nine gears for comfortable and efficient gear shifts

In all variants of the new CLS, power is transmitted by the 9G-TRONIC automatic transmission. The broad ratio spread of gears one to nine allows a clearly perceptible reduction in engine speed and is a decisive factor behind the high level of energy efficiency and ride comfort. The high overall efficiency is reflected in the fuel economy. Shortened shift and response times ensure optimum spontaneity combined with outstandingly smooth gear changes.

¹ The stated figures were determined in accordance with the prescribed measuring method. These are "WLTP CO₂ figures acc. to the Art. 2 No. 3 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures.

Particularly in manual mode and S mode, 9G-TRONIC responds immediately and enhances driving pleasure.

The particularly good gearshifting comfort of the 9-speed automatic transmission is the result of extensive measures. These include the novel direct control system which enables short, barely perceptible gear changes. The combination of twin-turbine torsional damper and centrifugal pendulum technology in the torque converter ensures outstanding drive comfort. An additional, electric transmission oil pump is activated in start/stop operation, ensuring a basic supply to the control elements and actuators. The time delay between the desire to move off and the vehicle's actual movement is reduced by the electric transmission oil pump.

In driving mode ECO, the gliding function assists the driver's active fuel economy measures. When the driver's foot leaves the accelerator, the combustion engine is decoupled from the drive system and runs at idling speed. The vehicle rolls for a measurably longer distance than when on the overrun. When the accelerator is depressed again, the connection between the engine and drive system is re-established.

In the CLS 450 4MATIC, the internal combustion engine is switched off depending on the driving situation and automatically recuperates with the electric motor. The battery is charged during the recuperation process.

DYNAMIC SELECT has the following drive settings:

Mode	Abbreviation	Description
Eco	E	The aim is the lowest possible fuel consumption with reduced vehicle dynamics (accelerator pedal curve, maximum torque, transmission mode, gliding)
Comfort	C	The aim is a balanced drive configuration and low fuel consumption
Sport	S	Taut engine/transmission configuration (accelerator pedal curve, transmission mode)
Sport Plus	S+	The aim is maximum dynamism and engine/transmission response
Manual	Mp	Manual transmission mode (permanent)

4MATIC all-wheel drive: traction even in difficult road conditions

On market launch, all variants of the CLS are equipped with 4MATIC permanent all-wheel drive and benefit from improved traction and driving stability, especially in difficult road conditions. The 4MATIC of the Coupé has a

sporty configuration, with an all-wheel torque distribution of 45 % to the front and 55 % to the rear. As ever, the combination of the ESP® driving dynamics control system with the 4ETS electronic traction system makes regular differential locks superfluous. This saves weight and noticeably improves handling safety as well as ride comfort.

The new CLS models:

	CLS 350 d 4MATIC	CLS 400 d 4MATIC	CLS 450 4MATIC
Number of cylinders/arrangement	6/in-line	6/in-line	6/in-line
Displacement (cc)	2925	2925	2999
Rated output (kW/hp)	210/286	250/340	270/367
Extra output from EQ Boost (kW/hp)	-	-	16/22
Rated torque (Nm)	600	700	500
Combined fuel consumption (l/100 km) ¹	5.6	5.6	7.8
Combined CO ₂ emissions (g/km) ¹	148	148	178
Acceleration 0-100 km/h (s)	5.7	5.0	4.8

¹ NEDC combined acc. to Euro 6d-TEMP: The stated figures were determined in accordance with the prescribed measuring method. These are "WLTP CO₂ figures acc. to the Art. 2 No. 3 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures.

The first Mercedes model certified according to WLTP/RDE

Between now and autumn 2018, Mercedes-Benz will gradually switch its passenger car portfolio to WLTP (Worldwide Harmonized Light Vehicles Test Procedure). The WLTP provides more realistic test results than the NEDC (New European Driving Cycle), which has been in force since 1992. The new CLS is the first Mercedes-Benz to be certified according to WLTP under the Euro 6d-TEMP emissions standard. This also verifies compliance with the limits in the so-called RDE (Real Driving Emissions) road test.

The main innovations: In contrast to the NEDC, the WLTP driving cycle takes ten minutes longer and has only 13 percent of standing time (NEDC: 23.7%). The total cycle length is around 23 kilometres – i.e. more than twice as long as the 11 kilometres of the NEDC. WLTP contains higher speeds up to 131 km/h (NEDC: 120 km/h). The average speed rises to 46 km/h (NEDC: 34 km/h), and it subjects the vehicles to greater speed variations.

The test parameters are, therefore, significantly stricter. In addition, unlike before, it is not just the basic variant of a vehicle model that is tested, but optional extras are also taken into consideration. In addition, as part of road test, the so-called RDE (Real Driving Emissions) test is used to verify that the Euro 6 limits for nitrogen oxides and particulates are not exceeded after conformity factors are taken into consideration.

Probably with effect from September 2018, the new WLTP values will be given in brochures and all other publications in Germany. The main questions concerning the WLTP are answered by Mercedes-Benz at www.mercedes-benz.com/en/mercedes-benz/vehicles/wltp.

Environmental Certificate audit passed

The Mercedes-Benz models CLS 350 d 4MATIC (fuel consumption combined: 5.6 l/100 km; combined CO₂ emissions: 148 g/km) and CLS 450 4MATIC (fuel consumption combined: 7.8 l/100 km; combined CO₂ emissions: 178 g/km) have successfully completed the TÜV validation audit for the Environmental Certificate. This certificate is based on a lifecycle assessment in which the independent experts at TÜV Süd (German Technical Inspection Authority)

comprehensively examine the environmental impact of the passenger car over its entire lifecycle. More details about the Environmental Certificate can be found in the documentation series "Lifecycle", which is available at www.daimler.com/sustainability/product/environmental-certificates.

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The fact that the CLS was certified according to WLTP (Euro 6d-TEMP) and for this purpose also had to complete the so-called RDE road test (Real Driving Emissions) also affects the eco-balance: the exhaust emissions of the CLS during the phase of its use were calculated based on the statutory RDE limits. Compared to earlier lifecycle assessments, driving operations therefore have a greater share of the entire lifecycle.

Automated driving functions and exemplary safety

The new CLS generation takes its lead from the new S-Class in many respects: With the Driving Assistance Package , the new CLS comes with the latest driving assistance systems with route-based support for the driver. A number of assistance functions are already on board as standard.

The CLS keeps an even closer eye on the traffic situation: improved radar systems now allow it to scan up to 250 m ahead, while the stereo multipurpose camera has a range of up to 500 m, 90 m of which is in 3D. The four-door Coupé also makes substantially more intensive use of map and navigation data. This means that Active Distance Control DISTRONIC is able to assist the driver in many situations based on the route, and conveniently adjust the vehicle speed.

The driver is also able to see at a glance which assistance functions have been selected, and to which situations the systems are reacting at present. Clearly understood icons - e.g. a steering wheel with hands on both sides - give information both on the screen and partly in the head-up display. All functions are now controlled from the steering wheel.

Active safety as standard

The new CLS already comes with extended **Active Brake Assist** as standard. Depending on the situation, this can effectively help to mitigate the consequences of rear-end collisions with slower-moving, stopping or stationary vehicles ahead, and even with crossing pedestrians and cyclists, or prevent them altogether. If the distance drops significantly below the safety threshold, the system issues a visual warning to the driver. If it detects a serious risk of collision, the driver receives an additional, audible warning. It also computes the brake pressure required to prevent a collision, if this is still possible. If, having been warned, the driver then steps on the brake pedal, the system is capable of boosting insufficient braking pressure in line with the needs of the situation. In so doing, it makes the best possible use of the remaining distance in order to leave the vehicles behind room to brake. If the driver fails to respond, Active Brake Assist can go a step further and brake autonomously if the danger of a collision persists, i.e. depending on the situation it can mitigate

the severity of the accident or in the best case prevent it altogether. Even in this basic variant, Active Lane Keeping Assist can warn against unintentional lane departure with steering wheel vibrations, and intervene to correct the vehicle's course with one-sided braking when it crosses uninterrupted lane markings.

Car-to-X communication: Information concerning hazardous situations which a vehicle on the road has detected is made available to all other Car-to-X users to give drivers an early warning. As with Live Traffic Information, reports transmitted by Car-to-X are shown on the COMAND Online map display. Depending on the situation, a warning by voice output can be given when approaching a hazard.

ATTENTION ASSIST with adjustable sensitivity, which can warn the driver in timely manner of inattentiveness and drowsiness, is also included as standard.

Modular range of driving assistance systems

The CLS can be equipped with a modular range of driving assistance systems. In addition to the already extensive standard equipment specification, optional extras right up to the Driving Assistance package also make it possible to individually configure the vehicle with respect to driving assistance. Active Distance Control DISTRONIC is individually available for comfortable longitudinal control, and in conjunction with traffic sign recognition in the navigation system this allows manual adoption of recognised speed limits.

Already in its purely indicative version, and at low speeds, Blind Spot Assist is able to warn of vehicles, including bicycles, in the danger area.

Traffic Sign Assist: Thanks to image recognition and information from the digital road map in COMAND Online, the permitted maximum speed and any restrictions on overtaking for the current route section are shown in the instrument cluster. Additional restrictions such as speed limits in wet conditions (warning when the windscreen wipers are switched on) or speed limits for trucks only are also taken into account or ignored as appropriate in the individual case concerned. The vehicle speed is compared with the speed limit. If set to do so by the driver, a visual/visual-audible warning is given if the speed limit is exceeded. No-entry signs are also recognised and the driver is prompted to check the vehicle's direction of travel. A warning additionally

appears in the instrument cluster and on the head-up display if pedestrians are detected in the area of a zebra crossing.

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Active Parking Assist: Active Parking Assist with reversing camera supports the driver in searching for a parking space and when entering or leaving parallel or end-on parking spaces. In the case of end-on parking spaces it is active in both forward and reverse direction. It manoeuvres the vehicle into the selected parking space and out again. In the process acceleration, braking and gear-changing is automatic. In conjunction with Blind Spot Assist, Rear Cross Traffic Alert can warn the driver of cross traffic when reversing out of end-on parking spaces and can also initiate automatic braking if necessary. In the case of Active Parking Assist with 360° camera, all-round vision is made possible by the reversing camera and three additional cameras. The information is presented clearly in full HD in a choice of different views in the central display of the multimedia system.

Remote Parking Assist: Where this is legally permissible, Remote Parking Assist enables the driver to manoeuvre the vehicle into tight parking spaces or garages by smartphone, so as to facilitate entry and exit from the vehicle. The vehicle can be manoeuvred into parallel and end-on parking spaces in both forward and reverse direction. Manoeuvring out of end-on parking spaces is also possible, e.g. if the driver returns to the vehicle to find that it has been blocked in. In Explore mode the vehicle can be manoeuvred straight forward or in reverse out of narrow garages, for example, by up to fifteen metres, avoiding detected obstacles. In narrow passageways, following confirmation by the driver, the vehicle is able to fold in the exterior mirrors so that it can approach the detected obstacle more closely (e.g. narrow garage entrance). This is available in conjunction with the Remote Parking package.

Driving Assistance package: numerous assistance systems usefully combined

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The assistance and safety systems are grouped together in the Driving Assistance package (optional equipment). The individual functions in detail:

Active Distance Control DISTRONIC: the speed preset in DISTRONIC is predictively reduced according to the route ahead of bends, junctions, roundabouts or toll booths, then increased back up. When a route has been defined using the navigation system, the vehicle responds accordingly: if the car is in the slow lane, it is decelerated when approaching the desired motorway exit. The same applies to junctions where the navigation route prescribes a turn-off, or ahead of which the driver activates the direction indicators.

The reduction in speed is in varying degrees, depending on the selected transmission mode (ECO, COMFORT or SPORT). In ECO mode, the cornering speed is configured to harmonise with Active Steer Assist. This means that automated driving for longer periods is also a reality on country roads. On highways and motorways, Active Distance Control DISTRONIC controls the distance from the vehicle ahead within a speed range from 0 to 210 km/h, and keeps the car on track. Coasting characteristics, e.g. on downhill gradients, can now also be taken into account.

Active Lane Change Assist: When the driver wishes to change lanes on multi-lane roads (recognised by the navigation system) at speeds from 80 to 180 km/h, it is now sufficient to nudge the indicator stalk. Within the next ten seconds, the sensor system checks together with the driver whether the next lane is clear in front of, alongside and behind the vehicle, also taking into account the speed of any other vehicles. If there is no other vehicle within the relevant safety zone, the lane-change is initiated and the driver is supported. The initiated lane change is indicated in the instrument cluster and in the head-up display. The system is available in certain countries, depending on certifiability.

Active Speed Limit Assist: In conjunction with COMAND Online, Active Speed Limit Assist - an engageable subfunction of Traffic Sign Assist - is also able to recognise sign gantries and road works signs. Known limits, such as 50 km/h in built-up areas or 100 km/h on country roads, are also adopted from the navigation system. Active Distance Control DISTRONIC adapts the vehicle's

speed automatically to the recognised speed limits. In certain cases, the speed can be adapted in anticipatory mode on the basis of map data. On roads without speed limits, such as stretches on German motorways, the recommended speed – in this case 130 km/h - is adopted as the set speed. This speed can be adjusted by the driver. The desired maximum speed is always adopted in the course of the journey when the speed limit is cancelled. It remains preset until the engine is switched off.

Following vehicles in a tailback: in stop-and-go traffic on motorways and similar roads, stops of up to 30 seconds are now possible within which the CLS automatically moves off and follows the traffic ahead.

Active Emergency Stop Assist: Active Emergency Stop Assist brakes the vehicle to a standstill in its lane if it detects that the driver is no longer actively driving the vehicle while it is on the move with Active Steering Assist switched on. If there is no steering wheel movement over a predefined period, the system gives the driver visual and acoustic prompts to place his/her hands on the wheel. If the driver fails to respond after repeated visual and audible prompts by moving the steering wheel, accelerating, braking or pressing a Touch Control button on the steering wheel, the car will be slowed down in the identified lane until it comes to a standstill. At speeds below approx. 60 km/h the following traffic is warned by means of hazard warning lamps. When the vehicle comes to a standstill, the parking brake is engaged automatically and the Mercedes-Benz emergency call system is activated. The vehicle is also unlocked, to allow first responders access to the interior. The functions are aborted as soon as the driver takes control of the vehicle again.

Active Brake Assist: Included as standard, Active Brake Assist with cross-traffic function is able to help the driver avoid impending collisions with stationary, moving or crossing vehicles and pedestrians ahead if the driver fails to take any action to defuse the dangerous situation. This assistance takes the form of

- a distance warning from a warning lamp in the instrument cluster, if the distance from a vehicle in front is inadequate,
- an additional acoustic warning if the danger of collision is identified,
- automatic emergency braking for moving, stationary or crossing (in conjunction with Driving Assistance package) vehicles ahead,
- automatic emergency braking for pedestrians and cyclists,
- braking assistance appropriate to the given situation as soon as the driver applies the brakes.

Evasive Steering Assist: Evasive Steering Assist can support the driver in taking evasive action when pedestrians are detected in the danger zone in front of the vehicle and the driver initiates such action. The system then applies additional steering torque in the direction in which the driver is performing an evasive manoeuvre. This helps the driver to evade the pedestrian in a controlled manner and to stabilise the vehicle on its evasive course.

Active Lane Keeping Assist: This system is able to warn the driver by means of pulsed vibrations at the steering wheel when the vehicle is unintentionally drifting out of its lane at speeds between 60 and 200 km/h. If the vehicle passes over a continuous line, it can pull the vehicle back into lane by applying the brakes on one side. In the case of a broken line, such intervention takes place only when there is a danger of collision with a vehicle in the next lane (including danger from oncoming traffic).

Active Blind Spot Assist: In the speed range from approx. 10 to 200 km/h, this system is able to provide the driver with a visual alert plus an audible alarm when a turn indicator is actuated, to warn of a danger of side collisions with other vehicles, including e.g. bicycles. At speeds above 30 km/h, automatic braking on one side of the vehicle can additionally be applied to help avoid a side collision at the last moment.

Traffic Sign Assist : Thanks to image recognition and information from the digital road map of the navigation system, the permitted maximum speed and any restrictions on overtaking for the current route section are shown in the instrument cluster. Additional restrictions such as speed limits in wet conditions (warning when the windscreen wipers are switched on) or speed limits for trucks only are also taken into account or ignored as appropriate in the individual case concerned. The vehicle speed is compared with the speed limit. If set to do so by the driver, a visual/visual-audible warning is given if the speed limit is exceeded. No-entry signs are also recognised and the driver is prompted to check the vehicle's direction of travel. A warning additionally appears in the instrument cluster and on the head-up display if pedestrians are detected in the area of a zebra crossing.

Car-to-X communication: Information concerning hazardous situations which a vehicle on the road has detected is made available to all other Car-to-X users to give drivers an early warning. As with Live Traffic Information, reports transmitted by Car-to-X are shown on the COMAND Online map display.

Depending on the situation, a warning by voice output can be given when approaching a hazard.

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Active Parking Assist: Active Parking Assist with reversing camera supports the driver in searching for a parking space and when entering or leaving parallel or end-on parking spaces. In the case of end-on parking spaces it is active in both forward and reverse direction. It manoeuvres the vehicle into the selected parking space and out again. In the process acceleration, braking and gear-changing is automatic. In conjunction with Blind Spot Assist, Rear Cross Traffic Alert can warn the driver of cross traffic when reversing out of end-on parking spaces and can also initiate automatic braking if necessary. In the case of Active Parking Assist with 360° camera, all-round vision is made possible by the reversing camera and three additional cameras. The information is presented clearly in full HD in a choice of different views in the central display of the multimedia system.

Remote Parking Assist: Where this is legally permissible, Remote Parking Assist enables the driver to manoeuvre the vehicle into tight parking spaces or garages by smartphone, so as to facilitate entry and exit from the vehicle. The vehicle can be manoeuvred into parallel and end-on parking spaces in both forward and reverse direction. In Exploration mode, manoeuvring out of end-on parking spaces is also possible e.g. if the driver returns to the vehicle to find that it has been blocked in. In this mode the vehicle can e.g. be manoeuvred straight forward or in reverse out of narrow garages by up to fifteen metres, avoiding detected obstacles. In narrow passageways, following confirmation by the driver, the vehicle is able to fold in the exterior mirrors so that it can approach the detected obstacle more closely (e.g. narrow garage entrance). This is available in conjunction with the Remote Parking package.

Wellness while driving

ENERGIZING comfort control (optional) links various comfort systems in the vehicle. It systematically uses the functions of the climate control system (including fragrancing) and the seats (heater, ventilation, massage), the wall heating as well as lighting and musical atmospheres, and enables a specific wellness set-up tailored to the mood and need of the customer.

With ENERGIZING comfort control, the vehicle is able to enhance the well-being and performance of its occupants with the help of networked comfort systems. Rather than just sporadically using a few (favourite) systems, customers with ENERGIZING comfort control are able to benefit even more from the multi-faceted comfort features in their CLS.

These programmes can be selected:

- Freshness
- Warmth
- Vitality
- Joy
- Comfort
- Training (three training modes – muscle relaxation, muscle activation and balance – each with several exercises).

The programmes all run for ten minutes. They are visualised on the head unit with colour graphics, and backed by suitable music. Five songs are already stored in the programme. The main function of the "Joy" programme is massage, for example. This is accompanied by medium-fast music, with a repertoire including "Brand new day" by Nils Bergholz. If personal music selections are available, e.g. via the Media Interface, the system analyses them in the background and assigns them to a programme based on the beats per minute. Individual functions of the programmes can be deactivated.

ENERGIZING comfort control also offers three training modes – muscle relaxation, muscle activation and balance – each with several exercises. The training can also be carried out while on the move. In this case the user is given an audible safety warning to concentrate on the road.

ENERGIZING comfort control also incorporates ambience lighting, which is harmoniously tailored to each of the individual screen designs. The light stages the interior like a work of art by composing colour worlds from different colours.

ENERGIZING comfort control is available in combination with COMAND Online and the AIR-BALANCE package. ENERGIZING comfort can be experienced on all seats, depending on the equipment level.

Extensive entertainment and information programme

As standard the CLS is equipped with the infotainment system Audio 20, with a 31.2 cm (12.3-inch) display and a resolution of 1920 x 720 pixels. If required this can be extended with SD card navigation, into a fully-fledged navigation system with 3D map display and dynamic route guidance with Live Traffic Information (traffic data in real time).

The features of Audio 20 include a radio with twin tuner, LINGUATRONIC voice control, a Bluetooth® interface with hands-free function for two mobile phones usable in parallel, SMS reading function and audio streaming for music transfer, two USB 2.0 connectors and an SDHC card slot. The last-named connectors are located in the compartment below the armrest in the centre console.

Audio 20 is online-capable: internet pages can be accessed while the vehicle is stationary. In addition Mercedes-Benz apps – for example to ascertain the weather conditions – can also be shown on the move.

If required Audio 20 can be extended with SD card navigation, into a fully-fledged navigation system with 3D map display and dynamic route guidance with Live Traffic Information (traffic data in real time). Live Traffic Information allows the reception of precise traffic information which is updated by the system every two minutes while driving. Taking the current vehicle location into account when requesting traffic information also ensures that the enquiring vehicles receive all the traffic information of relevance to them. The received traffic information is based on so-called "Floating Car Data" the key technology for precise acquisition of traffic data.

On request the CLS comes equipped with the infotainment system COMAND Online. This offers fast 3D hard-drive navigation with topographical map display, photo-realistic 3D buildings and 3D map rotations. The system presents its content interactively and includes features such as an animated compass.

Extensive information is shown on the navigation map, some of it provided by third-party suppliers: in addition to traffic density information it can

e.g. include Car-to-X warning messages, the weather, filling stations including current fuel prices and free parking spaces.

On request a high-resolution Widescreen cockpit is available, with two 12.3-inch displays arranged beneath a shared, continuous glass cover. In the fully digital cockpit, the driver is able to freely configure the information content according to need and the driving situation. Three different styles can be selected depending on preference, mood or to suit the interior appointments. The Classic and Sport styles have a basic structure with two tubes, while the Progressive style has one central, tubular instrument.

LINGUATRONIC: Extended voice control system

LINGUATRONIC voice control has been extended to include a number of vehicle functions. Voice commands can now also be used to control the air conditioning and seat heating/ventilation, interior lighting (ambience lighting, reading lights, lighting in the rear), fragrancing/ionisation, seat massage function and head-up display. Depending on the language version and equipment level, up to 450 individual voice commands are now possible – among them e.g. commands such as "Ambience lighting violet" or "Fragrancing medium level". If the voice command is spoken without the addition of "front passenger", it refers only to the driver's side.

Also new with LINGUATRONIC 2.0: The driver is able to request a wealth of information – e.g. the next service date, the current speed limit, the remaining range or the date.

Another new feature lends a friendly, almost human touch to the voice control system of Mercedes-Benz. Initially only in the German and English versions, LINGUATRONIC uses so-called "Varying Voice Prompts", by virtue of which the system no longer responds to commands with the same acknowledgement each time, but rather with a variation and uses up to four sentences with a similar meaning.

Smartphone: wireless charging and extended messaging

The features relating to smartphone connectivity have also been expanded: With the Smartphone Integration package, Apple's smartphone-based infotainment system CarPlay™ and Google's Android Auto can be used. If a

corresponding smartphone is connected by USB, the customer can, if desired, switch to the CarPlay™ or Android Auto interface.

On request mobile phones can be charged wirelessly and without a phone cradle. Wireless charging works with all mobile devices that support or can be retrofitted to support the Qi standard. The charging pad is integrated into the stowage compartment at the front of the centre console.

Front and rear passengers now have more text messaging options. They can now receive, send, forward and use voice-to-text to dictate text messages. Telephone numbers from text messages and embedded URLs can be used for further actions. Notifications appear as pop-up messages in the multimedia display.

Anti-theft alarm system: also recognises parking damage and sends a message

Another new feature is the automatic notification by text message if the vehicle suffers an impact caused by another vehicle when parked, or is towed away. The highly sensitive sensors of the optional "Anti-theft alarm system (ATA)" can detect such situations and immediately send a "push notification" message to the Mercedes me App. As soon as the customer starts the vehicle again, he/she is also informed by a corresponding message in display of the COMAND Online multimedia system. In the Mercedes me App and in the COMAND Online display, the customer is also shown when (at what time) and where (e.g. front left) the impact occurred.

In the new CLS models this optional equipment includes the new sensors and the corresponding software; the service will go live in the second quarter of 2018.

Concierge service: personal assistance

If the driver has registered and Mercedes me is activated, even the basic Mercedes me connect services can make life easier for Mercedes-Benz drivers – for example vehicle diagnostics in the event of a breakdown or accident. The Mercedes me services "Vehicle Set-Up" and "Vehicle Monitoring" allow drivers to connect to their vehicle from practically anywhere and at any time, to access vehicle information and to remotely activate a variety of functions. The range of functions includes Vehicle Tracker, Remote Door Locking and Unlocking, and Programming of Auxiliary Heating. This works both with the Mercedes me

app (available for iOS and Android) and via the Mercedes me Portal (www.mercedes.me).

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And the new Concierge Service gives participating customers a wealth of personalised assistance: from making restaurant reservations and obtaining tips about tourist routes, to gathering information on cultural or sporting events and sending navigation destinations directly to the vehicle. Access is straightforward: registered Mercedes me connect users can establish a telephone connection with the Concierge Service in a preset language in 26 countries across Europe using either the iCall button in the overhead control panel or the Mercedes me app. The personal concierge takes care of everything else.

With the Mercedes me connect service "In-Car Office", CLS drivers can use office functions directly in the vehicle and access important data. For example, "In-Car Office" uses the locations of calendar entries and automatically transfers these to the car's navigation system. The user can also dial into a telephone conference on the basis of a calendar entry. The system can also automatically detect the required PIN access code and simultaneously dial it.

On the safe side

The bodyshell of the new CLS provides an innovative basis for reduced weight and outstanding rigidity together with excellent noise and vibration comfort and a high level of crash safety. New PRE-SAFE® systems such as PRE-SAFE® PLUS, PRE-SAFE® Impulse Side and PRE-SAFE® Sound, as well as comprehensive restraint systems, protect the occupants in the event of an accident.

The CLS continues the aluminium hybrid construction principle that has already proved so successful in the current S, E and C-Class. The aluminium content has been significantly increased even further compared to the preceding model series. In addition, numerous components of the body structure are of hot-formed and ultra high-strength steel.

Among the traditional features of the CLS are frameless side windows, which accentuate its coupé character. Thanks to a new sealing concept, it has been possible to realise the optional Acoustic Comfort package together with laminated safety glass.

The front wings, bonnet, boot lid and large sections of the front and rear ends are made of sheet or cast aluminium. For example, to increase the local introduction stiffness, the damper brackets at the front are no longer of the usual sheet steel, but of cast aluminium. It was possible to integrate and merge several parts into a single die-cast part. These would be made up of several steel components in conventional designs.

Other design details include larger cross-sections as well as precisely calculated stabilising beads in the floor and bulkhead. High-strength adhesives are used extensively to firmly bond the parts, which, in turn, helps increase the stiffness of the bodyshell.

The body is configured to offer a high level of crash safety. The Coupé not only meets all current national and international laws, but also all rating requirements as well as the more stringent internal Mercedes-Benz safety requirements, which are based on what actually happens in real-life accidents.

A high-strength safety passenger compartment forms the core of this concept. It consists primarily of high-strength and ultra-high-strength sheet steel and sheet metal with graduated wall thicknesses designed to withstand specific local stresses. Many segments consist of hot-formed steels, which become very hard as a result of this production process.

The extremely rigid safety cell is surrounded by specifically designed and field-tested deformation zones, which ensure maximum safety for the occupants by virtue of optimised force paths and a combination of die-cast aluminium components and ultra high-strength materials.

The active bonnet of the CLS is an important contribution to pedestrian safety. The technical basis is a comprehensive sensor system in conjunction with intelligent algorithms in the airbag control unit, which decides when to trigger. After the pyrotechnical actuators have fired, the bonnet lifts by a noticeable amount at the hinge in fractions of a second to create additional space between the bonnet and the components in the engine compartment.

Passive safety: Intelligent systems

For years Mercedes-Benz has been protecting car occupants with its PRE-SAFE® concept in a host of accident situations. Even before an impending crash, various measures bring them into a position in which they are prepared as well as possible for the impact. Based on findings from its own accident research, Mercedes-Benz has continuously developed this system further and expanded it into all-round monitoring system. This means that for the first time, the new CLS is equipped with PRE-SAFE® Impulse Side (optional as part of the Driving Assistance package Plus). Together with the familiar PRE-SAFE® protection concepts for frontal and rear collisions, it allows a kind of virtual crumple zone that extends all around the vehicle - PRE-SAFE® 360°.

Protection in a rear-end collision: PRE-SAFE® PLUS

If the danger of a rear-end collision is recognised, PRE-SAFE® PLUS (optional as part of the Driving Assistance package) activates the rear hazard warning lights at a high frequency to warn the driver behind. It can also initiate the preventive PRE-SAFE® occupant protection measures, e.g. the reversible belt tensioners, to fix the driver and front passenger in place and better prepare them for an impact.

If the vehicle is stationary, PRE-SAFE® PLUS can lock the brakes in a collision to reduce the forward jolt. This can considerably reduce the risk of whiplash injuries.

Side impact protection: PRE-SAFE® Impulse Side

As only a limited crumple zone is available in the case of a side impact, and even before the crash, PRE-SAFE® Impulse Side can move the affected driver or front passenger as far as possible away from the acute danger zone as soon as the system detects that a side collision is immediately imminent. For this purpose, air chambers in the side bolsters of the front seat backrest are inflated in fractions of a second, thus increasing the distance between occupant and door. At the same time, the impulse is imparted moderately to the occupant, lessening the forces acting on them during the side impact. This can reduce the forces to which the occupant's rib cage is subjected during a side collision.

Hearing protection: PRE-SAFE® Sound

With PRE-SAFE® Sound, Mercedes-Benz makes use of a natural reflex to prepare the occupants' ears for the loud noise normally associated with an accident. The system is based on the fact that the so-called stapedius muscle in our ears reacts to loud noises by contracting in a reflex action. The contraction of this tiny muscle briefly changes the link between the eardrum and the inner ear, providing greater protection against high sound pressures.

Mercedes-Benz uses the biomechanical hearing protection of this so-called stapedius reflex for PRE-SAFE® Sound, which emits a brief rushing sound when the danger of a collision is detected. This lessens the risk of hearing discomfort or damage if an impact occurs.

Restraint systems: Well-equipped if the worst happens

Three-point seat belts with pyrotechnical belt tensioners and belt force limiters are installed for the driver, front passenger and passengers on the outer rear seats. The centre seat of the second row is equipped with a standard 3-point belt system.

In addition, a host of airbags provides occupant protection in an accident.

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These include:

- driver and front passenger airbags
- Kneebag for the driver to protect the knees and stabilise the upper body, which positively influences occupant movement in an accident.
- a windowbag in the roof area between A, B and C-pillars for the head area of driver, front passenger and passengers in the outer rear seats
- Combined thorax/pelvis sidebags for driver and front passenger, which are able to provide additional protection in the event of a side impact
- Sidebags for the outer rear seats (optional). These are integrated into the rear side panelling, and deploy at chest level between the side wall and the occupant.

The CLS not only takes care of its occupants, but also offers sophisticated pedestrian protection measures:

- Active Brake Assist warns if pedestrians are detected in the danger area, and if necessary initiates autonomous braking if the driver fails to react to the system's warnings.
- Specific flexibility in the frontal region as well as an active bonnet, which can be raised by 80 mm when an impact is detected, thus creating additional deformation space during an impact.

When an accident has happened: Post-accident measures

After an accident has occurred, various measures dependent on accident type and severity can mitigate the consequences and make fast rescue possible.

These include:

- automatic activation of hazard warning lights
- emergency shut-off of engine and fuel pump
- unlocking the doors
- Mercedes-Benz emergency call for fastest possible assistance
- disconnection of the 12 V starter cable
- high-voltage shut-off (depending on engine variant)
- emergency switch-off of the air conditioning system
- emergency interior lighting
- ventilation by slightly lowering the front windows by a few centimetres
- exit assistance for the driver by lowering the steering column

To enable rescuers to work quickly and safely, Mercedes-Benz provides a rescue card for the CLS in various languages that can be downloaded free of charge. The new CLS is also equipped with QR code stickers – a small but effective measure with which Mercedes-Benz makes the rescue of accident victims faster and safer.

The QR code can be read with smartphones and tablet computers, and sends details of the vehicle model to the display of the rescuers. The information includes important vehicle-specific details that facilitate the rapid rescue of injured occupants.

A choice of three variants

The new CLS has a four-link front suspension and a five-link rear suspension. A dynamically set-up steel comfort suspension is standard equipment. The optionally available DYNAMIC BODY CONTROL suspension has a sporty basic setup and includes continuously adjustable damping at the front and rear axle. The selectable driving modes are Comfort, Sport and Sport +. Also available on request is the AIR BODY CONTROL air suspension with an improved, adjustable and adaptive damping system. The driver is able to choose vehicle characteristics from comfortable to sporty using the driving mode switch.

The agile handling of the CLS is due in large part to the four-link front suspension, which relieves the spring strut of wheel control functions. In addition, the four-link principle offers favourable axle kinematics. For example, it allows an improved camber change for higher cornering forces. As a result, the suspension responds more sensitively to steering movements and allows a sporty, agile driving style. Since the kingpin inclination axis is also close to the wheel centre, this provides for large longitudinal force leverage and keeps the scrub radius small, This minimises sensitivity to vibrations caused by tyre imbalance and fluctuations in braking force.

As components of the new front axle are made of aluminium, they weigh about two kilograms less than a corresponding steel design. This reduction in weight makes for a sensitive response.

At the rear axle, an optimised five-link suspension ensures outstanding wheel guidance and straight ahead running. The rear axle carrier and the spring control arms are made of forged aluminium. A large rear axle bearing contributes to improved isolation of vibrations and thus to the good NVH (noise, vibration, harshness) characteristics and ride comfort.

A dynamically set-up steel comfort suspension is standard equipment. This suspension with a surface-selective, passive damping system ensures well-balanced ride comfort on any road surface: on surfaces with minor bumps, the damping effect is reduced by a bypass which considerably improves driving comfort and suspension response. On bumpier roads, the full damping effect is

activated by the selective action of the damping. Lowering the suspension by 15 mm particularly improves driving stability on bends, and lends a sporty touch to the vehicle.

The optionally available **DYNAMIC BODY CONTROL** suspension has a sporty basic setup and includes continuously adjustable damping at the front and rear axle. The selectable driving modes are Comfort, Sport and Sport+.

No compromises AIR BODY CONTROL multi-chamber air suspension

Alternatively the new CLS can be equipped with a multi-chamber air suspension. The advantages of AIR BODY CONTROL: three chambers of different sizes in the spring struts of the rear axle and two in the front axle make it possible to control how stiffly the suspension reacts in three stages. Neither the air spring struts on the front axle nor the free-standing air spring on the rear axle have any wheel control function, and are therefore not subjected to transverse forces. Passengers can enjoy a soft basic springing that irons out transverse joints in the road, asphalt repairs and other bumps. At higher speeds, they have the safe feeling of high driving stability. Hardening the spring rate e.g. on bends or when braking effectively reduces rolling and pitching movements.

Furthermore, the highly sensitive and fast-responding AIR BODY CONTROL multi-chamber air suspension features all-round self-levelling for excellent ride comfort even with the vehicle loaded. It controls the ride height automatically depending on the speed, and reduces fuel consumption on the motorway, for example by lowering the vehicle. When driving on rough roads or access roads, the ground clearance can also be increased at the push of a button using the ride height adjustment switch.

The air suspension allows three levels:

- the normal driving level of 0 mm is selected in Comfort driving mode
- the lowered level of -15 mm is selected in driving modes ECO, Sport and Sport+, or at speeds above 138 km/h
- the raised level of +15 mm can be selected in all driving modes at the touch of a button, but only at speeds up to 120 km/h for handling safety reasons

The multi-chamber air suspension is supplemented by continuous, electronically controlled adaptive damping at the front and rear axles. The damping at each individual wheel is adjusted fully automatically to suit the current driving situation and condition of the road – such as in the case of evasive manoeuvres or on rough tracks. The system therefore delivers good ride comfort along with excellent driving dynamics.

DYNAMIC SELECT: From "Comfort" to "Individual"

There are five different driving modes that allow the driver to influence the characteristics of the CLS. The driver chooses the desired driving experience with a switch in the lower control panel of the centre console. This influences the settings of various systems and components, such as the speed-sensitive power assistance for the steering, the shift points of the automatic transmission, the throttle response, the ECO start/stop function and the suspension (in combination with DYNAMIC BODY CONTROL or AIR BODY CONTROL).

The DYNAMIC SELECT modes:

Mode	Acting on		
	Springing/damping	Steering	ESP®
Comfort/ Economy	Comfort-oriented tuning of suspension and damping	Comfortable, light steering	This driving mode offers an intelligent compromise between traction and stability.
Sport	Sporty suspension and damping set-up with lowered level, incl. more sporty ASR configuration	Sporty steering sensation resulting from progressive increase in turning torque to provide driver feedback on lateral acceleration	While continuing to ensure stability, this driving mode has a more sporty configuration to allow a more active driving style for owners with sporty inclinations.
Sport+	Extremely sporty suspension and damping set-up with lowered level, incl. more sporty ASR configuration	Sporty steering sensation resulting from progressive increase in turning torque to provide driver feedback on lateral acceleration	The vehicle-specific understeering and oversteering characteristics are emphasised. This allows an even more active driving style.

The "Individual" driving mode additionally offers the possibility to vary individual parameters for suspension, steering and powertrain. They are complemented by additional adjustment options such as ECO start/stop, climate control and ECO Assist, depending on the vehicle.

All models are equipped with a sporty, electro-mechanical Direct-Steer system as standard. It combines speed-sensitive power assistance for the speed-sensitive steering with a steering ratio that varies according to the given steering angle. The power assistance for the rack-and-pinion steering gear is controlled on demand.

The advantages of electro-mechanical direct steering:

- Improved agility thanks to more direct steering response
- Comfortable handling and high level of steering comfort at all speeds
- Savings potential, since energy is required only for steering
- Enables the use of assistance systems, such as Active Park Assist

The CLS is equipped with Evasive Steering Assist as standard. This can help the driver to stabilise the vehicle in difficult handling situations. To this end, the electronics determine in which direction the driver has to steer to defuse a critical situation, and introduces a corresponding steering torque into the steering that the driver feels clearly. In this way the driver is prompted to steer in the direction that will stabilise the vehicle.

Internally ventilated brakes all-round: Fade-resistant for short braking distances

The braking system with internally ventilated compound brake discs all-round meets high standards in terms of stopping distance, response, fade resistance, directional stability and service life of the brake pads. 4-piston floating calliper brakes at the front and 1-piston floating calliper brakes at the rear ensure good deceleration. In combination with the optional AMG Exterior line, the CLS has a braking system with Mercedes-Benz lettering on the front callipers and perforated front brake discs.

ADAPTIVE BRAKE is standard equipment. This includes:

- Hill-Start Assist which prevents the vehicle from rolling backwards on hills and thus facilitates starting off
- A HOLD function which keeps the vehicle immobile without having to continuously press the brake pedal

- A brake-drying function which regularly wipes the moisture from the brake discs to make full braking power available at all times
- The priming function. This function brings the brake pads into light contact with the disc if the driver suddenly releases the accelerator, and can thus shorten the stopping distance during subsequent braking.

An electric parking brake is also provided as standard. Pressing the control beneath the rotary light switch engages the electric parking brake; pulling releases it. The driver can also use the automatic release function Comfort Go. It automatically releases the parking brake when driving off.

Sporty design combined with performance and efficiency

The new Mercedes-AMG CLS 53 4MATIC+ (combined fuel consumption 8.7 l/100 km, combined CO₂ emissions 200 g/km)¹ combines sporty design with powerful performance and high efficiency. Its centrepiece is a new, electrified 3.0-litre engine featuring twin-turbocharging and an electric auxiliary compressor. The 6-cylinder in-line engine generates 320 kW (435 hp) and delivers maximum torque of 520 Nm. Its EQ Boost starter-generator delivers an additional 16 kW (22 hp) and 250 Nm over a short period, and feeds the 48 V on-board electrical system. Other technical highlights include the AMG SPEEDSHIFT TCT 9G transmission and the fully variable all-wheel drive system AMG Performance 4MATIC+.

"The new CLS 53 4MATIC+ extends our portfolio with a future-oriented combination of sporty design, performance and efficiency. The basis for this is a contemporary drive configuration in the form of a six-cylinder in-line engine with electric auxiliary compressor, EQ Boost starter-alternator and 48 V on-board electrical system. The very spontaneous response to accelerator pedal input, the precision and the design focusing on driving dynamics are hallmark features of AMG. As such we are providing an additional lifestyle-oriented customer group with a further attractive offering from Affalterbach", explains Tobias Moers, Chairman of the Board of Management of Mercedes-AMG GmbH.

Six-cylinder in-line engine with EQ Boost starter-alternator

The six-cylinder in-line engine is characterised by top-of-the-range performance and intelligent electrification. The EQ Boost starter-alternator combines a starter motor and alternator in a powerful electric motor and is fitted between the engine and transmission. This innovation as well as the intelligent charging via an electric auxiliary compressor and an exhaust gas turbocharger all have the same goal: to enhance the hallmark AMG performance and driving dynamics, while at the same time reducing fuel consumption and emissions.

¹ The stated figures were determined in accordance with the prescribed measuring method. These are "WLTP CO₂ figures acc. to the Art. 2 No. 3 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures.

And this move has been a successful one: the CLS 53 4MATIC+ accelerates from zero to 100 km/h in just 4.5 seconds, and with the Driver's package achieves a top speed of 270 km/h. The combined fuel consumption is 8.7 l/100 km, with combined CO₂ emissions of 200 g/km.

High torque without lag

Supported by the EQ Boost starter-alternator when moving off, the electric auxiliary compressor builds up a high charge pressure without any delay, for a faster increase in torque for acceleration until the large exhaust gas turbocharger is deployed. As a result the 3.0-litre engine reacts extremely spontaneously and provides a highly dynamic response without turbo lag. An additional bonus is the high level of refinement of the six-cylinder in-line engine.

Paving the way for hybrid functions: 48 V on-board electrical system

The power for the 48 V on-board electrical system is generated by the EQ Boost starter-alternator. The conventional 12 V network is likewise supplied from the new network – using a DC/DC converter. Thanks to the 48 V battery, the overall battery capacity in the vehicle is increased to enable more electrical energy to be made available - thereby also allowing innovative functions to be introduced, for example. The 48 V on-board electrical system is therefore paving the way for further hybridisation. An additional advantage: the same power requires only a quarter of the current of a conventional system. The result is that the wiring can be thinner and therefore lighter, which indirectly contributes to saving fuel. The existing 12 V system supplies power to consumers such as lights, cockpit, infotainment displays and control units.

Hybrid functions thanks to EQ Boost starter-alternator

The EQ Boost starter-alternator is a key component of the 48 V system and not only serves as an alternator, but is also responsible for hybrid functions. This allows fuel savings that were previously reserved for high-voltage hybrid technology. For the first time, the EQ Boost starter-alternator is also responsible for idle speed control.

The hybrid functions include boost with **16 kW** (22 hp) of output and 250 Nm of torque, recuperation, shifting of the load point, gliding mode and virtually imperceptible restarting of the engine with the start/stop function.

Because the belt drive for ancillary components on the front edge of the engine is omitted, the installation length of the new six-cylinder engine is also significantly reduced compared with conventional six-cylinder engines. This creates space for an exhaust gas aftertreatment system mounted near the engine, which is therefore particularly efficient. The standard-fit particulate filter is the only part of the exhaust system that is under the floor.

Short shift times, high efficiency: AMG SPEEDSHIFT TCT 9G transmission

The new 3.0-litre in-line engine is coupled with the AMG SPEEDSHIFT TCT 9G transmission, which impresses with extremely short shift times, fast response to shift paddle commands, a double-declutching function and multiple downshifts. Whether automatic or initiated by the driver using the steering wheel shift paddles, upshifts or downshifts are implemented instantly. Especially in the "Sport+" and in manual driving modes, the transmission is very responsive.

Fully variable AMG Performance 4MATIC+ all-wheel drive

Power is transferred to the road by the fully variable AMG Performance 4MATIC+ all-wheel drive, which also comes as standard. This intelligent system combines the advantages of different drive concepts: the fully variable torque distribution between the front and rear axle not only ensures optimal traction, but the driver is able to rely on great driving stability and handling safety regardless of the conditions – on dry surfaces as well as on wet or snow-covered roads. The transition from rear-wheel to all-wheel drive and vice versa is seamless, because the intelligent control is integrated into the overall vehicle system architecture.

An electro-mechanically controlled clutch connects the permanently driven rear axle variably to the front axle. The best possible torque split is continuously computed according to the driving conditions and driver's input. It is thus possible to drive in a continuously variable way from traction-oriented all-wheel drive to purely rear-wheel drive. Cross-fading takes place continuously based on a complex matrix. Alongside traction and lateral dynamics, the all-wheel drive also improves the longitudinal dynamics for even more powerful acceleration.

With the five DYNAMIC SELECT transmission modes "Eco", "Comfort", "Sport", "Sport Plus" and "Individual", the driver can tailor the characteristics of the CLS 53 4MATIC+ to individual preferences at the tap of a finger. The available range extends from efficient and comfortable to very sporty. This modifies key parameters, such as the response of the engine, transmission, suspension and steering. Independently of the DYNAMIC SELECT drive programs, the driver has the option of pressing the "M" button to switch directly to manual mode, in which gearshifts are executed exclusively using the shift paddles on the steering wheel. The suspension set-ups can also be selected if desired.

Independent AMG RIDE CONTROL+ suspension

More agility, neutral cornering performance and greater traction come courtesy of the AMG RIDE CONTROL+ air suspension developed in Affalterbach. The multi-chamber air suspension with particularly sporty spring/damper set-up and continuously adjustable damping ADS+ (Adaptive Damping System) combines outstanding driving dynamics with high ride comfort. A harder spring rate, for example when cornering and braking, effectively reduces body roll.

The front axle is fitted with special steering knuckles and load-bearing joints, and all components have been optimised in terms of rigidity. A more negative camber on the front axle and on the multi-link rear axle enhances lateral dynamics. The elastokinematics of both axles have been designed to be more rigid in general. All these measures improve agility, and boost the dynamics.

The damping at each wheel is adjusted to suit the current driving situation and the condition of the road. This is done rapidly and precisely, using two separate valves for the rebound and compression forces in the dampers. The damping characteristics can also be preselected in three modes, "Comfort", "Sport" and "Sport+", allowing a significantly more noticeable differentiation between excellent long-distance comfort and sporty driving dynamics.

Thanks to pneumatic all-round self-levelling, the CLS maintains a constant ride height regardless of the vehicle load. To increase the ground clearance, for example on steep entrances in underground car parks or on ramps, the level can be raised at the press of a button. The level is lowered automatically when driving at higher speeds. This improves handling stability thanks to a lower centre of gravity.

Direct and with clear feedback: the AMG speed-sensitive steering

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The electro-mechanical speed-sensitive power steering has a variable ratio. It impresses with its precise, authentic feedback. Steering power assistance is available in a choice of two modes - "Comfort" or "Sport". The corresponding characteristics are automatically activated based on the selected DYNAMIC SELECT drive program. In "Sport" mode, more feedback is conveyed about the vehicle status.

Fade-resistant and reliable: the compound braking system

The large braking system with internally ventilated compound brake discs ensures reliable and quick deceleration. Perforated and internally ventilated brake discs measuring 370 x 36 mm with 4-piston fixed callipers and AMG lettering are fitted at the front, with internally ventilated discs measuring 360 x 26 mm and single-piston floating callipers at the rear.

Exterior: twin-blade radiator grille and round twin tailpipe trim elements

The new CLS 53 4MATIC+ also has a distinctive appearance. One distinguishing feature is the twin-blade radiator grille in silver chrome, which was previously reserved for the V8 Performance models. Instead of the diamond radiator grille with individual pins, the grille in front of the central radiator now features a black lattice pattern.

The front apron in an A-wing design is equipped with black flics and a front splitter in silver chrome. The outer air inlets have two horizontal fins in silver chrome. The additional Air Curtains at the sides are directly subjected to the airstream: this design improves aerodynamic efficiency at the front and lowers the Cd figure. The twin front splitter connects seamlessly with the Air Curtain and reduces lift at the front axle. The outer lines of the radiator grille widen towards the bottom and lend the CLS a powerful appearance. Also making a contribution here are the sharply cut, narrow headlamps.

AMG-specific side sill panels give the CLS 53 4MATIC+ an even more dynamic silhouette. As in all AMG GT models, the exterior mirrors are positioned on the doors and accentuate the sports car look.

When viewed from the rear, it is not just the redesigned rear apron that stands out, but also the classic, round twin tailpipe trim elements in high-gloss

chrome. The design of the sides of the mud flaps improves the aerodynamics at the rear: As a result this provides for better air flow around the wheel arches. The spoiler lip on the boot lid is painted in the body colour, but is optionally also available in carbon-fibre.

The two-section tail lights visually reinforce the sense of width of the rear and as an additional practical benefit allow for the large boot opening. The broader track width combines better cornering with a perfect look thanks to the wheels being positioned further out. As standard the CLS 53 4MATIC comes with 19-inch aerodynamically optimised light-alloy wheels, with 20-inch wheels available as an option.

Interior with innovative display concept and operating system

The interior of the new models welcomes passengers with model-specific, exclusive appointments, luxurious materials and significantly extended options. On top of this there is the innovative control and display concept with bright, high-resolution displays optionally with 12.3-inch screen diagonal in each case. Visually, the two displays under one shared glass cover blend into a Widescreen Cockpit and as a central element consequently emphasise the horizontal orientation of the interior design.

By way of instrument cluster, the optional Widescreen Cockpit contains a large display with virtual instruments in the direct field of vision of the driver, as well as a central display above the centre console. Because the cockpit is fully digital, the driver can choose the look from the three different display styles "Classic", "Sporty" and "Progressive" and also configure the information and views relevant to them at will. Via the AMG menu, it is possible to display the engine and transmission oil temperature, lateral and longitudinal acceleration, engine output and torque, boost (charge pressure), tyre temperatures and pressures as well as the current vehicle set-up.

The touch-sensitive Touch Control buttons on the steering wheel respond to swiping movements. They enable the driver to control the entire infotainment system without having to take their hands off the steering wheel.

The infotainment system can also be operated via the touchpad with controller in the centre console and by LINGUATRONIC voice control. Voice control has been extended to include vehicle functions. Now the air conditioning and seat

heating/ventilation, interior lights and the optional head-up display can also be controlled by voice commands.

New AMG Performance steering wheel as standard

The synthesis of exclusivity and sportiness is also emphasised by the sport seats with an AMG-specific upholstery pattern and AMG badge, red seat belts and trim in carbon-fibre or matt silver glass-fibre. The interior is rounded off with the new, standard-fit AMG Performance steering wheel in nappa leather with individualisation options such as wood inserts in piano lacquer or DINAMICA microfibre in the grip area.

For the appointments, there is a choice of ARTICO man-made leather/DINAMICA microfibre, nappa leather and designo interiors. Apart from the classic black with red or grey contrasting topstitching, the CLS 53 4MATIC+ is available with a choice of colour combinations in macchiato beige/magma grey, black/bengal red and espresso brown/magma grey, in which case the ambient colour is also repeated on the steering wheel rim. The colour concept is systematically continued through to the rear area (wave design). In the CLS 53 4MATIC+, the integral seats with adjustable head restraints have also been redesigned and enhanced in terms of their shape, colour and material choice. There are three fully-fledged passenger seats in the rear. The seat backrest with a 40:20:40 split as well as height-adjustable head restraints allow greater flexibility and everyday practicality.

Wellness on long-distance journeys: ENERGIZING comfort control

The optional ENERGIZING comfort control links various comfort systems in the vehicle and uses specific functions of the air conditioning and seats (heating, ventilation, massage), surface heating and steering wheel heating plus lighting and music moods. Depending on the mood or requirement of the driver, it generates a special wellness set-up to enhance well-being and performance.

Intelligent Drive: Technology from the S-Class

The CLS 53 4MATIC+ features the latest driving assistance system generation from the S-Class. The range of driving assistance and safety systems is modular in structure. Fitted as standard are Active Brake Assist, Lane Keeping Assist, ATTENTION ASSIST, Speed Limit Assist plus the occupant protection system PRE-SAFE®. New and also part of the standard specification is

PRE-SAFE® Sound (prepares human hearing for the anticipated accident noise when there is a risk of a collision).

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The optional Driving Assistance package consists of Active Distance Control DISTRONIC, Active Steering Assist, Active Speed Limit Assist, Active Brake Assist with cross-traffic function, Evasive Steering Assist, Active Blind Spot Assist, Active Lane Keeping Assist and PRE-SAFE® PLUS. Active Distance Control DISTRONIC and Active Steering Assist now provide even more comfortable support for the driver to keep a safe distance and steer. The speed is now adjusted automatically ahead of bends or junctions. Active Lane Changing Assist has also been significantly improved (country-specific differences are possible for individual functions). In addition, the Driving Assistance Plus package includes PRE-SAFE® Impulse Side. This system can brace the front occupants for a side impact by nudging them sideways to reduce the risk of injury.

In addition the CLS 53 4MATIC+ adopts the improved camera and radar systems from the Mercedes-Benz CLS, and thus has an ideal view of the traffic conditions. For the first time it also makes use of map and navigation data to calculate vehicle behaviour.

Exclusive Edition 1

From the time of market launch, the exclusive Edition 1 will be available for the CLS 53 4MATIC+ which boasts the COPPER ART interior design. Numerous highlights in a fine copper colour help to ensure a particularly high-quality interior atmosphere. The leather upholstery in black nappa also features copper-coloured contrasting topstitching, as do the instrument panel, armrests, centre console, door panels and piping on the floor mats.

Trim elements and the centre console in carbon fibre with COPPER ART copper stitching and the Performance steering wheel with Edition badge equally underscore the vehicle's exceptional position. The luxurious character is furthermore reinforced by the ambient lighting with 64 colours, the Memory and Mirror package and the exclusive IWC analogue clock.

Technical data at a glance

	Mercedes-AMG CLS 53 4MATIC+
Engine	3.0-litre 6-cylinder in-line engine with exhaust gas turbocharger and electric auxiliary compressor
Displacement	2999 cc
Output	320 kW (435 hp) at 6100 rpm
Add. output with EQ Boost	16 kW (22 hp)
Peak torque	520 Nm at 1800-5800 rpm
Add. torque with EQ Boost	250 Nm
Drive system	AMG Performance 4MATIC+ all-wheel drive with fully variable torque distribution
Transmission	AMG SPEEDSHIFT TCT 9G
Fuel consumption - combined	8.7 l/100 km
CO₂ emissions - combined	200 g/km
Efficiency class	D
Weight (DIN/EC)	1905* kg/1980** kg
Acceleration 0-100 km/h	4.5 s
Top speed	250 km/h***

*DIN kerb weight, not including driver; **EC kerb weight, including driver (75 kg);

***Electronically limited, 270 km/h with AMG Driver's package

Engine

Number of cylinders/arrangement		6/in-line, 4 valves per cylinder
Displacement	cc	2925
Bore x stroke	mm	82.0 x 92.3
Rated output	kW/hp	210/286 at 4600 rpm
Rated torque	Nm	600 at 1200-3200 rpm
Compression ratio		15.5: 1
Mixture formation		Common-rail high-pressure injection

Power transmission

All-wheel drive		permanent
All-wheel torque distribution, front/rear (%/%)		45/55
Transmission		9G-TRONIC
Gear ratios	Final drive ratio	2.47

Overall ratios	1st gear	5.35
	2nd gear	3.24
	3rd gear	2.25
	4th gear	1.64
	5th gear	1.21
	6th gear	1.00
	7th gear	0.86
	8th gear	0.72
	9th gear	0.60
	Reverse	4.80

Suspension

Front axle	Four-link suspension, coil springs, gas-filled shock absorbers, stabiliser
Rear axle	Five-link suspension, coil springs, gas-filled shock absorbers, stabiliser
Braking system	Vented front disc brakes, vented rear disc brakes, electric parking brake, ABS, Braking Assist, ESP®
Steering	Electromechanical rack-and-pinion power steering
Wheels	8.0 J x 18 (fr.), 9.0 J x 18 (rear)
Tyres	245/45 R 18 (fr.), 275/40 R 18 (rear)

Dimensions and weights

Wheelbase	mm	2939
Track, front/rear	mm	1.618/1.622
Length	mm	4.988
Width	mm	1890
Height	mm	1435
Turning circle	m	11.60
Boot capacity, max.*	l	520*
Kerb weight acc. to EC	kg	1.935
Payload	kg	610
Perm. GVW	kg	2.545
Tank capacity/of which reserve	l	50/7

Performance and fuel consumption

Acceleration 0-100 km/h	s	5.7
Top speed	km/h	250
NEDC fuel consumption - combined	l/100 km	5.6
CO ₂ emissions combined	g/km	148

*acc. to VDA measuring method

Engine

Number of cylinders/arrangement		6/in-line, 4 valves per cylinder
Displacement	cc	2925
Bore x stroke	mm	82.0 x 92.3
Rated output	kW/hp	250/340 at 4400 rpm
Rated torque	Nm	700 at 1200-3200 rpm
Compression ratio		15.5: 1
Mixture formation		Common-rail high-pressure injection

Power transmission

All-wheel drive		permanent
All-wheel torque distribution, front/rear (%/%)		45/55
Transmission		9G-TRONIC
Gear ratios	Final drive ratio	2.47

Overall ratios	1st gear	5.35
	2nd gear	3.24
	3. gear	2.25
	4. gear	1.64
	5th gear	1.21
	6th gear	1.00
	7th gear	0.86
	8th gear	0.72
	9th gear	0.60
	Reverse	4.80

Suspension

Front axle	Four-link suspension, gas-filled shock absorbers, stabiliser
Rear axle	Five-link suspension, gas-filled shock absorbers, stabiliser
Braking system	Vented front disc brakes, vented rear disc brakes, electric parking brake, ABS, Braking Assist, ESP®
Steering	Electromechanical rack-and-pinion power steering
Wheels	8.0 J x 18 (fr), 9.0 x 18 (rear)
Tyres	245/45 R 18 (fr.), 275/40 R 18 (rear)

Dimensions and weights

Wheelbase	mm	2939
Track, front/rear	mm	1.618/1.622
Length	mm	4.988
Width	mm	1890
Height	mm	1435
Turning circle	m	11.60
Boot capacity, max.*	l	520*
Kerb weight acc. to EC	kg	1.935
Payload	kg	610
Perm. GVW	kg	2.545
Tank capacity/of which reserve	l	50/7

Performance and fuel consumption

Acceleration 0-100 km/h	s	5.0
Top speed	km/h	250
NEDC fuel consumption - combined	l/100 km	5.6
CO ₂ emissions combined	g/km	148

*acc. to VDA measuring method

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Engine

Number of cylinders/arrangement		6/in-line, 4 valves per cylinder
Displacement	cc	2999
Bore x stroke	mm	83.0 x 92.4
Rated output	kW/hp	270/367 at 5500-6100 rpm
Output of electric motor	kW	16
Rated torque	Nm	500 at 1600-4000 rpm
Compression ratio		10.5: 1
Mixture formation		High-pressure injection

Power transmission

All-wheel drive		permanent
All-wheel torque distribution, front/rear (%/%)		45/55
Transmission		9G-TRONIC
Gear ratios	Final drive ratio	2.82
Overall ratios	1st gear	5.35
	2nd gear	3.24
	3. gear	2.25
	4. gear	1.64
	5th gear	1.21
	6th gear	1.00
	7th gear	0.86
	8th gear	0.72
	9th gear	0.60
	Reverse	4.80

Suspension

Front axle	Four-link suspension, gas-filled shock absorbers, stabiliser
Rear axle	Five-link suspension, gas-filled shock absorbers, stabiliser
Braking system	Vented front disc brakes, vented rear disc brakes, electric parking brake, ABS, Braking Assist, ESP®
Steering	Electromechanical rack-and-pinion power steering
Wheels	8.0 J x 18 (fr), 9.0 x 18 (rear)
Tyres	245/45 R 18 (fr.), 275/40 R 18 (rear)

Dimensions and weights

Wheelbase	mm	2939
Track, front/rear	mm	1.618/1.620
Length	mm	4.988
Width	mm	1890
Height	mm	1435
Turning circle	m	11.60
Boot capacity, max.*	l	490*
Kerb weight acc. to EC	kg	1.940
Payload	kg	645
Perm. GVW	kg	2585
Tank capacity/of which reserve	l	66/7

Performance and fuel consumption

Acceleration 0-100 km/h	s	4.8
Top speed	km/h	250
NEDC fuel consumption - combined	l/100 km	7,8
CO ₂ emissions combined	g/km	178

*acc. to VDA measuring method

Engine

Number of cylinders/arrangement		6/in-line, 4 valves per cylinder
Displacement	cc	2999
Bore x stroke	mm	83.0 x 92.4
Rated output	kW/hp	320/435 at 6100 rpm
Output of electric motor	kW	16
Rated torque	Nm	520 at 1800-5800 rpm
Compression ratio		10.5: 1
Mixture formation		High-pressure injection

Power transmission

All-wheel drive		permanent
All-wheel torque distribution, front/rear (%/%)		variable
Transmission		9G-TRONIC
Gear ratios	Final drive ratio	n/a
Overall ratios	1st gear	5.35
	2nd gear	3.24
	3rd gear	2.25
	4th gear	1.64
	5th gear	1.21
	6th gear	1.00
	7th gear	0.86
	8th gear	0.72
	9th gear	0.60
	Reverse	4.80

Suspension

Front axle	Four-link suspension, air springs, stabiliser
Rear axle	Five-link suspension, air springs, stabiliser
Braking system	Internally ventilated and perforated disc brakes at front, internally ventilated disc brakes at rear, electric parking brake, ABS, Brake Assist, ESP®
Steering	Electromechanical rack-and-pinion power steering
Wheels	8.0 J x 19 (fr.), 9.0 x 19 (rear)
Tyres	245/40 R 19 (fr.), 275/35 R 19 (rear)

Dimensions and weights

Wheelbase	mm	2939
Track, front/rear	mm	1647/1637
Length	mm	5001
Width	mm	1890
Height	mm	1422
Turning circle	m	12.3
Boot capacity, max.*	l	490*
Kerb weight acc. to EC	kg	1980
Payload	kg	570
Perm. GVW	kg	2550
Tank capacity/of which reserve	l	66/7

Performance and fuel consumption

Acceleration 0-100 km/h	s	4.5
Top speed	km/h	250
NEDC fuel consumption - combined	l/100 km	8.7
CO ₂ emissions combined	g/km	200

*acc. to VDA measuring method