



Mercedes-Benz

Press Information
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EQ Power: The plug-in hybrid family

Electric driving in all vehicle segments

Contents

The main points at a glance	3
Short version	
EQ Power: The family of Mercedes-Benz plug-in hybrids is growing	
Electric driving in all vehicle segments	4
Under the microscope: The plug-in portfolio of Mercedes-Benz	
Electric plus petrol, diesel or hydrogen	7
Under the microscope: The third-generation plug-in hybrids	
More power, more range, more fun	8
Under the microscope: the technology of the compact hybrids	
Transverse is more	10
Under the microscope: the intelligent operating strategy	
Better electric performance	11
Mercedes-Benz A 250 e	
No less than two A-Class models with EQ Power	13
Mercedes-Benz B 250 e	
The all-rounder	15
Mercedes-Benz C 300 de Estate	
Lifestyle estate with two beating hearts	17

Mercedes-Benz E 300 de

The E-Class has never been this economical 19

Mercedes-Benz S 560 e

The S-Class of hybrids..... 21

Mercedes-Benz GLC 300 e 4MATIC

Freedom in its most versatile form..... 23

Mercedes-Benz GLE 350 de 4MATIC

The next jump in operating range..... 25

Mercedes-Benz GLC F-CELL

Special hybrid with fuel cell 27

Mercedes-Benz Wallbox and Mercedes me Charge

Charging made easy..... 30

Bonus Track 1: Mercedes-Benz EQC 400 4MATIC

Electric Intelligence 31

Bonus Track 2: Mercedes-Benz eVito Tourer

Great comfort and flexibility..... 33

Bonus Track 3: Mercedes-Benz EQV

Global debut for the first large luxury saloon with electric drive 34

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

The main points at a glance

Major milestone on the way to emission-free driving

Plug-in hybrids bring customers the best of two worlds: in town they run in all-electric mode, while on long journeys they benefit from the range of the combustion engine. They make the vehicle more efficient overall, because they can firstly recover energy during braking and secondly allow the combustion engine to run in favourable operating ranges.

Plug-in initiative by Mercedes-Benz

By the end of 2019 Mercedes-Benz will have more than ten plug-in hybrids in its range – an attractive portfolio from compact models to the flagship Mercedes-Benz S-Class. The aim is to be able to offer customers well over 20 model variants in 2020.

EQ Power in the compact car segment

With the A 250 e (weighted fuel consumption 1.5-1.4 l/100 km, weighted CO₂ emissions 34-33 g/km, weighted power consumption 15.0-14.8 kWh/100 km)¹, the A 250 e Saloon (weighted fuel consumption 1.4 l/100 km, weighted CO₂ emissions 33-32 g/km, weighted power consumption 14.8 -14.7 kWh/100 km)¹ and the B 250 e (weighted fuel consumption 1.6-1.4 l/100 km, weighted CO₂ emissions 36-32 g/km, weighted power consumption 15.4-14.7 kWh/100 km)¹, models in the compact car family with third-generation hybrid drive are now celebrating their premiere. They use a hybrid power unit with the 8G-DCT dual-clutch transmission.

Third-generation plug-in hybrids

In models with a longitudinally installed engine, the electric motor has been redesigned for the 9G-TRONIC plug-in hybrid transmission, and is conceived as an indoor-running, permanently agitated, synchronous motor. The likewise new, significantly enhanced power electronics have allowed significant increases in power and torque density. One of the greatest innovations is the torque converter with an integrated torque converter lockup clutch. The new GLE 350 de 4MATIC (weighted fuel consumption 1.1 l/100 km, weighted CO₂ emissions 29 g/km, weighted power consumption 25.4 kWh/100 km)¹ achieves a range of over 100 kilometres (NEDC) with an appropriate driving style, thanks to a battery with a capacity of 31.2 kWh.

Intelligent operating strategy

The intelligent, route-based operating strategy activates the electric driving mode where this is most appropriate for the route. For example, it takes into account navigation data, topography, speed limits and the traffic conditions for the entire planned route. The ECO Assistant coaches the driver and helps to save fuel.

Easier charging

The compact hybrids can be charged using alternating or direct current. The new GLE 350 de 4MATIC has a combined charging socket for AC and DC charging. With Mercedes me Charge, drivers of a plug-in hybrid model with the latest MBUX (Mercedes-Benz User Experience) infotainment generation have optional access to one of the world's largest charging networks. Thanks to navigation, Mercedes-Benz customers can find these stations easily and can gain convenient access to the charging stations via the Mercedes me Charge card, the Mercedes me App or directly from the car.

¹ The stated figures are the measured "NEDC CO₂ figures" in accordance with Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. The range and the electrical consumption have been determined on the basis of Regulation (EC) No. 692/2008. A different value is applied in accordance with EmoG. A higher figure may apply as the basis for calculating the motor vehicle tax.

* Further information on the official fuel consumption and the official specific CO₂ emissions of new passenger cars can be found in the "Guide to Fuel Consumption, CO₂ Emissions and Electricity Consumption" for new passenger cars, which is available free of charge at all sales outlets and from Deutsche Automobil Treuhand GmbH at www.dat.de.

[Short version](#)

[EQ Power: The family of Mercedes-Benz plug-in hybrids is growing](#)

Electric driving in all vehicle segments

Stuttgart/Frankfurt. Plug-in hybrids offer customers the best of both worlds: in town they run in all-electric mode, while on long journeys they benefit from the range of the combustion engine. They make the vehicle more efficient overall, because they can firstly recover energy during braking and secondly allow the combustion engine to run in favourable operating ranges. The intelligent, route-based operating strategy activates the electric driving mode where this is most appropriate for the route. It takes into account e.g. navigation data, topography, speed limits and the traffic conditions for the entire planned route. Plug-in hybrids are also an important milestone on the way to emission-free driving. Mercedes Benz Cars is systematically developing its plug-in hybrids further under the EQ Power label. EQ Power is also a guarantee of exceptional dynamism. EQ Power+ is the name of the performance hybrid technology that Mercedes-AMG will use on the road in future, and is already used successfully in Formula 1 today. The latest members of the EQ Power family, the A and B-Class, reinforce the plug-in initiative by Mercedes-Benz: the company aims to extend its offering to more than 20 model variants by 2020.

With the help of the EQ Ready App,¹ Mercedes-Benz has established how long the journeys of people interested in e-mobility are on average. Car drivers can use this app to analyse their user behaviour and receive a recommendation of the electric model most suitable for them. The results show that

- 90 percent of all journeys are shorter than 50 kilometres,
- 96 percent of all journeys are shorter than 100 kilometres and
- 99 percent of all journeys are shorter than 400 kilometres,

The range of average distances per journey by interested persons varies in the individual markets, extending from just over eight kilometres in Hong Kong to slightly more than 27 kilometres in the Netherlands, where there is particularly high interest in e-mobility. This means that many journeys can be undertaken exclusively under electric power with the current plug-in models of Mercedes-Benz.

Premiere: A and B-Class with plug-in technology

With the A 250 e (weighted fuel consumption 1.5-1.4 l/100 km, weighted CO₂ emissions 34-33 g/km, weighted power consumption 15.0-14.8 kWh/100 km),² A 250 e Saloon (weighted fuel consumption 1.4 l/100 km, weighted CO₂ emissions 33-32 g/km, weighted power consumption 14.8-14.7 kWh/100 km)² and B 250 e (weighted fuel consumption 1.6-1.4 l/100 km, weighted CO₂ emissions 36-32 g/km, weighted power consumption 15.4-14.7 kWh/100 km),² models from the compact-car family with the third-generation hybrid drive are now celebrating their premiere. The market launch of the models will take place this year.

For the new compact vehicles with EQ Power, (electric) driving pleasure and suitability for everyday use are to the fore. This is illustrated by the models' highlights:

¹ <https://www.mercedes-benz.com/de/eq/ueber-eq/eq-ready/>

² The stated figures are the measured "NEDC CO₂ figures" in accordance with Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. The range and the electrical consumption have been determined on the basis of Regulation (EC) No. 692/2008. A different value is applied in accordance with EmoG. A higher figure may apply as the basis for calculating the motor vehicle tax.

* Further information on the official fuel consumption and the official specific CO₂ emissions of new passenger cars can be found in the "Guide to Fuel Consumption, CO₂ Emissions and Electricity Consumption" for new passenger cars, which is available free of charge at all sales outlets and from Deutsche Automobil Treuhand GmbH at www.dat.de.

- Electric range up to 77 km (NEDC)
- Electric output 75 kW
- System output 160 kW
- System torque 450 Nm
- Top speed 140 km/h (electric)/235 km/h (total; A-Class compact Saloon)
- Acceleration 0-100 km/h in 6.6 seconds (A-Class compact Saloon)
- Hardly any restrictions in the load compartment

New member of the plug-in family: the Mercedes-Benz GLE 350 de 4MATIC

The latest addition to the EQ Power model range is the GLE 350 de 4MATIC (weighted fuel consumption 1.1 l/100 km, weighted CO₂ emissions 29 g/km, weighted power consumption 25.4 kWh/100 km)¹. Its considerably longer range compared to the other plug-in hybrids points the way to an even more rewarding e-driving experience. Key data:

- Electric operating range of 106 km (NEDC)
- Electric output 100 kW
- System output 235 kW/320 hp
- System torque 700 Nm
- Top speed up to 160 km/h (electric)/210 km/h (overall)
- Acceleration from 0-100 km/h in 6.8 seconds

The plug-in hybrids in the S, E and C-Class with electric ranges of up to 50 km acc. to NEDC were already presented last year. Mercedes-Benz is also the only manufacturer to combine the diesel engine with plug-in technology: in the GLE and the C and E-Class. In the two latter model series, both the Saloon and Estate are available with it. The update of the GLC with EQ Power is also ready to start. It provides the entry level into the hybridised SUV segment.

Technical masterpiece: plug-in hybrid with fuel cell

The fuel cell plug-in hybrid Mercedes-Benz GLC F-CELL (weighted hydrogen consumption: 0.91 kg/100 km, weighted CO₂ emissions: 0 g/km, weighted power consumption: 18 kWh/100 km)² is the first model worldwide to feature both fuel cell and battery-electric drive, with external charging by plug-in technology. Apart from electricity, it also runs on pure hydrogen. This has a number of advantages:

- within three minutes at a hydrogen filling station, the full operating range of over 400 km is available again.
- The battery provides a further 50 km or so of range.
- On downhill stretches and when braking, kinetic energy can be stored in the battery (recuperation).
- The battery provides additional power for brisk acceleration.
- Power from purely renewable sources can be used when charging the battery at a power socket.

¹ The stated figures are the measured "NEDC CO₂ figures" in accordance with Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. The range and the electrical consumption have been determined on the basis of Regulation (EC) No. 692/2008. A different value is applied in accordance with EmoG. A higher figure may apply as the basis for calculating the motor vehicle tax.

² The figures for hydrogen consumption, power consumption and CO₂ emissions were established using the prescribed measuring method acc. to Directive (EC) No. 692/2008.

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Electric plus petrol, diesel or hydrogen

By the end of 2019, Mercedes-Benz will have more than ten plug-in hybrids in the range – an attractive portfolio from the compact car to the flagship Mercedes-Benz S-Class. The aim is to be able to offer customers well over 20 model variants in 2020. All in all, Daimler currently assumes that in 2030, more than 50 percent of the vehicles sold in Europe could be delivered to customers as so-called "xEV" vehicles (vehicles with all-electric traction motor that can be externally charged) – depending on external parameters such as the development of the infrastructure, the individual customer preferences and further development of the market-specific legal situation.

A comprehensive range on the market: List of the plug-in hybrid models already available in 2019:

Model	Weighted fuel consumption (l/100 km)	Weighted CO ₂ emissions (g/km)	Weighted power consumption (kWh/100 km)	Electric range (km)
A 250 e ¹	1.5-1.4	34-33	15.0-14.8	74-76
A 250 e Saloon ¹	1.4	33-32	14.8-14.7	75-77
B 250 e ¹	1.6-1.4	36-32	15.4-14.7	70-77
C 300 e Estate ¹	2.0-1.7	45-39	14.8-13.9	51-56
C 300 de Estate ¹	1.6-1.5	42-39	18.6-16.2	53-56
C 300 e Saloon ¹	1.9-1.6	42-36	14.3-13.4	54-58
C 300 de Saloon ¹	1.6-1.4	41-38	18.0-15.7	54-57
GLC 300 e ²	2.5-2.2	57-51	17.8-16.5	46-49
GLC 300 e Coupé ²	2.5-2.2	57-51	17.8-16.5	46-49
GLC F-CELL ³	0.91 kg H ₂ /100 km	0	18.0	427 (H2) 51 (battery)
E 300 e Saloon ¹	2.1-1.8	47-41	14.9	50-54
E 300 de Saloon ¹	1.5	41	17.5	54
E 300 de Estate ¹	1.7	44	19.5	52
[E 300 e (L) China]	N.A.			
GLE 350 de 4MATIC ¹	1.1	29	25.4	106
S 560 e ¹	2.6-2.5	59-57	20.3-20.0	48-50

¹ The stated figures are the measured "NEDC CO₂ figures" in accordance with Article 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. The range and the electrical consumption have been determined on the basis of Regulation (EC) No. 692/2008. A different value is applied in accordance with EmoG. A higher value may apply as the basis for calculating the motor vehicle tax.

² Figures for the fuel consumption, electrical consumption, range and CO₂ emissions are provisional and were determined by the technical service for the certification process in accordance with the WLTP test method and correlated into NEDC figures. EC type approval and a certificate of conformity with official figures are not yet available. Differences between the stated figures and the official figures are possible.

³ The figures for hydrogen consumption, power consumption and CO₂ emissions were established using the prescribed measuring method acc. to Directive (EC) No. 692/2008.

More power, more range, more fun

The hybrid drive units of the models with a longitudinally installed engine, from the C to the S-Class and the GLC to the GLE, are already the third hybrid generation since the introduction of the S 400 Hybrid in 2009. The current electric engine has been redesigned for the 9G-TRONIC plug-in hybrid drives and is designed according to the principle of a permanently excited synchronous motor as an internal rotor. The likewise new, significantly enhanced power electronics have allowed considerable increases in power and torque density. One of the greatest innovations compared with the previous version is the use of a torque converter with integrated lockup clutch as a starting device, and an additional clutch between the combustion engine and electric motor for all-electric driving.

A peak output of 90 kW (and even 100 kW for the GLE 350 de 4MATIC) and a starting torque of 440 Nm ensure superior performance even under electric power alone, allowing top speeds above 130 km/h (GLE 350 de 4MATIC: up to 160 km/h). The stator is permanently integrated in the traction head housing, while the rotor is between the power flow of the separating clutch and transmission input. On-demand stator and rotor cooling allow use of the electric motor's peak and continuous output without any problems.

More energy with more density: longer electric range

The Mercedes-Benz plug-In hybrids in the current generation have a purely electric, locally emission-free range of around 50 km (NEDC). The GLE even manages a range of over 100 kilometres (NEDC). The rated capacity increased to 13.5 kWh is decisive for this increase in the electric range. The battery of the GLE even has a capacity of 31.2 kWh. The evolution of the cell chemistry from lithium-iron-phosphate (LiFePo) to lithium-nickel-manganese-cobalt (Li-NMC) made it possible for the cell capacity to be increased from 22 to 37 Ah. The highly efficient battery system comes from the Daimler subsidiary Deutsche ACCUMOTIVE. The power electronics are housed in the engine compartment.

Onboard charger with 7.4 kW output: faster charging

The new on-board charger more than doubles the charging capacity from 3.6 kW to 7.4 kW and strikes an ideal compromise between size, weight and charging capacity. A discharged battery can thus be fully recharged in 1.5 hours at a wallbox with alternating current (AC), for example in the convenience of one's own home (GLE: 3 hours 15 minutes). The same is possible in around five hours even at a conventional domestic power socket.

For direct-current charging (DC) the battery in the compact hybrids can be charged from 10 - 80 percent SoC in around 25 minutes. The GLE has a combined charging socket for AC and DC charging. It is located in the left side wall, symmetrical with the fuel flap on the right side of the vehicle. At corresponding DC charging stations, its battery can be charged in approx. 20 minutes (10-80 percent state of charge (SoC)) or in approx. 30 minutes (10-100 percent SoC).

Electric pre-entry climatisation of the interior: pleasant temperatures even before starting off

The high-voltage on-board electrical system supplies not only the drive components and the vacuum pump of the regenerative braking system, but also the electric refrigerant compressor and the high-voltage heater booster. Both allow pre-entry climate control of the interior not only in summer but also in winter, because they can also operate without the combustion engine.

Hybrid traction head in torque-converter transmission: more powerful, more compact

The mechanical centrepiece of all the third-generation plug-in hybrids with a longitudinally installed engine is the nine-speed 9G-TRONIC hybrid transmission. This adds a hybrid traction head with an integrated torque converter, a clutch and a powerful electric motor to the familiar automatic torque converter transmission. All of the benefits of the basic transmission are retained, including the exceptional drive comfort, barely perceptible gear shifts, and a high towing capacity. The most powerful version of the basic transmission with a transferable torque of up to 700 Nm is used for hybrid drive, so that the combined power of the combustion engine and electric motor can be used when required. The 9G-TRONIC nine-speed hybrid transmission excels with very high efficiency, and particularly contributes to improved efficiency while driving under electric power.

For models with a transversely installed engine and the 8G-DCT dual-clutch transmission, a compact hybrid traction head was developed along the same technical lines as the corresponding component for models with a longitudinally installed engine. See the next chapter for details.

The major benefit of the new hybrid traction head is its compact design, which was achieved thanks to the innovative integration and connection of the separating clutch, torsional vibration damper and torque converter lock-up clutch within the rotor of the electric motor. All in all the transmission is only 108 mm longer than the basic 9G-TRONIC transmission.

In contrast to the second-generation traction head, in which the electric motor was connected directly with the transmission input and a wet start-off clutch was used as a starting and separating clutch, a torque converter between the electric motor and the transmission now takes care of starting off. The separating clutch has been improved with respect to drag torque, now that it no longer has to deal with starting off, in order to reduce losses during electric mode.

To optimise vibration decoupling, the hybrid transmission includes two torsional vibration dampers that damp the combustion engine excitations. The first vibration damper is installed between the engine and transmission, while the second is integrated in the torque converter.

High CO₂-saving potential: using the plug-in hybrid correctly

In order to gauge a vehicle's environmental compatibility, the Daimler environmental experts consider the emissions and the use of resources over a vehicle's entire life-cycle. This is achieved by means of a life cycle assessment (LCA), which records the key environmental impacts – from extraction of raw materials to production and use to recycling. This reveals the following: Already today, and despite the higher cost and effort in production, the eco-balance of plug-in hybrids in terms of CO₂ emissions is certainly positive.

In production, a plug-in hybrid of the new Mercedes-Benz generation gives rise to approx. 20 percent higher CO₂ emissions than a comparable car with conventional drive, owing to the technological components and especially the high-voltage battery. Consistent use of the plug-in function by regularly charging the battery from the mains, and more efficient operation, mean up to 40 percent lower CO₂ emissions on the road, even with the current electricity mix. If the vehicle battery is charged solely using power from renewable energy sources, the reduction in CO₂ emissions during normal operation is as high as 70 percent.

Despite the much higher energy use during production, the plug-in hybrid can therefore avoid a large share of the CO₂ emissions over its entire life cycle and, in the best-case scenario, accounts for around 45 percent of the total emissions of a combustion engine. Thus, in this case more CO₂ emissions during the manufacturing phase is an investment that more than works itself out while driving.

Transverse is more

The vehicles belonging to Mercedes-Benz's compact car family feature transversely mounted engines. A compact hybrid traction head has been developed for the 8G-DCT dual clutch transmission which follows the same technical principles as the corresponding component on the vehicles with a longitudinally installed engine. An electric output of 75 kW and a range of up to 77 kilometres are a guarantee of driving pleasure.

It is a permanently excited synchronous motor as an indoor runner. The stator is permanently integrated in the traction head housing, while the low-loss wet clutch is incorporated in the motor's rotor. On-demand stator and rotor cooling allow use of the electric motor's peak and continuous output without any problems. For the first time on a Mercedes-Benz vehicle, the combustion engine is started by the electric motor - the compact hybrids do not have a separate 12-volt starter.

High system output for driving pleasure

The electric machine achieves 75 kW. Together with the 1.33-litre four-cylinder engine this produces a system output of 160 kW (218 hp) and a system torque of 450 Nm. Thanks to the EQ Power of the electric motor, these vehicles respond to the accelerator very rapidly and deliver impressive performance: for example the A 250 e takes 6.6 seconds to accelerate from 0 to 100 km/h, with a top speed of 235 km/h.

A lithium-ion high-voltage battery with a total capacity of approx. 15.6 kWh is used as an electric energy storage unit. It can be charged at an external electric energy source. The A 250 e and B 250 e can be charged with alternating or direct current. A corresponding vehicle socket is located in the right-hand side wall of the vehicles. This means that the compact plug-in hybrids can be charged at a 7.4 kW Wallbox with alternating current (AC) within 1 h 45 min from 10-100 percent SoC (Status of Charge) and with For direct-current charging (DC) the battery can be charged from 10 - 80 percent SoC in around 25 minutes.

The batteries are supplied by the wholly-owned Daimler subsidiary Deutsche ACCUMOTIVE. The high-voltage battery is water-cooled and weighs approx. 150 kg.

Clever packaging, innovative exhaust system

An innovative exhaust system makes clever packaging possible: rather than extending to the end of the vehicle, the exhaust ends in a centrally positioned outlet under the vehicle floor, with the rear silencer housed in the transmission tunnel. Integrating the fuel tank into the axle installation space creates room beneath the rear seats for the high-voltage battery. This results in only minimal reduction in boot capacity compared to the sister models without hybrid engines. The aerodynamics likewise benefit from this arrangement, because the underbody is very smooth.

Because the compact models use scaled-down technology from the third plug-in generation, all of its functions are also available. These include in particular the intelligent, route-based operating strategy, taking factors such as navigation data, speed limits and route into account. Pre-entry climate control is an important comfort feature, as the vehicles have an electric air conditioner compressor. The pre-entry climate control can also be activated conveniently by smartphone. The towing capacity of the compact hybrids is also impressive at 1 600 kg (braked).

Better electric performance

The intelligent, route-based operating strategy activates the electric driving mode where this is most appropriate for the route. For example, it takes into account navigation data, topography, speed limits and the traffic conditions for the entire planned route. The ECO Assistant coaches the driver and helps to save fuel.

With the launch of MBUX (Mercedes-Benz User Experience) the previous plug-in operating modes of all EQ Power models have been converted to drive programs. That means that in every Mercedes-Benz plug-in hybrid the new drive programs "Electric" and "Battery Level" are available. Maximum e-performance can be experienced in "Electric". The combustion engine is only engaged if the driver uses kickdown on the accelerator pedal. In the "Electric" program the recuperation strength can also be selected via paddles behind the steering wheel. The paddles on the steering wheel enable the selection of five different recuperation levels (D_{AUTO}, D., D, D. and D.).

Comfort, ECO and Sport modes are also available (as well as Offroad mode for SUV models). According to the given requirements, the driver is thus able to give priority to electric driving, place the emphasis on driving dynamics in combined drive mode or give preference to combustion mode in order to save electric range, for example.

Intelligent operating strategy: Supporting the driver

Third-generation hybrid technology supports the driver with further-improved, intelligent powertrain management. This covers all processes that access the onboard power supply and influence consumption,

- including the hybrid operating strategy, i.e. interaction between the electric motor and the combustion engine,
- the shift strategy of the transmission,
- thermal management, i.e. energy-efficient control of the cooling circuit for the combustion engine and electric assemblies to maximise the all-electric range,
- recuperation management and,
- in the diesel hybrids, even regeneration of the particulate filter

Through the extended use of data from the navigation system and information from the camera and the radar sensors, third-generation hybrid vehicles can look ahead well beyond the driver's field of vision and adjust to the specific speed/route profile. Events such as negotiating towns on the way to the destination are taken into account when planning the available electrical energy, and during recuperation and thermal conditioning of the powertrain components. The ECO Assistant also helps to save energy.

ECO Assist: connected driving strategy for intelligent efficiency

Those who drive in an anticipatory manner save fuel and reduce CO₂ emissions. In Mercedes-Benz vehicles intelligent assistants support the driver. ECO Assist coaches the driver with messages when the accelerator can be released, e.g. because a speed limit is approaching, and with functions such as gliding and specific control of recuperation. For this purpose, navigation data, traffic sign recognition and information from the intelligent safety assistants (radar and stereo camera) are linked and processed.

ECO Assist takes the following traffic situations and information into account in its driving recommendations and efficiency strategy:

- Route profile (bends, junctions, roundabouts, gradients)
- Speed limits
- Distance from vehicles travelling ahead

ECO Assist continuously generates coasting simulations in the background: depending on the state of charge of the battery and the traffic situation, it computes whether the vehicle should ideally be allowed to coast with the lowest possible driving resistance with the driver's foot off the pedals, or whether it should be decelerated so that the battery can be efficiently charged (recuperation).

Within the limits of the system, ECO Assist controls the overrun according to the situation as soon as the driver's foot leaves the accelerator. The driver is also given a visual prompt to do this: by showing a "foot off the accelerator" symbol in the media display (or if available, in the head-up display). At the same time, a diagram gives the driver the reason for the recommendation (e.g. "Junction ahead" or "Gradient ahead").

ECO Assist predictively computes the driving situation when deciding whether to drive with the lowest resistance or whether to recuperate. Examples include dips, brows or speed limits ahead, which the system recognises from the map data.

- Dip: The vehicle recognises that a downhill gradient is followed by a climb, and that a speed limit is shown. The driver receives the prompt "Foot off accelerator" in good time. As soon as the driver acts on this, the vehicle continues with the drive switched off. Recuperation takes place on the downhill stretch, but only enough to ensure that the maximum permitted speed is maintained. Recuperation ends just before the lowest point in the dip, and coasting commences to maintain as much impetus as possible for the uphill stretch in the interests of energy efficiency.
- Brow: If ECO Assist recognises that "gliding" makes sense on account of the individual driving situation, the topography and the speed limits, the driver is told to "remove foot from accelerator" even before reaching the brow. The vehicle then drives over the brow in "gliding" mode, and subsequently uses the downhill stretch to reach the target speed.
- Speed limit: When the system recognises a speed limit from the navigation data or via Traffic Sign Assist, the driver is once again prompted with "Foot off accelerator pedal". The vehicle is then gently decelerated (while recuperating) to the new speed, followed by coasting. In this way suitable speeds for junctions, roundabouts and bends are also supported.
- Slow-moving traffic: When the radar sensors of the system recognise slow-moving vehicles ahead while coasting, gliding is automatically interrupted if necessary. Deceleration with recuperation takes place to the extent that braking action by the driver is often unnecessary. If the vehicle ahead accelerates, coasting is reactivated automatically so as to cease deceleration and maintain the current speed as much as possible. The driver operates the accelerator if needed.

Some of the hybrid and electric vehicles of Mercedes-Benz also have a haptic accelerator pedal. This generally helps the driver to achieve an economical and comfortable driving style. A pressure point in the pedal, for example, tells the driver that the maximum electric power is being delivered. If the driver moves the pedal beyond the pressure point, the combustion engine kicks in. A perceptible resistance in the haptic accelerator advises the driver to take their foot off the accelerator. If the driver follows this recommendation, the combustion engine is switched off and decoupled from the powertrain.

Another special feature of the hybrid models: The onboard computer records for how many kilometres/how much time the vehicle travelled without the combustion engine, and shows this in the media display. This motivates the driver to use electric mode: the reward not only takes the form of reduced fuel consumption, but also an increased electric range.

No less than two A-Class models with EQ Power

The current generation of the Mercedes-Benz A-Class is as youthful and dynamic as ever, but mature and comfortable like never before. Technologically, the A-Class not only leads the field with MBUX – Mercedes-Benz User Experience - it also offers a number of functions that were previously the preserve of the luxury class. With the A 250 e (weighted fuel consumption 1.5-1.4 l/100 km, weighted CO₂ emissions 34-33 g/km, weighted power consumption 15.0-14.8 kWh/100 km)¹, the A 250 e Saloon (weighted fuel consumption 1.4 l/100 km, weighted CO₂ emissions 33-32 g/km, weighted power consumption 14.8-14.7 kWh/100 km)¹ and the B 250 e (weighted fuel consumption 1.6-1.4 l/100 km, weighted CO₂ emissions 36-32 g/km, weighted power consumption 15.4-14.7 kWh/100 km)¹, models in the compact car family with third-generation hybrid drive are now celebrating their premiere.

Alongside the compact saloon, the A-Class Saloon has been part of the compact car portfolio of Mercedes-Benz since 2018. A logical addition, because with the C, E and S-Class, Mercedes-Benz has more premium saloon competence than most other manufacturers. The A-Class Saloon benefits from its long rear end and beats the world record of Cd 0.22 originally established by the CLA Coupé. The A-Class is able to drive semi-autonomously in certain driving situations. It has driving assistance systems with cooperative driver support, and thus provides one of the highest levels of active safety in this segment with functions adopted from the S-Class. MULTIBEAM LED headlamps are available on request.

For the compact models, the third-generation plug-in technology was adapted and scaled for the transverse engine. Electrically powered driving pleasure and everyday suitability are the main focus. The highlights of the models with EQ Power:

- Electric range 74-77 km (NEDC)
- Electric output 75 kW
- System output 160 kW
- System torque 450 Nm
- Top speed 140 km/h (electric)/235 km/h (total; A-Class Compact Saloon)
- Acceleration 0-100 km/h in 6.6 seconds (A-Class Compact Saloon)
- Hardly any restrictions in the load compartment

The two A 250 e models can be charged with alternating or direct current. A corresponding vehicle socket is located in the right-hand side wall of the vehicles. This means that the compact plug-in hybrids can be charged at a 7.4 kW Wallbox with alternating current (AC) within 1 h 45 min from 10-100 percent SoC (Status of Charge) and with For direct-current charging (DC) the battery can be charged from 10-80 percent SoC in around 25 minutes.

Key data on the next page.

¹ The stated figures are the measured "NEDC CO₂ figures" in accordance with Article 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. The range and the electrical consumption have been determined on the basis of Regulation (EC) No. 692/2008. A different value is applied in accordance with EmoG. A higher value may apply as the basis for calculating the motor vehicle tax.

The data at a glance

	A 250 e	A 250 e Saloon
Number of cylinders/arrangement	4/in-line	
Displacement (cc)	1332	
Spark-ignition engine rated output (kW/hp at rpm)	118/160 at 5500 +/- 1.5%	
Spark-ignition engine rated torque (Nm at rpm)	250 at 1620	
Electric motor rated output (kW)	75	
Electric motor rated torque (Nm)	300	
System output (kW/hp)	160/218	
System torque (Nm)	450	
Acceleration 0-100 km/h (s)	6.6	6.7
Top speed (km/h) ¹	235	240
Top speed, electric (km/h)	140	
Fuel consumption, weighted (l/100 km)	1.5-1.4	1.4
CO ₂ emissions, weighted (g/km)	34-33	33-32
Total battery capacity (kWh)	15.6	
Power consumption, weighted (kWh/100 km)	15.0-14.8	14.8-14.7
NEDC electric range (km)	74-76	75-77
WLTP electric range (km) ²	60-68	61-69
Prices starting at (euros) ³	36,943.55	37,300.55

¹ Electronically governed

² AER combined. All-electric range: All-electric range with fully charged battery until the combustion engine starts for the first time.

³ Recommended retail prices for Germany including 19% VAT.

The all-rounder

The B-Class is the perfect (family) car for all those who attach importance to space, comfort and safety, and despite its sporty appearance it offers better interior dimensions than the preceding model. At the same time, the B-Class is an agile drive and even more comfortable than its predecessor. As the B 250 e (weighted fuel consumption 1.6-1.4 l/100 km, weighted CO₂ emissions 36-32 g/km, weighted power consumption 15.4-14.7 kWh/100 km) the all-rounder is even more economical yet more dynamic than ever before.

In terms of the avant-garde interior, the B-Class again breaks new ground with the mono-volume design of the instrument panel and is every bit as revolutionary as the A-Class. With a Cd value starting at 0.24, the new B-Class betters its predecessor and is the leader in its segment. It too has driving assistance systems with cooperative driver support, and thus provides one of the highest levels of active safety in this segment with functions adopted from the S-Class. The new ENERGIZING seat kinetics supports orthopaedic changes in the seating posture by means of minute changes to the inclination of the seat cushions and backrest.

For the compact models, the third-generation plug-in technology was adapted and scaled for the transverse engine. Electrically powered driving pleasure and everyday suitability are the main focus. The highlights of the B 250 e with EQ Power confirm this:

- Electric range 70-77 km (NEDC)
- Electric output 75 kW
- System output 160 kW
- System torque 450 Nm
- Top speed 140 km/h (electric)/235 km/h (overall)
- Acceleration from 0-100 km/h in 6.8 seconds
- Hardly any restrictions in the load compartment

The B 250 e can be charged with alternating or direct current. A corresponding vehicle socket is located in the right-hand side wall of the vehicle. This means that the compact plug-in hybrid can be charged from 10-100 percent SoC (state of charge) at a 7.4 kW wallbox with alternating current (AC) within 1 h 45 mins., and with For direct-current charging (DC) the battery can be charged from 10-80 percent SoC in around 25 minutes.

Key data on the next page.

¹ The stated figures are the measured "NEDC CO₂ figures" in accordance with Article 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. The range and the electrical consumption have been determined on the basis of Regulation (EC) No. 692/2008. A different value is applied in accordance with EmoG. A higher value may apply as the basis for calculating the motor vehicle tax.

The data at a glance

	B 250 e
Number of cylinders/arrangement	4/in-line
Displacement (cc)	1332
Spark-ignition engine rated output (kW/hp at rpm)	118/160 at 5500 +/- 1.5%
Spark-ignition engine rated torque (Nm at rpm)	250 at 1620
Electric motor rated output (kW)	75
Electric motor rated torque (Nm)	300
System output (kW/hp)	160/218
System torque (Nm)	450
Acceleration 0-100 km/h (s)	6.8
Top speed (km/h) ¹	235
Top speed, electric (km/h)	140
Fuel consumption, weighted (l/100 km)	1.6-1.4
CO ₂ emissions, weighted (g/km)	36-32
Total battery capacity (kWh)	15.6
Power consumption, weighted (kWh/100 km)	15.4-14.7
NEDC electric range (km)	70-77
WLTP electric range (km) ²	56-67
Prices starting at (euros) ³	37,663.50

¹ Electronically governed

² AER combined. All-electric range: All-electric range with fully charged battery until the combustion engine starts for the first time.

³ Recommended retail prices for Germany including 19% VAT.

Lifestyle estate with two beating hearts

The Mercedes-Benz C-Class is the brand's bestselling model series. The C-Class Estate is a lifestyle estate with a special aura. Even as a plug-in hybrid, the rear of this sporty estate has a maximum load capacity of 1335 litres. The new generation combines emotive appeal with intelligence. The sporty interior exudes class, featuring flowing forms in a new interpretation of modern luxury. The C-Class offers a particularly wide choice as a plug-in hybrid, because EQ Power is available in combination with a diesel or petrol engine, and either as a saloon or estate model.

The C-Class has had numerous new interior features since the upgrade in 2018: digital cockpit (31.2 cm/12.3"), larger media display (26 cm/10.25"), new multifunction steering wheel with touch controls and numerous individualisation options, e.g. with new open-pored trim elements. Lounge atmosphere thanks to ambience lighting now with 64 colours and ENERGIZING comfort control for heightened comfort and fitness. The Multicontour Seat package for the front seats is also new. With this package, the side bolsters and lumbar support can be individually adjusted by means of an electrically driven pneumatic pump, and the massage function is also new.

Individually configurable driving experience with new DYNAMIC BODY CONTROL suspension including damping characteristics adjustable in three stages and Sports Direct-Steer system or AIR BODY CONTROL suspension MULTIBEAM LED headlamps with ULTRA RANGE high beam are also available for this model series for the first time.

As a flexibly usable lifestyle estate, the C 300 de Estate (weighted fuel consumption: 1.6-1.5 l/100 km, weighted CO₂ emissions: 42-39 g/km, weighted power consumption: 18.6-16.2 kWh/100 km)¹ is suitable for any purpose. It impresses with its dynamism (0-100 km/h in 5.7 seconds), spaciousness (315-1335 litres of luggage space) and also as a towing vehicle (towing capacity up to 1800 kg).

Key data on the next page.

¹ The stated figures are the measured "NEDC CO₂ figures" in accordance with Article 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. The range and the electrical consumption have been determined on the basis of Regulation (EC) No. 692/2008. A different value is applied in accordance with EmoG. A higher value may apply as the basis for calculating the motor vehicle tax.

The data at a glance

	C 300 de Estate
Number of cylinders/arrangement	4/in-line
Displacement (cc)	1950
Spark-ignition engine rated output (kW/hp at rpm)	143/194 at 3800
Spark-ignition engine rated torque (Nm at rpm)	400 at 1600-2800
Electric motor rated output (kW)	90
Electric motor rated torque (Nm)	440
System output (kW/hp)	225/306
System torque (Nm)	700
Acceleration 0-100 km/h (s)	5.7
Top speed (km/h) ¹	250
Top speed, electric (km/h)	over 130
Fuel consumption, weighted (l/100 km)	1.6-1.5
CO ₂ emissions, weighted (g/km)	42-39
Total battery capacity (kWh)	13.5
Power consumption, weighted (kWh/100 km)	18.6-16.2
NEDC electric range (km)	53-56
WLTP electric range (km) ²	44-48
Prices starting at (euros) ³	50,771.35

¹ Electronically governed

² AER combined. All-electric range: All-electric range with fully charged battery until the combustion engine starts for the first time.

³ Recommended retail prices for Germany including 19% VAT.

The E-Class has never been this economical

For decades, no other model series has put its stamp on the brand and on the entire automotive executive class like the E-Class. It is the epitome of ride comfort and driving safety. And always of fuel economy, especially in conjunction with the diesel engine. So the fact that the E-Class with plug-in technology is available with a diesel as the combustion engine is fully in line with customer expectations. The result is the E 300 de as a Saloon and Estate (weighted fuel consumption: 1.7-1.5 l/100 km, weighted CO₂ emissions: 44-41 g/km, weighted power consumption: 19.5-17.5 kWh/100 km): Not only the most intelligent, but also the most economical E-Class of all time.

In the summer of 2018 the Mercedes-Benz E-Class was extensively upgraded. The model series narrows the gap to the S-Class with the very latest driving assistance systems. Active Distance Assist DISTRONIC and Active Steering Assist now provide even more comfortable support for the driver in steering and keeping a safe distance - the speed is now adjusted automatically ahead of bends, junctions or roundabouts. Available on request are MULTIBEAM LED headlamps with 84 individually activated LEDs for optimum road illumination.

The intelligent business saloon and its estate car counterpart set standards with their clear, emotionally appealing design and exclusive, high-quality interiors. The modern and intuitive control and display concept includes touchpad control for the multimedia system, the optional widescreen cockpit and the head-up display. The digital vehicle key on a smartphone can unlock, lock and start the vehicle using Near Field Communication (NFC).

The plug-in hybrids in the E-Class are aimed at the important target group for Mercedes-Benz's comfortable executive cars: frequent drivers who attach importance to long-distance comfort and also occasionally want to make use of the excellent towing capacity (2100 kg) - and want to drive with zero emissions in inner-city areas.

The E 300 de is a remarkably dynamic diesel at 5.9 seconds from 0 to 100 km/h. It has a particularly impressive operating range, and especially in combination with the optional 60-litre tank, more than 1000 kilometres between refuelling stops should be achievable on a day-to-day basis. The electric motor in the hybrid traction head of the 9G-TRONIC nine-speed transmission delivers an EQ Power of 90 kW and makes 440 Nm available from standstill. When the four-cylinder and the electric motor are working together, the transmission transfers an electronically limited maximum of 700 Nm to the rear axle.

Key data on the next page.

¹ The stated figures are the measured "NEDC CO₂ figures" in accordance with Article 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. The range and the electrical consumption have been determined on the basis of Regulation (EC) No. 692/2008. A different value is applied in accordance with EmoG. A higher value may apply as the basis for calculating the motor vehicle tax.

The data at a glance

	E 300 de Saloon
Number of cylinders/arrangement	4/in-line
Displacement (cc)	1950
Rated output of diesel engine (kW/hp at rpm)	143/194 at 3800
Rated torque of diesel engine (Nm at rpm)	400 at 1600-2800
Electric motor rated output (kW)	90
Electric motor rated torque (Nm)	440
System output (kW/hp)	225/306
System torque (Nm)	700
Acceleration 0-100 km/h (s)	5.9
Top speed (km/h) ¹	250
Top speed, electric (km/h)	over 130
Fuel consumption, weighted (l/100 km) ²	1.5
CO ₂ emissions, weighted (g/km) ²	41
Total battery capacity (kWh)	13.5
Weighted power consumption (kWh/100 km) ²	17.5
NEDC electric range (km)	54
WLTP electric range (km) ³	43-47
Prices starting at (euros) ⁴	55,638.45

¹ Electronically governed

² The stated figures are the measured "NEDC CO₂ figures" in accordance with Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. The range and the electrical consumption have been determined on the basis of Regulation (EC) No. 692/2008. A different value is applied in accordance with EmoG. A higher figure may apply as the basis for calculating the motor vehicle tax.

³ AER combined. All-electric range: All-electric range with fully charged battery until the combustion engine starts for the first time.

⁴ Recommended retail prices for Germany including 19% VAT.

The S-Class of hybrids

The S-Class has once again shown the way: The first model in which all the components of the current, third plug-in hybrid generation had their debut was the S 560 e (weighted fuel consumption: 2.6-2.5 l/100 km, weighted CO₂ emissions: 59-57 g/km, weighted power consumption: 20.3-20.0 kWh/100 km)¹. The modified components and the intelligent powertrain management's new anticipatory functions give the customer enhanced electric performance and, last but not least, added convenience thanks to faster charging times. The efficiency of the 9G-TRONIC plug-in hybrid transmission and a lithium-ion battery in the luxury saloon are good for an all-electric range of around 50 kilometres. The hybrid drive system in the S 560 e combines the 270 kW (367 hp) of the V6 petrol engine with 90 kW of EQ Power to deliver a maximum system output of up to 350 kW.

For decades the S-Class has embodied the quintessential Mercedes-Benz car like no other model series. With innovative driving assistance and safety systems, the S-Class is also a pioneer on the road towards autonomous driving. Its highlights include:

- Perfect feel-good atmosphere
- Available with long wheelbase
- Luxurious workplace in the rear
- Superior ride comfort thanks to innovative suspension systems
- Exemplary safety
- Environmentally friendly performance thanks to fuel efficiency and outstanding aerodynamics

Furthermore, it is part of the DNA of an S-Class to present technological innovations that no automobile has ever featured in that form. Mercedes-Benz's first hybrid generation made its debut in the S-Class S 400 Hybrid in 2009, with a 15 kW electric motor directly on the combustion engine without a separating clutch. This meant that the electric motor could recover energy during braking and boost acceleration, but it could not power the car by itself. In the second generation, the electric motor was at the transmission input and could run independently of the combustion engine (petrol or diesel). The first plug-in hybrid system from Mercedes-Benz came out in 2014 in the shape of the S 500 Plug-In Hybrid.

The hybrid drive system in the S 560 e combines the 270 kW (367 hp) of the V6 petrol engine with an electric output of 90 kW. But above all, depending on the level of equipment, it has an all-electric range of around 50 kilometres thanks to a lithium-ion battery with a considerably higher energy capacity. For the first time in the S-Class, the highly efficient battery system comes from the wholly-owned Daimler subsidiary Deutsche ACCUMOTIVE. The DC/DC converter previously housed separately in the luggage compartment is now installed in the power electronics housing. Despite an increase of around 50 percent in its energy content, the dimensions of the new battery are smaller than those of its predecessor.

Key data on the next page.

¹ The stated figures are the measured "NEDC CO₂ figures" in accordance with Article 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. The range and the electrical consumption have been determined on the basis of Regulation (EC) No. 692/2008. A different value is applied in accordance with EmoG. A higher value may apply as the basis for calculating the motor vehicle tax.

The data at a glance

	S 560 e
Number of cylinders/arrangement	6/V
Displacement (cc)	2996
Spark-ignition engine rated output (kW/hp at rpm)	270/367 at 5500-6000
Spark-ignition engine rated torque (Nm at rpm)	500 at 1800-4500
Electric motor rated output (kW)	90
Electric motor rated torque (Nm)	440
System output (kW/hp)	350/476
System torque (Nm)	700
Acceleration 0-100 km/h (s)	5.0
Top speed (km/h) ¹	250
Top speed, electric (km/h)	over 130
Fuel consumption, weighted (l/100 km) ²	2.6-2.5
CO ₂ emissions, weighted (g/km) ²	59-57
Total battery capacity (kWh)	13.5
Weighted power consumption (kWh/100 km) ²	20.3-20.0
NEDC electric range (km)	48- 50
WLTP electric range (km) ³	40-43
Price (long-wheelbase Saloon) from (euros) ⁴	118,137.25

¹ Electronically governed

² The stated figures are the measured "NEDC CO₂ figures" in accordance with Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. The range and the electrical consumption have been determined on the basis of Regulation (EC) No. 692/2008. A different value is applied in accordance with EmoG. A higher figure may apply as the basis for calculating the motor vehicle tax.

³ AER combined. All-electric range: All-electric range with fully charged battery until the combustion engine starts for the first time.

⁴ Recommended retail prices for Germany including 19% VAT.

Freedom in its most versatile form

The Mercedes-Benz GLC is in its element on any terrain. This mid-size SUV is an intelligent combination of functionality and agility in a modern design. This model offers outstanding comfort and functionality with its spacious interior. By virtue of these all-round qualities, the GLC is attractive to customers who wish to drive a highly versatile premium SUV. The new model year sees the GLC boasting an even more striking design, the intuitive MBUX (Mercedes-Benz User Experience) infotainment system and state-of-the-art driving assistance systems. In the new GLC 300 e 4MATIC (weighted fuel consumption: 2.5-2.2 l/100 km, weighted CO₂ emissions: 57-51 g/km, weighted power consumption: 17.8-16.5 kWh/100 km),¹ customers must only accept slight compromises in luggage capacity. As an all-wheel drive SUV, the GLC 300 e is also predestined for towing, as it has a towing capacity of 2000 kg (braked).

The exterior design is characterised by sporty features. A distinctive off-road look is accentuated by muscular surface contours and striking details such as the chrome trim that now continues from the front end to the rear as standard, and by the heavily contoured radiator grille. The GLC now has LED High Performance headlamps as standard. Their contours have been significantly changed, and they are now smaller and flatter. This makes the torch-like outline of the daytime driving lights even more prominent, and the typical Mercedes-Benz light signature even more recognisable. MULTIBEAM LED headlamps are available as optional equipment. Redesigned all-LED tail lights are also included as standard.

From the very start, the GLC was designed for space-saving integration of a battery. This is assisted by the lowered rear axle and a bodyshell designed for battery integration. The result is a large, level luggage compartment whose capacity of 395-1445 litres is only just below that of other GLCs.

Key data on the next page.

¹ Figures for the fuel consumption, electrical consumption, range and CO₂ emissions are provisional and were determined by the technical service for the certification process in accordance with the WLTP test method and correlated into NEDC figures. EC type approval and a certificate of conformity with official figures are not yet available. Differences between the stated figures and the official figures are possible.

The data at a glance¹

	GLC 300 e 4MATIC
Number of cylinders/arrangement	4/in-line
Displacement (cc)	1991
Spark-ignition engine rated output (kW/hp at rpm)	155/211 at 5500
Spark-ignition engine rated torque (Nm at rpm)	350 at 1200-4000
Electric motor rated output (kW)	90
Electric motor rated torque (Nm)	440
System output (kW/hp)	235/320
System torque (Nm)	700
Acceleration 0-100 km/h (s)	5.7
Top speed (km/h) ²	230
Top speed, electric (km/h)	over 130
Fuel consumption, weighted (l/100 km)	2.5-2.2
CO ₂ emissions, weighted (g/km)	57-51
Total battery capacity (kWh)	13.5
Power consumption, weighted (kWh/100 km)	17.8-16.5
NEDC electric range (km)	46-49
WLTP electric range (km) ³	39-43

¹ Figures for the fuel consumption, electrical consumption, range and CO₂ emissions are provisional, and were determined by the Technical Service for the certification process acc. to the WLTP test procedure, then correlated for NEDC values. EC type approval and certificate of conformity with official figures are not yet available. Differences between the stated figures and the official figures are possible.

² Electronically governed

³ AER combined. All-electric range: All-electric range with fully charged battery until the combustion engine starts for the first time.

The next jump in operating range

Modern luxury both on and off the road: this is the design message of the new GLE, already communicated by its proportions with a long wheelbase, short overhangs and large, flush fitted wheels. The plug-in hybrid Mercedes-Benz GLE 350 de 4MATIC (weighted fuel consumption 1.1 l/100 km, weighted CO₂ emissions 29 g/km, weighted power consumption 25.4 kWh/100 km)¹ also has fully-variable all-wheel drive (torque on demand). This makes the GLE even more agile and safe on the road. However, the real forte of this large SUV is its electric range: Thanks to a battery with a 31.2 kWh capacity, it is capable of over 100 kilometres (NEDC) with a corresponding driving style. Its state-of-the-art four-cylinder diesel engine is also highly efficient.

The considerably longer range of the GLE 350 de 4MATIC points the way to an even more rewarding e-driving experience. A special rear end design and a modified rear axle create space for the large battery. There is no step in the luggage compartment, the capacity of which is still generous at up to 1915 litres. The proportion of electric driving is not only increased by the long range, but also by rapid recharging en route. To this end the SUV has a combined charging socket for AC and DC charging. It is located in the left side wall, symmetrical with the fuel flap on the right side of the vehicle. At corresponding DC charging stations, the battery can be charged in approx. 20 minutes (10-80 percent state of charge (SoC)) or in approx. 30 minutes (10-100 percent SoC).

As the largest member of the EQ Power family, it particularly benefits from cutting-edge technology. This also includes the high potential made possible by recuperation at all four wheels, with a maximum recuperation torque of 1800 Nm. In this mode, most driving situations can be controlled merely by accelerator action. The towing capacity of up to 3500 kg is the best in this segment. Trailer Manoeuvring Assist makes manoeuvring with a trailer easy even for the inexperienced. It controls the steering angle of the towing vehicle automatically. Key data:

- Electric operating range of 106 km (NEDC)
- Electric output 100 kW
- System output 235 kW/320 hp
- System torque 700 Nm
- Top speed of up to 160 km/h (electric)/210 km/h (overall)
- Acceleration from 0-100 km/h in 6.8 seconds

Further highlights of the GLE 350 de 4MATIC:

- The range of over 100 km (NEDC) sets the standard for plug-in hybrids
- The GLE is supremely quiet and smooth-running. Its quiet, vibration-free running is currently best-in-class, and it even betters this in electric mode.
- The long wheelbase of almost three metres (2995 mm) especially benefits rear seat passengers, who have generous legroom. This is where the new GLE also has a first in the SUV market to offer as an option: a fully adjustable second seat row.
- The new GLE has marked the debut of the latest generation of Mercedes-Benz driving assistance systems. The level of active safety has not only been improved further compared with the preceding model - Some Intelligent Drive functions, such as Active Stop-and-Go Assist, are also without parallel beyond the SUV segment.

¹ The stated figures are the measured "NEDC CO₂ figures" in accordance with Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. The range and the electrical consumption have been determined on the basis of Regulation (EC) No. 692/2008. A different value is applied in accordance with EmoG. A higher figure may apply as the basis for calculating the motor vehicle tax.

- With C_d values starting from 0.29, the new GLE has the lowest drag coefficient of any SUV in the market, and this contributes to the long operating range.

The data at a glance

	GLE 350 de 4MATIC
Number of cylinders/arrangement	4/in-line
Displacement (cc)	1950
Rated output of diesel engine (kW/hp at rpm)	143/194 at 3800
Rated torque of diesel engine (Nm at rpm)	400 at 1600-2800
Electric motor rated output (kW)	100
Electric motor rated torque (Nm)	440
System output (kW/hp)	235/320
System torque (Nm)	700
Acceleration 0-100 km/h (s)	6.8
Top speed (km/h) ¹	210
Top speed, electric (km/h)	up to 160
Fuel consumption, weighted (l/100 km) ²	1.1
CO ₂ emissions, weighted (g/km) ²	29
Total battery capacity (kWh)	31.2
Weighted power consumption (kWh/100 km) ²	25.4
NEDC electric range (km)	106
WLTP electric range (km) ³	90-99

¹ Electronically governed

² The stated figures are the measured "NEDC CO₂ figures" in accordance with Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. The range and the electrical consumption have been determined on the basis of Regulation (EC) No. 692/2008. A different value is applied in accordance with EmoG. A higher figure may apply as the basis for calculating the motor vehicle tax.

³ AER combined. All-electric range: All-electric range with fully charged battery until the combustion engine starts for the first time.

Special hybrid with fuel cell

The Mercedes-Benz GLC F-CELL (weighted hydrogen consumption: 0.91 kg/100 km, weighted CO₂ emissions: 0 g/km, weighted power consumption: 18 kWh/100 km)¹ is a very special plug-in hybrid, as it operates on innovative fuel cell and battery technology for the first time: apart from electricity, it also runs on pure hydrogen. Intelligent interplay between battery and fuel cell, long range and short refuelling times make the GLC F-CELL a vehicle of high everyday practicality and also suitable for short and long-distance motoring. With 4.4 kg of hydrogen on board, the SUV generates enough energy for an NEDC range of up to 400 km¹ in hybrid mode. The large lithium-ion battery delivers up to 50 km of range according to NEDC. An output of 160 kW guarantees both dynamic performance and locally emission-free driving pleasure.

The GLC F-CELL represents an important step by Mercedes-Benz in the development of fuel cell technology. It features a totally new fuel cell system which is so compact that the entire system can be housed in the engine compartment for the first time and installed at the same mounting points as a conventional engine. In addition, the use of platinum in the fuel cell has been reduced by 90 percent in comparison to the predecessor vehicle. Consequently we protect resources and cut system costs without having to deal with performance deficits. Two carbon-fibre-encased tanks built into the vehicle floor hold 4.4 kg of hydrogen. Thanks to globally standardised 700-bar tank technology, the supply of hydrogen can be replenished within just three minutes - as quickly as is customary when refuelling a combustion-engined car. With a hydrogen consumption of around 1 kg/100 km, the GLC F-CELL achieves around 400 hydrogen-based kilometres in the NEDC cycle; in hybrid mode it additionally delivers up to 50 km on a fully charged battery.

The lithium-ion battery has a gross capacity of 13.5 kWh and additionally serves as an energy source for the electric motor. Plug-in technology makes it easy to charge via the 7.4 kW onboard charger at a standard household socket, a wallbox or a public charging station. Just like the drive motor, an asynchronous motor with an output of 160 kW (217 hp) and a torque of 375 Nm, the powerful storage battery is space-savily installed in the rear of the SUV.

Coordinated: operating strategy with a unique variety of combinations

The innovative plug-in fuel cell drive combines the advantages of both zero-emission drive technologies and, thanks to its intelligent operating strategy, continuously optimises the use of both energy sources in line with the current operating situation. This is also influenced by the selected drive program: ECO, COMFORT or SPORT.

The GLC F-CELL has four operating modes:

Hybrid: the vehicle draws power from both energy sources. Power peaks are handled by the battery, while the fuel cell runs in the optimum efficiency range.

F-CELL: the state of charge of the high-voltage battery is kept constant by the energy from the fuel cell. Only hydrogen is consumed. This mode is ideal for steady cruising over long distances.

BATTERY: the GLC F-CELL runs all-electrically and is powered by the high-voltage battery. The fuel cell system is not in operation. This is the ideal mode for short distances.

CHARGE: charging the high-voltage battery has priority, for example in order to recharge the battery for the maximum overall range prior to refuelling with hydrogen or to create power reserves.

¹ The figures for hydrogen consumption, power consumption and CO₂ emissions were established using the prescribed measuring method acc. to Directive (EC) No. 692/2008.

In all operating modes, the system features an energy recovery function, which makes it possible to recover energy during braking or coasting and to store it in the battery.

The battery and all components containing hydrogen are governed by particularly stringent safety standards typical of Mercedes. Alongside safety in the event of a crash, all Mercedes-Benz vehicles undergo additional component tests at system level that go far beyond the usual tests. The drive components and hydrogen tanks of the GLC F-CELL are space-savingly and safely housed in the engine compartment as well as under the floor.

Self-assured: with the DNA of a genuine Mercedes

Despite the extraordinary powertrain concept, the GLC F-CELL boasts the everyday practicality and comfort customers have come to expect from a Mercedes-Benz. Even the luggage compartment remains unchanged, with the exception of a minimal step, and the rear seats are only slightly higher positioned in order to make space for the hydrogen tanks. The climate comfort in the GLC F-CELL is on a par with conventional vehicles, and the pre-entry climate control based on mains charging current is an intelligent way of safeguarding the vehicle's range. At cooler temperatures, the vehicle will make energy-efficient use of the waste heat from the fuel cell in order to optimise the energy balance of the vehicle.

Remote retrieval of vehicle status via Mercedes me provides a wealth of information: current hydrogen tank level and current battery charging status as well as current range, mileage covered, driving time and consumption since the last start or since the last trip odometer reset.

Marketing focus on H₂ cities

Vehicles have been handed over to selected customers since the end of October 2018. The focus above all is on major cities which are already comparatively well equipped with hydrogen filling stations: Berlin, Hamburg, Frankfurt, Stuttgart, Munich, Cologne and Düsseldorf. The GLC F-CELL, which features an excellent scope of equipment as standard, will be available solely in the form of a full-service rental model. This will include all maintenance and possible repairs together with a comprehensive warranty package covering the entire rental period. A market launch in Japan is also planned.

Key data on the next page.

The data at a glance

	GLC F-CELL¹
Electric motor rated output (kW)	160
Electric motor rated torque (Nm)	375
Fuel cell	PEM
H ₂ tank capacity (kg) (usable for SAE J2601, 2014 or more recent)	4.4
Acceleration 0-100 km/h (s)	9.0
Top speed (km/h) ¹	160
CO ₂ emissions, weighted (g/km) ²	0
Total battery capacity (kWh)	13.5
Weighted power consumption (kWh/100 km) ²	18.0
Weighted hydrogen consumption in Hybrid mode (kg/100 km) ²	0.91
E-driving range NEDC (km) ²	427 (H2) 51 (battery)
WLTP electric range (km)	336 (H2) 41 (battery)

¹ Electronically governed

² The figures for hydrogen consumption, power consumption and CO₂ emissions were established using the prescribed measuring method acc. to Directive (EC) No. 692/2008.

Charging made easy

As well as using the domestic power supply, e.g. at a Mercedes-Benz Wallbox, convenient and uncomplicated charging is possible during the journey, too. Thanks to Mercedes me Charge, Mercedes-Benz plug-in hybrid customers have optional access to one of the world's most extensive charging networks. Finding a station and making payment becomes child's play. That's because the MBUX infotainment system (Mercedes-Benz User Experience) assists the driver in finding charging stations. The MBUX system understands natural speech, allowing the driver to start a search simply by saying "Hey Mercedes, find charging stations nearby".

The attractiveness of electric vehicles is closely linked to the availability of suitable charging options. Whether at home using a wallbox, while shopping, at work or super-fast on the motorway: the options for supplying electric vehicles with energy are highly varied.

The majority of charging will take place at home. With a wallbox, this is not just convenient, but also considerably faster than from a domestic wall socket, because the wallbox allows charging with up to 22 kW. The new third-generation plug-in hybrids from Mercedes-Benz, for example, can take a charging rate of 7.4 kW. This means that such a vehicle can be charged up to four times faster with a wallbox than when charging from a domestic wall socket.

Mercedes me Charge helps with charging en route

Via Mercedes me Charge, drivers of a plug-in hybrid model with the latest infotainment generation MBUX (Mercedes-Benz User Experience) can optionally obtain access to one of the world's largest charging networks, with over 300 different operators of public charging stations in Europe alone (municipalities, car parks, motorways, shopping centres, etc.). Thanks to navigation, Mercedes-Benz customers can find these stations easily and can gain convenient access to the charging stations via the Mercedes me Charge card, the Mercedes me App or directly from the car. No separate contracts are necessary for this: apart from simple authentication, customers benefit from an integrated payment function with simple billing after they have registered their payment method once. Each charging procedure is booked automatically. The individual charging processes are clearly listed in a monthly invoice.

Electric Intelligence

The new Mercedes-Benz EQC (weighted power consumption: 20.8 - 19.7 kWh/100 km; weighted CO₂ emissions: 0 g/km)¹ is the first Mercedes-Benz under the product and technology brand EQ. It systematically embodies the principle of "human-centred innovation", and makes e-mobility simple, reliable and convenient for the customer. The EQC combines the know-how from more than 130 years of automobile engineering with the mobility requirements of the future, and stands for Electric Intelligence.

To exploit the advantages of emission-free electric drive to the full, the developers of the first Mercedes-Benz vehicle under the new product and technology brand EQ decided on a completely newly developed drive system with intelligent control. Both the electric powertrains (eATS) and the battery were tailor-made for the Mercedes-Benz EQC. Tractive power is provided by an asynchronous motor at each axle. The asynchronous motors generate an output of 300 kW and a maximum combined torque of 760 Nm. The electric motor, a fixed-ratio transmission with a differential, the cooling system and the power electronics form a highly integrated, very compact unit.

The centrepiece of the Mercedes-Benz EQC is the lithium-ion battery arranged in the vehicle floor. With an energy content of 80 kWh (NEDC), it employs a sophisticated operating strategy to supply the vehicle with power, enabling an electric range of 445 - 471 km (NEDC).

Long-term worry-free vehicle usage

Also available for the Mercedes-Benz EQC are optional, customer-friendly e-mobility services, which ensure long-term worry-free vehicle usage. These include the optional service packages "Maintenance Service", "Pick-up & Delivery Service" and "Vehicle Warranty Extension", as well as the "Wearing Parts package", which are already available on vehicle purchase.²

A "Holiday Mobility Package" will be available for the Mercedes-Benz EQC in Germany to coincide with the dealer premiere. This will enable customers to e.g. to make longer holiday journeys in regions that are not yet well equipped with a charging infrastructure, using a Mercedes-Benz rental vehicle with a conventional combustion engine.³

As standard the EQC is equipped with a water-cooled onboard charger (OBC) with a capacity of 7.4 kW, making it suitable for AC charging at home or at public charging stations. Charging at a Mercedes-Benz Wallbox is up to three times faster than at a domestic power socket. It is faster still with DC charging – which is standard for the EQC – for example via CCS (Combined Charging Systems) in Europe and the USA, CHAdeMO in Japan or GB/T in China. Depending on the SoC (status of charge), the EQC can be charged with a maximum output of up to 110 kW at an appropriate charging station. In this case the battery can be charged from 10 - 80 percent SoC in around 40 minutes.

¹ Power consumption and range have been determined on the basis of Regulation (EC) No. 692/2008. Power consumption and range depend on the vehicle configuration.

² This package applies to Germany and the European markets, and may vary in other countries.

³ Other, country-specific EQC mobility solutions are planned for other European markets, and will be announced at a later stage.

The data at a glance

	EQC 400 4MATIC
Electric motor rated output (kW)	300
Electric motor rated torque (Nm)	760
Acceleration 0-100 km/h (s)	5.1
Top speed (km/h) ¹	180
CO ₂ emissions, weighted (g/km)	0
Total battery capacity (kWh)	80
Power consumption, weighted (kWh/100 km)	20.8-19.7
NEDC electric range (km)	445-471
WLTP electric range (km)	
Charging time ² at wallbox or at public charging station (AC charging) (h)	11
Charging time ³ at quick-charging station (DC charging) (min)	approx. 40
Prices starting at (euros) ⁴	71,281.00

¹ Electronically governed

² The charging times are for a 10-100% full charge at a Wallbox or public charging station (AC connection with at least 7.4 kW, 16 A per phase)

³ The charging times are for a 10-100% full charge at a DC quick-charging station with a supply voltage of 400V, current at least 300 A.

⁴ Recommended retail prices for Germany including 19% VAT.

Great comfort and flexibility

Locally emission-free driving and low noise development together with great passenger comfort – the eVito Tourer (weighted power consumption: 24.2-20.2 kWh/100 km; weighted CO₂ emissions: 0 g/km)¹ is tailor-made for inner-city passenger transport. The battery capacity of 41 kWh ensures a range of 156 to 186 kilometres.¹ The full operating range is available again after six hours of charging². The battery-electric drive has an output of 85 kW and delivers a torque of up to 295 newton metres.

The positioning of the battery in the floor assembly of the eVito Tourer creates a generously spacious interior without any restrictions, and thus allows as many as eight seats in addition to that of the driver to be fitted. The mid-size van can be ordered with one of two different wheelbases. The basic variant has a total length of 5140 millimetres. The extra-long version measures 5370 millimetres.

Depending on the number of passengers and the desired level of comfort, the eVito Tourer offers special and flexible solutions for the demanding task of transporting people. The preconfigured seating for the passenger compartment can be tailored to individual requirements by selecting from the numerous seating variants. The maximum permissible gross weight stands at 3200 kilograms.

Comprehensive electromobility from Mercedes-Benz Vans

Mercedes-Benz Vans is continuing to expand its product portfolio with the addition of locally emission-free electric drive systems. The first of these vehicles was the eVito Panel Van, closely followed by the eVito Tourer. And throughout the course of this year, the eSprinter will also join the line-up. At the 2019 Geneva International Motor Show, Mercedes-Benz Vans presented the Concept EQV – the world's first purely battery-electric MPV in the premium segment. The vehicle offers a range of up to 400 km without compromising the usability of its interior space. The series-production variant will be presented to the public at this year's IAA show in Frankfurt/ Main.

The data at a glance

	eVito Tourer
Max. output of electric motor (kW)	85
Continuous output of electric motor (kW)	70
Electric motor rated torque (Nm)	295
Top speed (km/h)	120
CO ₂ emissions, weighted (g/km) ¹	0
Total battery capacity (kWh)	41
Power consumption, weighted (kWh/100 km) ¹	24.2-20.2
NEDC electric range (km)	156-186
Charging time ² at wallbox or at public charging station (AC charging) (h)	6
Price for Tourer from (euros) ⁴	54,394.90

¹ Power consumption and range have been determined on the basis of Regulation (EC) No. 692/2008. Electrical consumption and range are dependent on the vehicle configuration, and in particular on the selected maximum speed restriction. The actual range is also dependent on the individual driving style, road and traffic conditions, the outside temperature, use of the air conditioning system/heating and may differ.

² The time taken to charge the battery depends on the charging infrastructure.

³ The charging times are for a 0-100% full charge at a wallbox or public charging station (AC connection with at least 7.4 kW, 16 A per phase)

⁴ Recommended retail prices for Germany including 19% VAT.

Global debut for the first large luxury saloon with electric drive

Mercedes-Benz Vans presented the Concept EQV as a study at the Geneva Motor Show in March 2019. Now the series production version is celebrating its premiere as the Mercedes-Benz EQV (weighted power consumption: 27.0 kWh/100 km; weighted CO₂ emissions: 0 g/km)¹. As the next member of the Mercedes-Benz EQ family, the first electrically powered premium SUV by Mercedes-Benz combines emission-free mobility with impressive performance, good functionality and aesthetic design. The Mercedes-Benz EQV will be unveiled to the public at this year's IAA show (12 to 22 September).

The technical highlights include a range of 405 kilometres¹, and rapid charging of the high-voltage battery from 10 to 80 per cent in less than an hour. The Mercedes-Benz EQV also offers ultimate comfort in the interior and unparalleled flexibility. Customers can also choose between two different wheelbases.

"Large Mercedes-Benz saloons meet the highest standards in terms of functionality and variability. And the EQV makes no compromises here either. It offers comfortable handling, dynamic electro-aesthetics, intuitive operation and generous space – and all locally emissions-free. It offers all of the typical qualities of the brand and segment that our customers expect, whether as a family car or a shuttle vehicle with a lounge-like character," says Marcus Breitschwerdt, Head of Mercedes-Benz Vans.

As a series-produced vehicle, the EQV is integrated into the normal production operations of the plant in Vitoria in northern Spain, where the Mercedes-Benz V-Class and Vito are also made. This facilitates flexible and synergetic production in direct correlation with demand from customers.

Maximum benefit thanks to intelligent design

The electric drive train (eATS) of the Mercedes-Benz EQV is situated on the front axle under the dynamic front end of the car with a charging connection in the bumper. It has a peak output of 150 kW. The electric motor, the transmission with a fixed gear ratio, the cooling system and the power electronics constitute a highly integrated, compact unit. The energy comes from a lithium-ion battery under the floor of the vehicle. Its low, central location also has a positive effect on the handling characteristics of the EQV. A top speed of up to 160 km/h also ensures brisk travel to destinations outside the urban environment.

As standard the Mercedes-Benz EQV is equipped with a water-cooled on-board charger (OBC) with a capacity of 11 kW, making it suitable for AC charging at home or at public charging stations. The battery, which has a usable capacity of 90 kWh, allows a maximum range of 405 kilometres¹. The installation of the battery in the space below the floor means that all of the space is available, with no impact on the interior of the vehicle. This means that the fully electric large saloon from Mercedes-Benz also meets the highest standards in terms of functionality and variability, and covers a large number of applications.

In the private sphere, for example, families benefit from a multitude of seating configurations as well as a good conscience from producing zero local emissions. Six individual seats, on the other hand, turn the Mercedes-Benz EQV into a representative shuttle vehicle that meets all the requirements for high-quality passenger transportation with a comfortable and particularly quiet driving experience. The flexible installation of individual or bench seats also allows the EQV to be converted into a seven or even an eight-seater.

¹ Power consumption and range figures are provisional and were determined by the technical service for the certification process according to UN/ECE Regulation No. 101. The EC type approval and a conformity certification with official figures are not yet available. Differences between the stated figures and the official figures are possible.

MBUX in the EQV: electric and intelligent

The refinement of MBUX specifically for EQ is a particular highlight. In the high-resolution, ten-inch media display, the EQ tile in the main menu serves as a central point of access to the specific displays and settings. These include the charging current, departure time, energy flow and consumption histogram. The media display can also be used to operate the navigation and Mercedes me Charge functions, as well as the driving modes.

One of the strengths of MBUX is its intelligent voice control with natural language comprehension, which is activated by the keyword "Hey Mercedes". The voice control supports many infotainment functions (e.g. destination input, phone calls, music selection, writing and hearing messages, weather forecast), as well as numerous convenience functions such as climate control/lighting. And MBUX also applies its strengths in combination with the Mercedes me App outside the vehicle. EQV drivers can plan their destinations from the home or office, enter a departure time and bring the interior to the desired temperature.

Maximum range thanks to intelligent recuperation and different driving modes

To ensure that the technical operating range is used to the maximum, the Mercedes-Benz EQV also charges its batteries when on the move. On the overrun or when braking, the mechanical rotation is converted into electrical energy and used to charge the high-voltage battery (recuperation). The driver has a major influence on recuperation. He or she is also able to influence the recuperation level using so-called paddles behind the steering wheel. The paddle on the left increases the level of recuperation, the paddle on the right reduces it. At the weakest level the vehicle "glides", while at the strongest level it is possible to drive using a single pedal. This is because in most situations, the slowing effect of recuperation is sufficient to make the brake pedal redundant.

The recuperation level D Auto reflects the intelligence of the EQV. The automatically activated ECO Assist helps the driver to achieve the best possible efficiency. It combines navigation data, road traffic sign recognition and information provided by the intelligent safety assistance systems (radar and camera), and adjusts the level of recuperation itself.

In combination with EQ-optimised navigation, active range monitoring ensures that the driver reaches the destination safely even if a charging stop is missed. It receives additional support in the E+ driving mode, which configures the vehicle parameters for maximum range.

Comprehensive electromobility eco-system with numerous charging opportunities

Part of the EQ technology brand is a comprehensive electromobility eco-system, which the Mercedes-Benz EQV benefits from as the youngest member of the EQ family. This includes a holistic range of (advisory) services, and ranges from vehicle functions such as adapted navigation through to the charging infrastructure. Via Mercedes me Charge, the customer receives access to the world's largest charging network with around 300,000 charging points and over 300 different operators of public charging stations in Europe alone (municipalities, car parks, motorways, shopping centres, etc.). Customers benefit from an integrated payment function with simple invoicing. Mercedes me Charge also allows access to the quick-charging stations of the pan-European network IONITY.

Especially over long distances, the short charging times make for a pleasant journey. By 2020 IONITY will construct and operate around 400 quick-charging stations along the main traffic arteries in Europe. IONITY was founded in November 2017 as a joint venture by BMW Group, Daimler AG, Ford Motor Company and the Volkswagen group with Audi and Porsche.

With the Mercedes-Benz Wallbox Home and 11 kW charging output, the EQV can be charged significantly faster than using a domestic socket. In cooperation with country-specific charger installation partners, Mercedes-Benz

also offers easy and rapid installation of the Mercedes-Benz Wallbox and professional advice on all aspects of e-mobility. DC charging using the series-standard CCS (Combined Charging Systems) is even faster. In Europe the EQV can be charged with a maximum output of up to 110 kW at an appropriate charging station. In this case the battery can be charged from 10 - 80 percent SoC in under 45 minutes.

Design with specific EQ aesthetic

One element that all EQ vehicles have in common is their design with a specific avant-garde aesthetic. The focal point is the black panel radiator grille with chrome fins, as well as the clear side profile with specific, 18-inch EQ design light-alloy wheels which make a dynamic impression even when stationary.

The aesthetic of the exterior is continued in the interior, where the cool aesthetic is complemented by warm accents such as rose gold, underscoring the "welcome home" effect. The heart of the interaction between driver and machine is the intuitive Mercedes-Benz User Experience (MBUX). This combines a ten-inch touch screen with learning voice operation and innovative connectivity features.

The rosé gold colour, which stands for high quality and electrification, also plays an important role in the dashboard. It complements the midnight blue leather look of the dashboard. The design of the controls is also characteristic. Rosé gold at the infotainment and sound system ensures elegance and warmth, while "Silver Shadow" surrounds the air vents. Topstitching in rosé gold along the seats creates contrast.

Mercedes-Benz EQV as a new milestone for the technology brand EQ

The "EQ" technology brand founded by Mercedes-Benz in 2016 stands for the consistent ongoing development of electromobility. It all started with the "Concept EQ". This was followed by the Concept EQA in the compact class at the 2017 IAA. In September 2018 the brand presented its first series production model, the EQC as an electric SUV (weighted power consumption: 20.8 – 19.7 kWh/100 km; weighted CO₂ emissions: 0 g/km)¹ (for details see penultimate chapter in this press kit).

In March 2019, the Concept EQV at the Geneva Motor Show indicated a potential expansion of the model range in the premium large saloon segment, with up to eight seats. The series-produced version of the Mercedes-Benz EQV that has now been presented marks a new milestone in the development of the "EQ" technology brand.

¹ Power consumption and range were determined on the basis of Regulation (EC) No. 692/2008. Power consumption and range depend on the vehicle configuration.

Technical data¹

CO ₂ emissions (g/km)	0 g/km
Weighted power consumption (kWh/100 km)	27.0
Range (km)	405
Charging time at a wallbox or public charging station (AC charging, 11 kW) (h)	< 10
Charging time at a quick-charging station (DC charging, 110 kW) (min)	10-80 % SOC in <45
Drive system	Front-wheel drive
Output (kW/hp)	150 (204)
Peak torque (Nm)	362
Top speed (km/h)	160
Battery	Lithium-ion
Energy content of battery (installed) (kWh)	100
Energy content of battery (usable) (kWh)	90
Lengths (mm)	5140, 5370
Wheelbases (mm)	3200, 3430
Luggage capacity (depending on equipment) (L)	1030
Perm. GVW (kg)	3500

¹ Power consumption and range figures are provisional and were determined by the technical service for the certification process according to UN/ECE Regulation No. 101. The EC type approval and a conformity certification with official figures are not yet available. Differences between the stated figures and the official figures are possible.