Extensive update

The new E-Class: Intelligence is getting exciting

Stuttgart. Automotive intelligence is now exciting and dynamic: the E-Class Sedan and Wagon are the first in the model series to undergo a comprehensive update. Both models will arrive in the showrooms of our Canadian dealers in late-summer 2020.

With over 14 million models delivered globally since 1946, the E-Class is the best-selling model series in the history of Mercedes-Benz. Perceived by many as the “heart of the brand”, the tenth generation of the E-Class set styling trends in 2016 with its clean yet emotionally appealing design and an exclusive, high-quality interior. The E-Class also set a benchmark in the areas of driving assistance systems through a wealth of innovations. This emotionally appealing and intelligent combination is extremely successful: to date, more than 1.2 million customers around the world have bought a current-generation E-Class Sedan or Wagon.

Here are the key facts about the refresh:

- More dynamic design
  - Redesigned front headlights (full-LED headlights as standard, optionally available MULTIBEAM LED headlights)
  - Redesigned tail lights
  - Redesigned radiator grille and front bumper
  - All-Terrain variant visually more similar to the SUV models

- Next-generation driving assistance systems, including:
  - New steering wheel generation with capacitive hands-off detection
  - Active Distance Assist DISTRONIC with route-based speed adjustment
  - Active Stop-and-Go Assist
  - Active Steering Assist
o Active Brake Assist; in the Intelligent Drive Package now also with turning manoeuvre function
o Active Blind Spot Assist – now also with exit warning
o Enhanced Active Parking Assist (requires 360° camera): newly expanded side view and for the first time automatic parking not only in parallel and end-on parking spaces, but also on marked areas.

- Even more comfort in the interior
  o Two digital 12.3-inch displays as standard create a Widescreen Cockpit
  o MBUX with LINGUATRONIC voice control and standard augmented reality navigation
  o Optional MBUX Interior Assistant
  o Optional ENERGIZING comfort control with ENERGIZING COACH
  o Standard ENERGIZING seat kinetics

- E as in efficiency: electrification of the powertrain
  o Inline six-cylinder engine with ISG (Integrated Starter Generator) and 48-volt on-board electrical system to replace existing engine in E 450 4MATIC models (Sedan and All-Terrain)
  o Plug-in hybrid electric Sedan model to be available for the first time in the Canadian market
  o Off-road drive modes for the All-Terrain

**More dynamic design**

The enhanced dynamics and the upgrade of the E-Class are reflected in the model range: The standard AMG body styling with a new bumper in the style of the AMG Performance models looks even sportier. In addition, all models now feature a hood with pronounced power domes. The E-Class features all-LED headlights as standard. MULTIBEAM LED headlights including ULTRA RANGE high beam are available as an option.

The designers also updated the Sedan’s rear end with a new bumper, split tail lights and a new trunk lid. The inner design of the tail lights were revised for all models.

The All-Terrain is visually more similar to the SUV models. In addition, signature All-Terrain components such as the radiator grille or the stylised skid plate sport a mirror chrome finish.

As part of the model refresh, there are three new paint colours available for the E-Class: silver metallic, graphite grey metallic, and mojave silver metallic. The wheel line-up has also been expanded and now includes aero wheels, which also contribute to saving fuel and thus to sustainability.
The interior of the E-Class has been upgraded with new appointment colours and materials. These include the new colour combinations magma grey/neva grey, black/nut brown and magma grey/macchiato beige, and trim in open-pore silver ash wood, burr walnut, brushed aluminum and aluminum with a carbon grain.

The seats combine the hallmark Mercedes-Benz long-distance suitability with an avant-garde design. The adaptive driver's seat adjustment is particularly convenient: When the height of the body is entered on the media display or via Mercedes me, the seat automatically moves into a usually fitting position, which only needs to be fine-tuned by the driver.

The design of the front seats accentuates the sportiness of the interior. Without compromising on comfort, they offer strong lateral support. The seat contour follows the pronounced side bolsters and, depending on the specification, the centre section has sporty transverse or modern longitudinal seams. The colours of the centre sections of the seat backrest and cushion are matched to the overall sculpture of the seats. Numerous material combinations ranging from ARTICO man-made leather to embossed leather to nappa leather with diamond quilting are possible.

**Next-generation driving assistance systems: better assistance in tailbacks and when parking**

The new E-Class has the latest generation of Mercedes-Benz driving assistance systems designed to provide cooperative support to drivers. This results in an especially high level of active safety: the E-Class Sedan and Wagon are able to react if the driver doesn’t. The hands-off recognition now works on a capacitive basis. This enhances user-friendliness when driving in semi-automated mode. A steering moment – that is to say a slight steering movement – was previously required as feedback, now drivers must only place their hands on the steering wheel. The new steering wheel features a pad with the appropriate sensors in the rim. These register whether or not the driver is holding the wheel. If the system detects that the driver does not have their hands on the steering wheel for a certain time, a warning cascade is started, which finally activates Active Emergency Stop Assist.

As standard, the E-Class comes with Active Brake Assist, which uses autonomous braking to prevent a collision or mitigate its severity. The system brakes for stationary vehicles and crossing pedestrians at typical city speeds, and can depending on the situation, prevent collisions. As part of the Intelligent Drive Package, this feature also works when turning off across the oncoming traffic lane.

Active Speed Limit Assist, which uses map data and information from Traffic Sign Assist to respond to changes in the speed limit, is also a part of the Intelligent Drive Package. Route-based speed adjustment ahead of bends, roundabouts, toll stations, T-junctions as well prior to turning off/exiting motorways/expressways is also included in the scope of delivery. When the driver switches on Active Distance Assist DISTRONIC with route-based speed adjustment, the E-Class is now even able to respond to data from LiveTraffic Information. Ideally, this happens even before the driver or the radar and
Camera sensors are able to detect a traffic obstruction. When a traffic jam is detected ahead of the driver, the speed is reduced to approx. 100 km/h as a precaution unless the driver deliberately decides otherwise.

When driving in a traffic jam on the motorway, Active Stop-and-Go Assist is largely able to perform the tasks of lane keeping and maintaining a safe distance with a high level of availability at speeds up to around 60 km/h. The vehicle can restart automatically up to one minute after coming to a stop.

Active Blind Spot Assist with exit warning offers enhanced protection when getting out of the car. It is able to respond to vehicles in the blind spot as well as in the critical area with an active brake intervention. When the vehicle is stopped, the system can now also warn the passengers visually in the exterior mirror before they get out if a vehicle, or even a bicycle for example, is driving past in the critical area. If the driver tries to use the door handle at this moment, an additional audible warning will sound and the ambient door lighting will start to flash red. It detects passing road users moving at a speed of more than 7 km/h. The function is available when the vehicle is stationary and up to three minutes after the ignition has been switched off.

Active Parking Assist with PARKTRONIC and 360° camera makes it possible to enter and leave parking spaces automatically. The system facilitates the search for and selection of a parking space as well as entering and leaving (if the vehicle was parked automatically) parallel and end-on parking spaces or garages. For the first time, the new E-Class is able to recognize and use parking spaces which are only marked as areas on larger sites, for example. The 360° camera transmits an even more realistic image to the media display, which includes an expanded side view. When leaving a parking space, the system is able to warn of traffic crossing behind the vehicle and can apply the brakes in case of doubt.

**Even more comfort in the interior: MBUX, and ENERGIZING comfort control**

As part of the model update, the E-Class is fitted with an entirely new steering wheel. It is available in two versions on the Sedan and Wagon: as an all-leather steering wheel or in a wood-leather combination. The control surfaces sport a high-gloss black finish, while the trim elements and surrounds have a silver shadow finish. The instrument cluster and the media display are controlled by swiping along the Touch Control buttons. The operating principle of the Touch Control buttons changes from optical to capacitive. A mechanical system was no longer needed, and the touch surfaces also are less susceptible to fingerprints. Whether the driver has control of the steering wheel is now determined by means of capacitive detection (see chapter on the driving assistance systems).

The new E-Class is equipped with the latest generation of the MBUX multimedia system (Mercedes-Benz User Experience). As standard, it includes two large 12.3 inch/31.2 cm screens, which for a widescreen look are arranged side by side. The information in the instrument cluster and on the media display is
easily legible on the large, high-resolution screens. An emotive presentation with brilliant graphics underlines the comprehensibility of the intuitive control structure.

Depending on mood or to match the particular interior, the user has a choice of four different styles:

- Modern Classic is a further development of the classic display style in an elegant and light material mix.
- Sport has a high-tech turbine look with decidedly sporty black/yellow contrasts.
- Progressive stages the digital realm in reduced form.
- In the Discreet style, all displays are reduced to the absolutely necessary.

Other strengths of MBUX include the standard touchscreen control of the media display, and the use of augmented reality for navigation functions. A video image of the surroundings is enhanced with helpful navigation information: arrows or house numbers are automatically superimposed onto the image. The system also assists the driver at traffic lights: If the E-Class is the first car at the lights, the current traffic light situation is superimposed. In this way, this new function is a particular help when there is an unfavourable line of sight to the traffic lights.

The optional MBUX Interior Assistant allows intuitive, natural operation of various comfort and MBUX functions also by movement recognition. When a hand approaches the touchscreen or the touchpad on the centre console, the media display changes, and individual elements are highlighted, for example.

ENERGIZING seat kinetics is another new feature in the E-Class. It supports beneficial changes in seated posture by means of minute movements of the seat cushion and backrest when on a journey.

Optional ENERGIZING comfort control networks various comfort systems in the vehicle, and uses musical and lighting moods plus a number of massage modes for a wide range of feel-good programmes. The "PowerNap" programme is optionally available in the plug-in hybrid, which is useful when taking a break from driving at a rest area or when charging the battery en route, for example. The programme has three phases – falling asleep, sleeping, waking – and can enhance the performance of the driver and provide new energy.

The ENERGIZING COACH is based on an intelligent algorithm, and recommends one of the programmes suited to the individual and situation. If a Garmin® wearable is integrated, personal values such as stress level or quality of sleep optimise the accuracy of the recommendation. The aim is for passengers to feel well and relaxed even during demanding or monotonous journeys.
E as in efficiency: electrification of the powertrain

The electrification of the powertrain takes another major step forward with the model update of the E-Class. For the first time in the Canadian market, a plug-in hybrid electric E-Class Sedan is expected to be available.

The inline six-cylinder gas engine (M 256), available for the first time in the E-Class Sedan and Wagon, is also fitted with an Integrated Starter Generator (ISG) producing up to 21 hp and 184 lb-ft of torque to assist with linear power delivery. Models equipped with this engine will have a 48-volt on-board electrical system. Thanks to energy recovery and the ability to “glide” with the engine switched off, efficiency reaches new heights.

The heart of the brand: the success story of the E-Class

Vehicles positioned below the top-of-the-range and luxury classes, yet above the compact class, were an essential part of the model portfolio of Mercedes-Benz and the brands that came before. The first Mercedes models, which came to market in 1901 and established the concept of modern automotive construction, were already available in different versions and targeted different customers – including those who would choose a vehicle of the upper mid-range segment today.

With over 14 million units delivered since 1946, the E-Class is the best-selling model series in the history of Mercedes-Benz. It is perceived by many as the “heart of the brand”. Customers of the E-Class are among the most loyal fans of the Mercedes star: Eight out of ten global customers of the E-Class Sedan remain loyal to Mercedes-Benz when buying the next vehicle.

When production started up again after the Second World War, the first car to go into production was the 170 V model, originally introduced in 1936, initially as a vehicle for rescue services, police, commerce and trades. It was soon followed by a Sedan version as the first post-war Mercedes-Benz passenger car in 1947.

The 180 model (W 120) of 1953 with unibody and “Ponton” shape set new technical as well as formal trends. It was followed in 1961 by the four-cylinder versions of the “Fintail” model series (W 110) – the first model with safety body and crumple zones. The next major step came seven years later in the form of the “Stroke Eight” (model series W 115/114). At the same time, with the arrival of the first coupe model, this marked a widening of the scope of available body variants. Its success was surpassed yet again by the successor model series 123 starting in 1976. It was also produced in a Wagon version – with which Mercedes-Benz set standards for the Wagon as a family-friendly lifestyle and recreational vehicle. The 124 series of the years 1984 to 1995, which was also available as a four-seater cabriolet, was first given the name E-Class in mid-1993.
The “four headlamps” face and its innovative technology were the characteristic features of the 210 model series launched in 1995. The E-Class of model series 211 was launched in early 2002. In 2009 it was followed by the 212 series (Sedan and Wagon) and the 207 series (Cabriolet and Coupe), and from 2010 the E-Class Sedan also became available as the V 212 long version produced in and for China. In 2016, Mercedes-Benz launched the E-Class of model series 213. Starting in 2017, the Wagon was also available as an All-Terrain version for the first time.

**Modern digital production of the new E-Class**

The E-Class Sedan and Wagon are produced in the Mercedes-Benz Sindelfingen Plant and come off the same line as the Mercedes-Benz CLS and the Mercedes-AMG GT 4-door Coupe in a flexible production system. The production uses modern digital technologies – from smartphones for locating vehicles on the line and additive manufacturing methods for producing equipment to digital shop floor management, which involves various key indicators being managed in one system. The production also uses the Ubisense system. This system locates the fastening tools an employee requires in the assembly process and provides the employee with the necessary information about a specific vehicle. In this way, only the tools actually required for working on the vehicle are activated. The employee receives optimal support in the assembly process.

The Sindelfingen plant is the centre of competence for passenger cars of the upper and luxury segment as well as the lead plant for the S-Class and E-Class. The location employs more than 35,000 people. In addition, the Mercedes-Maybach S-Class, as well as the Mercedes-AMG GT are produced there. Going forward, this will also be the location for the production of electric vehicles of the new EQ product and technology brand. Starting in 2022, the Mercedes-Benz Sindelfingen Plant will be fully CO₂-neutral. Furthermore, "Factory 56", one of the world's most cutting-edge automobile production facilities, is currently under construction at the location.

**About Mercedes-Benz Canada**

Mercedes-Benz Canada is responsible for the sales, marketing, and service of Mercedes-Benz and Mercedes-AMG passenger vehicles and Mercedes-Benz Vans. Headquartered in Toronto, Ontario, Mercedes-Benz Canada Inc. employs approximately 1,200 people in 14 locations across Canada. Through a nationwide network of seven Mercedes-Benz own retail operations and 52 authorized dealerships, Mercedes-Benz Canada sold 46,090 vehicles in 2019. This positioned Mercedes-Benz as the top luxury manufacturer in Canada for the sixth consecutive year.

For more information, please contact:

Lucas Dias 416-847-7466 lucas.e.dias@mercedes-benz.ca

Further information from Mercedes-Benz Canada is available at media.mercedes-benz.ca