
THE NEW S-CLASS
The new S-Class

For decades, the S-Class has been a guiding light.
A glimpse of tomorrow, driving through today.

A car that has shaped our times,
like the world leaders, rockstars,
celebrities and high-flyers that choose it.

A flagship saloon that defines what a Mercedes-Benz is, and what a car can be.
As the saying goes: if you want to see the future, look at an S-Class today.



# A TIMELINE OF THE TIMELESS

**Half a century is a long time to be right. Perhaps that's why it was named the Sonderklasse in the first place. A special class. Each generation of which arrived shaped by its era, and ready to shape the next. What follows, is the record of how.**




The S-Class variants featured are based on products that were either launched in India or imported into the Indian market.

THE W116

# One letter and the birth of a special class.

**Speed, sophistication, and safety; for decades, had long existed as separate human ambitions to look up to. In 1972, Mercedes-Benz distilled them into one letter - S.**

**Nothing has surpassed it since.**

Friedrich Geiger had already given the world the Mercedes-Benz 500K, the 540K, and the Gullwing when he sat down to design one final act. What he produced was not a summation of his career, but the beginning of a new era. The first ‘Sonderklasse’ – a special class.

The W116 was a joint swan song – Geiger in design, Hans Scherenberg in engineering – aimed squarely at America's boulevards. They did away with chrome and the flaunty insistence of post-war luxury. Instead, they introduced horizontal headlamps, ribbed taillight covers designed to shed dirt in rain, and a grille-mounted Star. It was a hit!

Road & Track named the Mercedes-Benz 450SE (W116) the best sedan on earth. Europe handed it ‘Car of the Year’ in 1974 – the first time the award had ever been given. Geiger then retired, which is the most elegant thing someone can do after making something that will outlive them. But the car's one true inheritance was something you couldn’t see.

Mercedes-Benz partnered with Bosch to develop a digital brain that read each wheel's speed dozens of times per second – the first domino in a chain that would produce every stability system that intervenes milliseconds before impact. Milliseconds that saved countless lives.

Beneath it all was Béla Barényi's success with the ‘Crumple Zone’ - a leap in passive safety. The steering column absorbed the impact instead of transmitting. The passenger cell stayed rigid while everything around gave way in sequence. Rescue workers who found W116 doors still opening cleanly after severe crashes knew they were not encountering just luck.

An icon was born. One that was not just chosen by the powerful, but recognised by them. By visionaries like Steve McQueen. By royalty. By those who understood that the W116’s engineering brought together the best of all three worlds – speed, sophistication, and safety.



THE W126

# The second ‘S’ and Sacco’s timeless truths.

**Most luxury cars are designed to be recognised. Bruno Sacco designed the W126 to be admired. The difference, fifty years later, is still visible.**

The summer of 1951 was not otherwise remarkable. An eighteen-year-old Bruno Sacco was cycling through Tarvisio – a small Alpine town at the frayed edge of Italy where the mountains begin their long rise toward Austria – when a blue 1950 Studebaker Commander passed him in the street, but the boy did not know that. What he knew, with a sudden certainty that visits a chosen few, was that he had been struck by the lightning of purpose – to give shape to desire. He would spend the next seven decades in service of that moment.

He studied mechanical engineering in Turin and presented his portfolio to Ghia and Pininfarina, two renowned design houses. Both declined.

Undeterred, he moved to Stuttgart in 1958 and joined Daimler-Benz as a junior stylist. He remained there for forty-one years, eventually becoming the head of design by 1975.
Sacco built cars around two foundational ideas; ‘Horizontal Affinity’ – every Mercedes-Benz must look like a Mercedes-Benz, whatever it costs – and ‘Vertical Affinity’ – no new model should make its predecessor look suddenly outdated. Though these might sound like aesthetic principles, to him they were moral ones.

The W126 arrived under the pressure of the oil crisis. Sacco's team lowered the beltline, smoothed every edge, and worked the car’s body through wind tunnels.

The result was a drag coefficient of 0.36, and a car that used ten percent less fuel despite being larger and safer. The most contested detail was a strip of black cladding along the lower flanks – later named ‘Sacco Plank’, and imitated for decades to come.

In 1981, the W126 delivered the world's first production driver's airbag and seatbelt pretensioner. It remained in production for thirteen years, an almost unheard-of span in an industry built on novelty, because what Sacco had made was not just timely. It was true. And truth tends to outlast the conversations around it. Thus was born the second generation of the S-Class, and beating in it, a designer’s heart.



THE V140

# Of all that spectacular can be.

**Miracles are tough to define. But what an engineer with no constraints can create, comes close.**

In 1987, Mercedes-Benz briefly employed several thousand engineers with no cost ceiling, no weight target, and no deadline anyone was prepared to enforce. The V140 was conceived as an act of this complete free will.

Wolfgang Peter and car line manager Rudolf Hornig – both tall men standing well over six feet climbed into a cockpit mockup and hit their heads on the roof. It had to be raised. To rescue the car from looking like a towering top hat, the designers under Olivier Boulay widened the tracks and body panels. Enthusiasts called the result the ‘Tank’. Buyers in Asia, more poetically, called it the ‘Tiger Head Benz’. This birthed a secondary miracle: a cavernous engine bay with enough room for ambition to thrive.

When the world demanded a V12 in the executive class, Stuttgart did not retreat. They built and abandoned eighty-five V16 prototypes and developed in secret a W18 engine – three inline-six banks, 8.0 litres – for a hypothetical 800SEL that would never exist.

What survived into production was the M120: 6.0 litres, 48 valves, and a refinement so total that when idle, the engine was essentially inaudible inside the cabin. It found a second life in the Pagani Zonda — modified by AMG, breathing at two hundred miles per hour in a carbon-fibre Italian masterpiece. That an engine built for a limousine should end its days in a hypercar is one measure of how far beyond the original brief its engineers had gone.

The V140 introduced double-glazed side windows, a first for a production sedan, and pneumatic soft-close doors. Most charmingly, when the reverse gear was engaged, two thin chrome guide rods rose from the rear corners – a parking reference before cameras.

The V140 cost over a billion dollars to develop and launched at a price twenty-five percent higher than the car it replaced. Critics, at the time, called it excessive. They were right. But excess was the method, and the point was the car itself.

Time, and the collectors who have since immortalised these icons, have been more generous judges. By far.



THE V220

# Thought, action, and the milliseconds in between.

**Safety, until that autumn of 2002, had only two addresses: before or after the crash. The V220 found a home in between, in the slender interval where a car could tense its muscles like a falling cat.**

Bruno Sacco, in what would be his final S-Class, received an instruction that would have been unthinkable a decade earlier: remove a total of three hundred kilograms. The V140 was created as a statement of will; the V220 was to be a statement of intelligence. The mission – a coupé-type limousine – trim, athletic, explicitly anti-monumental. The car achieved a drag coefficient of 0.27 and offered more interior space than the behemoth it replaced.

The true revolution, though, lay elsewhere. For decades, safety had been binary – active systems to avoid a crash, passive systems to survive one. The interval between was lost time.

Then engineer Karl-Heinz Baumann asked his eight-year-old daughter to illustrate a reflex. She showed him a Mickey Mouse comic: a cat falling from a tree, body already twisting, muscles already tensing, nervous system calculating impact before it arrived. That cartoon became the seed of PRE-SAFE®.

The insight was simple – the certainty of a crash was never calculable, but probability was enough. In the seconds before a detected collision, the car tightened seatbelts, adjusted seats, and closed windows. It was the first time a car had ever flinched before the blow. Brain and brawn, working together as one.

Beneath the skin, forty digital control units linked by fibre-optic networks made software as important as steel. Over three hundred patents emerged – including KEYLESS-GO and the early COMAND system. From this architecture came the S55 AMG and the S65 AMG, whose twin-turbocharged V12 surged to Autobahn speeds with a silence that owners, who truly valued velocity over public spectacle, found irresistible.

At the heart of the V220 was an ability to anticipate. But even the most ardent autoheads couldn't have predicted how much it would change the way the world moved.



THE V221

# Eyes on the future.

**To build on a lineage so iconic, one must trace back to the virtues that birthed it.**

The V221's development began by benchmarking every subsystem against the W126 and V140. Prototype fleets ran far and wide – crossing Arizona deserts, Scandinavian winters, and Alpine passes until the cumulative distance ran into millions of kilometres.

In 2000, at the Mercedes-Benz studio in Tokyo, a designer drafted rear wheel arches that flared like the haunches of a horse about to break into a gallop. Three years later, when the car reached production, the world noticed something unusual: the S-Class had grown shoulders.

Gorden Wagener, then in his thirties, signed the final form. He would later become Mercedes-Benz's Chief Design Officer.

Inside, the V221 had learned to see what the driver could not. Night View Assist painted the road in invisible infrared and returned as a greyscale world displayed in the instrument cluster. DISTRONIC PLUS braked to a stop in traffic and restarted with the smoothness of a foot that had never made an abrupt movement. Lane Keeping Assist kept you on track, like the steady hand of an experienced guide.

Then came 2009 and the S400 Hybrid – the first production car to carry a lithium-ion heart. At a time when other hybrids wore their green conscience on their sleeves, Mercedes-Benz hid the technology so completely that you would never know it was there. Except for the silence of the drive, except for the seamless pull from a standstill, except for the strange contentment of the car in traffic – signs of subtle sophistication.

The V221 was yet another chapter in the S-Class epic. One that looked to the realities of the past, to shape the possibilities of the future.



THE V222

# Mastering the senses.

**Most cars are built to move you from one place to another.**
**The V222 was built to move you from one state of mind to another.**

Marc Vom Ende had been a perfumer – walking fields and forests, chasing notes of jasmine and cedar – until a motorcycle accident took his legs. Then he drove a modified E-Class through cities and countryside, leaning from the window to catch the scent of rain on asphalt, the sharpness of frost, the warm breath of a bakery at dawn. Grateful that the accident did not take his nose.

When Mercedes-Benz asked him to create the world's first integrated automotive fragrance system, he thought of mood, of memory, and created four signatures - ‘Downtown’, ‘Nightlife’, ‘Freeside’, and ‘Sports’. Each delivered through a vial in the glovebox and atomised so finely that the cabin felt scented but never perfumed.

All because the V222 decided to ask a different question than most: can a car influence somebody's mood or remind them of a memory?

What began with scent, then came to light. The V222 contained not a single incandescent bulb – the first production car in history to make that claim. Fifty-six LEDs in the headlamps, thirty-five in the tail, and nearly three hundred hidden throughout the interior.

But the genius was not in the number. It was in the fact that you never saw the source, only the glow. Stereo cameras read the road fifteen metres ahead and the car pre-adjusted the suspension before arriving at any disturbance.

At testing, journalists drove over speed bumps and wondered where they had gone. Then came the feature no one would ever consciously experience. Engineers established that in a collision, the sound of impact – not the impact itself – can permanently damage hearing. So, the V222 was programmed to emit a burst of pink noise in the milliseconds before a crash, triggering an involuntary reflex in the middle ear. The car tricked the human body into protecting itself. A sound that saved the self.

It was the most S-Class thing imaginable: a feature that worked so silently, so invisibly, that the occupant would never know it had saved them. Much like a guardian angel.






# WELCOME HOME

## THE NEW S-CLASS

Home is not a place you leave behind.
It is a feeling you carry forward.
Through a space that asks nothing of you,
but your presence.

For 140 years, Mercedes-Benz has brought that feeling to life.
Now, the new S-Class brings it home.



# S-FACTOR

Every single part of a Mercedes-Benz S-Class, from the smallest sensor
to the softest leather, is created with four essential themes in mind:

## UNPARALLELED CONFIDENCE

## INTUITIVE INTELLIGENCE

## FIRST-CLASS COMFORT

## SUBLIME DRIVING QUALITY

They are at the very heart of what gives this car the 'S-Factor'.
Sometimes you notice them, sometimes you don't. But they're always there.

To show what goes into every Mercedes-Benz S-Class, and what gives it that special something,
we've compiled a collection of memorable, often mind-blowing micro-stories.

Think of each fact as just one star in the S-Class universe – a seemingly small point
that contributes to something much, much greater. Inspired by its pioneering past,
with an affectionate eye on its great heritage and laser-focused on the future,
this is the ultimate guide to what makes an S-Class, an S-Class.




# UNPARALLELED CONFIDENCE

**THEY SAY YOU CAN'T PLEASE EVERYONE. WE BEG TO DIFFER.**




# PLUGGED INTO A NEW ERA

The Mercedes-Benz S-Class now arrives in India with a Plug-in Hybrid powertrain – a first for the flagship. The S 450e Plug-in Hybrid pairs a 3.0-litre turbo-petrol inline-six engine with a powerful electric motor, delivering a combined output of 435hp and 680Nm – with up to 115 km of pure-electric range for those who prefer their luxury silent.

The result is a car that accelerates from 0 to 100 km/h in just 5.7 seconds, yet wears its efficiency as effortlessly as it carries everything else.

# POINT TAKEN

To cut leather to the pinpoint shapes required to upholster an S-Class interior, our Manufaktur workshop uses a high-pressure water jet at 4,000 bar – up to 1,000 times more powerful than the average household tap – slicing through the hides with exact precision. And for the micro-perforations on the seats – a single tool with 16,000 needles. Some details you can see. Some you can't. But they're all there.

# HUMAN TOUCH

Our paint technicians are in touch with the S-Class. Literally. Before it leaves the factory, every single one of its 220,000 square centimetres of bodywork is checked by hand for blemishes. Human skin receptors can detect even the tiniest imperfection – so you can be sure the S-Class will look flawless in any light.



# LASH OF INSPIRATION

At Mercedes-Benz we put a huge amount of effort into the smallest design details. The eye-catching rear climate-control panel, for instance, is framed by a design formed using reflective foil, LEDs, ultra-precise laser technology and thermoforming. Reminiscent of eyelashes, the curved frame features hundreds of individual stripes that glow in line with the ambient lighting.

# TRICK OF LIGHT

The new DIGITAL LIGHT headlamps are powered by a microchip no bigger than your little fingernail. Its network of micro-LEDs – cooled by a fan spinning at 7,000 rpm – delivers high-resolution illumination across a field 40 per cent wider, highlights hazards better than ever, and reduces glare for other road users. Oh, and each headlamp is 25 per cent lighter than its predecessor.




# GUARDIAN ANGEL

For almost a century, heads of state, business leaders, and royalty have trusted Mercedes-Benz special-protection vehicles – a legacy that began when the German Government received 28 specially armoured 280 SEL 3.5 in the early 1970s. Today, the S 680 GUARD 4MATIC carries that responsibility forward, achieving VR10 – the very highest civilian protection level – through its in-house-developed Integrated Protection System. Powered by a 6.0-litre V12 biturbo and capable of 210 km/h, its armoured doors weighing up to 200 kg open effortlessly with one hand, while GUARD-trained 'flying doctors' ensure peace of mind wherever the road leads.

# RULE OF PERFECTION

The joint where the door trim and dashboard meet is known as the ‘Königsfuge’, or 'king's gap' – because getting it to line up is the hardest thing to get right in any car’s interior. The S-Class has four such lines, all perfectly aligned; so precise that the special robot once built to fine-tune them is now redundant. The same obsession extends to every veneer – dried, planed into fine lamellas, pressed into a block, cut with a horizontal saw and checked on a light table for the slightest imperfection before final lamination, shaping and staining. A process that takes up to ten working days. Perfection, as it turns out, can't be rushed.

# BAG OF TRICKS

The S-Class comes with up to 15 airbags, overseen by a control unit that decides – in milliseconds – which need to be deployed. They include rear airbags hidden in the front seatbacks, rear-seat beltbags that inflate across the chest and shoulder, and a centre airbag that unfolds between driver and front passenger in a side impact. Because in an S-Class, even the space between you is carefully engineered.

# THE LONG AND SHORT

We're not the only brand to have rear-axle steering. But did you know that the steering angle on the S-Class can be adjusted by 4.5 degrees as standard, or optionally up to 10 degrees, reducing its turning circle by up to two metres? In fact, it's as manoeuvrable around town as a city car – while being much comfier.



# INTUITIVE INTELLIGENCE

**WE KNOW THAT THERE ARE FEW THINGS MORE PRECIOUS OR LIMITED IN LIFE THAN TIME – AND THAT ARRIVING AT YOUR DESTINATION FEELING UNHURRIED, FOCUSED, AND AT EASE IS OFTEN THE GREATEST LUXURY OF ALL.**

# BOARDROOM ON BOARD

The S-Class is as much a connected workspace as it is a car. An enhanced Microsoft Teams app – along with Zoom and Webex – uses either the new wide-angle front interior camera or the MBUX High-End Rear Seat Entertainment full HD camera, ensuring a professional presence whether you're leading from the driver's seat or dialling in from the rear. Meanwhile, the deep integration of MB.OS provides control over the car's actuators and sensors, and its high-performance computers deliver far-reaching over-the-air updates direct from the Cloud – so the S-Class on your driveway is always as current as the one leaving the production line.

# ALL SIDES OF THE STORY

Advanced 3D game engine graphics and real-time virtual-reality visualisation are embedded in the S-Class's Intelligent MBUX Surround Navigation, showing exactly where other cars, bicycles, motorbikes or pedestrians are in relation to you – without so much as a sideways glance. Because in heavy urban traffic, it's always nice to have someone watching your back. And front. And sides.

# FLUENT IN YOU

The S-Class speaks your language – up to 27 of them, along with countless dialects and local expressions. Its AI-enhanced MBUX Virtual Assistant is ever-present as one of three 'living' avatars, including a new character called LittleBenz, each using movement, brightness, intensity and colour to communicate intuitively with the driver. It displays a shade of green when thanked, plays with colour to reflect joy when asked to tell a joke, and uses different animations to signal when it's speaking, listening or processing. If only some humans were as easy to read.

# MOTION PICTURES

As much a concert hall or private cinema as it is a car, the new S-Class offers seamless access to more than 40 apps. Add the Digital Extra MBUX Entertainment Package plus, and every journey becomes an opportunity to sit back, switch on and enjoy entertainment of an altogether higher order.



# SOUNDS ABOUT RIGHT

The Burmester® high-end 4D surround sound system serves up more audio firepower than many music venues – 39 speakers, 1,690 watts, and four 'exciters' in the seat backrests that convert bass into vibration you can literally feel. And with Audible and Amazon Music with Dolby Atmos® integrated directly into MBUX, an ever-expanding library of audiobooks, podcasts and music is always within reach. Because your brain deserves a road trip too.




# AT YOUR SERVICE

The fourth-generation MBUX is less of a voice command system and more of a well-informed personal assistant. Blending Google's Automotive AI Agent with ChatGPT4o, Bing and Gemini AI technology, it can find a great restaurant, check reviews and remember the conversation long after you've moved on. Like a clever, cultured old friend. Just don't expect it to pick up the bill.




# POCKET TOOL

Your S-Class will keep you informed, even when you're nowhere near the car. With the Mercedes-Benz App, you can remotely check the car's fuel status, tyre pressure, location and confirm whether it's locked. You can even use your phone to set the perfect on-board temperature in advance of your journey.

# ONE TOUCH WONDER

It's a wonderful feeling when you don't have to lift a finger – but it's also nice to know that you can change all manner of settings if you do. In the rear of the S-Class, two 13.1-inch screens are paired with detachable MBUX remote controls, letting passengers adjust volume, ambient lighting, climate, seat settings and even activate a massage – all with a simple flex of the finger.

# SPACE RACE

Struggling to find a parking spot? Let your S-Class take the stress. MB.DRIVE PARKING ASSIST can spot parking spaces on both sides of the car, even if there are no white lines, at up to 35 km/h – making endless laps of public car parks a thing of the past.

# SCAN-DO ATTITUDE

Every S-Class is equipped with ten cameras, five radar sensors and twelve ultrasonic sensors, powered by a supercomputer performing up to 254 trillion operations every second. AI algorithms trained on real-world data interpret traffic conditions in real time, while MBUX Surround Navigation visualises this environmental awareness, giving drivers the confidence to trust the technology around them.



# FIRST-CLASS COMFORT

**THE S-CLASS DOESN'T JUST DELIVER COMFORT, IT DEFINES IT.
WITH ELEGANCE, SPACE, AND THE FINEST MATERIALS.**

# HAVE A SEAT

Every S-Class seat is built to withstand everything from long commutes to fidgety young passengers – tested by a panel of thirty human testers of different sizes, shapes, and weights, as well as robots with human-like backsides that simulate 15,000 sit-downs before a design ever makes it to production. That's roughly 14 years of daily motoring. Behind every seat, entire teams of designers, safety specialists, ergonomists, and more, are dedicated to getting it exactly right. And that's not to mention the 'butt-bots'.

# AIR TRAFFIC CONTROL

The optional Digital Vent Control automatically adapts the front and rear air vents to one of up to eight positions stored in the driver's profile – whether that's a 'focused driver' setting that directs cool air towards the face, or a 'rear relaxation' setup that warms passengers without a draft. Small electric motors control the vertical and horizontal louvres in each vent. But the smartest feature? You can still adjust them by hand if you want to. Sometimes the greatest luxury is choice.

# INNOVATION UNDER PRESSURE

We've been pushing the boundaries of technology and luxury for generations. In 1963, the Mercedes-Benz 600 debuted unique hydraulics to adjust seats, open doors, windows, sunroof, and boot. Today's S-Class performs all the same tricks, through the considerably more efficient medium of electronic systems.

# SMOOTH OPERATOR

Life feels smoother in an S-Class, literally. Standard AIRMATIC suspension uses intelligent damping to adapt to the road ahead, drawing on real-time Car-to-X data shared by other Mercedes-Benz vehicles via the Mercedes Intelligent Cloud. The system anticipates what's coming – warning of potholes or giving advance notice of speed bumps, and tailors the suspension settings accordingly. We're so pleased with it, we've filed a patent.



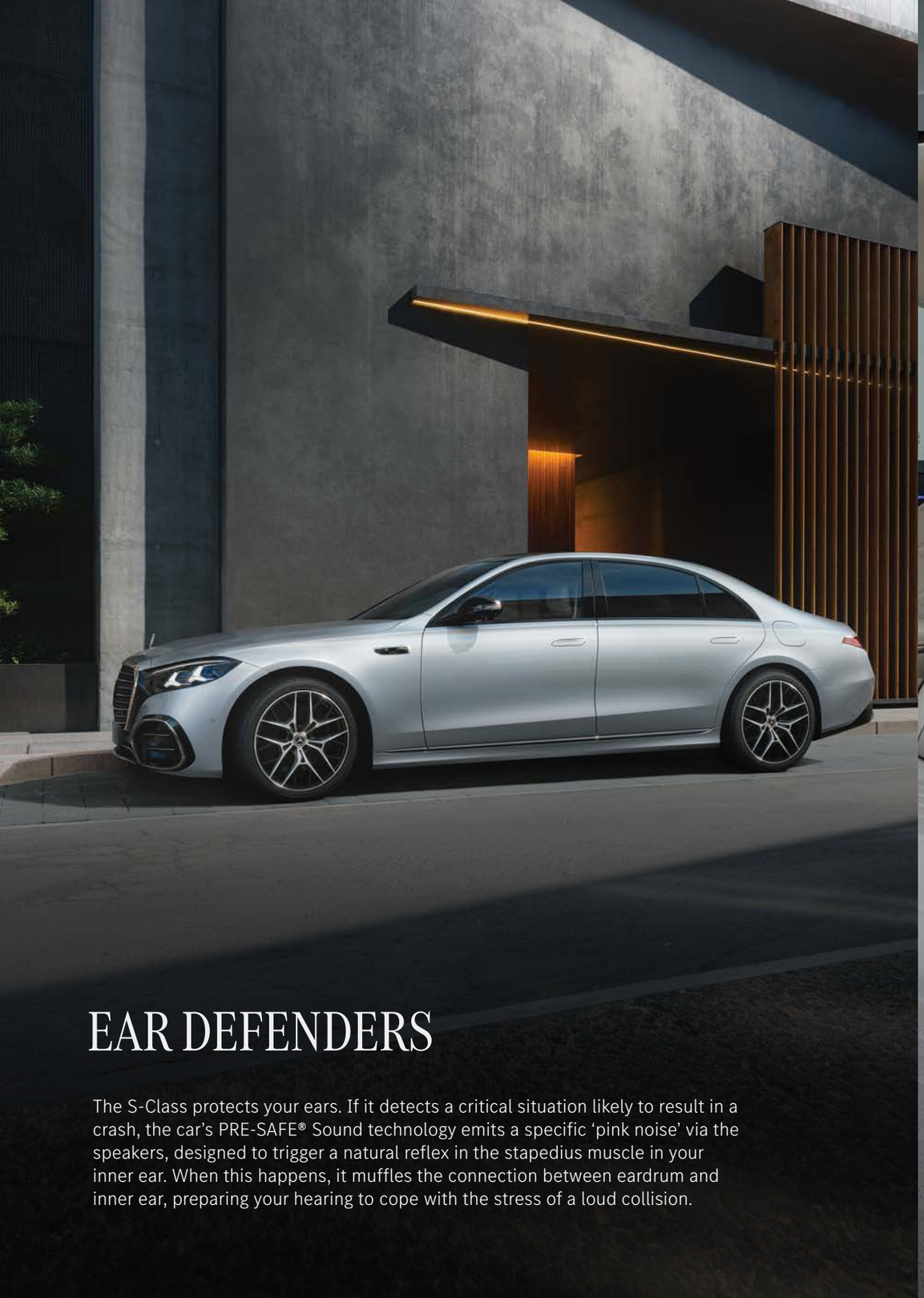
# COME RAIN OR SHINE

The S-Class can't stop it from raining (yet...), but it can make sure you barely notice. In our development labs, every sort of rainstorm was simulated using 1,648 individual water nozzles, developing solutions to filter out the noise so it's always as quiet as possible on board. And with window surrounds and mirrors cleverly designed to flow water around the field of vision, your view of the mirrors and rear window stays crystal clear.



# RELAX, ITS AN S-CLASS

We might make some of the world’s fastest cars (just ask our F1 drivers). But when it’s time to unwind, we take care of that too. Internal research shows that the S-Class drivers reach their destination feeling more relaxed than when they set off. In one study, drivers’ heart rates were noticeably lower after driving, even in stressful situations including heavy traffic.



# EAR DEFENDERS

The S-Class protects your ears. If it detects a critical situation likely to result in a crash, the car's PRE-SAFE® Sound technology emits a specific 'pink noise' via the speakers, designed to trigger a natural reflex in the stapedius muscle in your inner ear. When this happens, it muffles the connection between eardrum and inner ear, preparing your hearing to cope with the stress of a loud collision.



# READS YOUR MIND

With MBUX Interior Assist, the S-Class anticipates your every move. Reach for your seatbelt and it extends towards you. Reach for an unoccupied seat and the area illuminates automatically. Two laser-based 3D cameras in the rear headliner even pick up when you're about to reach for the map pockets in the front seatbacks.



# WARNING LIGHTS

The Active Ambient Lighting in the S-Class features some 250 LEDs, but it's not only there to make the cabin look pretty. It can also help keep you safe; if there's a risk of collision, the ambient lighting in the relevant area will flash red to alert you to the potential hazard.



# FEELING THE PRESSURE

Super-quiet vibration motors plus a clever combination of heat and inflatable air chambers, which are positioned close to the seat surface, result in a comprehensive menu of massage options that will knead you as much as you need – even if you're wearing a puffer jacket (although, with the heated seat belts in the front of the S-Class, why would you?).

# LAST-SECOND PREPARATIONS

The S-Class uses hidden ways to keep its priceless cargo safe. If the car's sensors detect an impending side impact, PRE-SAFE® Impulse Side kicks in to help bring occupants in the front seats into a more favourable position. It is the only pyrotechnic restraint system that can deploy before an impact actually happens.

# GET, SET, GO!

The S-Class remembers your likes and dislikes. Simply add your individual profile and it'll have your perfect seat position, mirror settings, preferred ambient lighting, and favourite music all ready to go at the touch of a button.



# DOUBLE, STANDARD

In regular cars, the apertures through which a cable passes are single-sealed. But in the S-Class they're double sealed to reduce noise ingress. Just another way we've pushed the standards of interior comfort.



# ASSUME THE POSITION

The S-Class puts its drivers at ease. Simply enter your height into its settings and it'll suggest the ideal seat and steering wheel position for the most comfortable fit. Just like a bespoke tailor, but for driving positions.




# SCENTS AND SENSIBILITY

You can customise every aspect of your S-Class, right down to its scent. The optional AIR-BALANCE package offers no fewer than twenty different fragrances, discreetly diffused through the cabin as you drive – one 15 ml bottle providing up to 2,500 hours of scented use. And when the mercury soars, the whisper-quiet seat ventilation system pushes up to 12.6 litres of air through per second, quietly reducing at traffic lights to keep the cabin calm. Hot or cold, the S-Class always knows exactly how to make you feel.

# CLOSE KNIT

When activated, the optionally heated front seatbelts feel like a warm embrace – each one woven with six metres of specially developed heat-conducting wire. Designed to last, the belts underwent tens of thousands of durability cycles, plus over 1,000 tests in climate chambers and on the ground in the Arctic. So you can depend on warm hugs long after the children have grown up and become too cool to cuddle.

# MOTOR QUOTA

The S-Class stops at nothing in pursuit of ultimate comfort. The front passenger seat contains up to nineteen motors to create the most relaxing ride for its occupants. Eight motors deal with adjustments, five with ventilation, and four with vibration-massage functions. And this is only the beginning.

# HEAD IN THE CLOUDS

Comfort is as important to a Mercedes-Benz engineer as safety and performance. The optional pillows feature a mixture of air pockets that gently exhale under pressure, together with a three-layer compound of recycled fibre balls encased in super-soft pouches. And if that isn't inviting enough, you can opt to have them heated too.

# LIGHTS, CAMERA, ACTION

You don’t want to miss the moment the traffic lights change colour, so the S-Class is here to help out. Thanks to our MBUX Augmented Reality Navigation, when your S-Class is stationary it superimposes the current traffic light status onto your screen, so you’ll know when they’re about to turn green without having to resort to troublesome contortions.

# ROCKIN’ AND ROLLIN’

Physical buttons make a comeback in the S-Class – because the data told us they are often better. The new steering wheel reintroduces the much-loved rocker and roller: the rocker for speed limiter and DISTRONIC, the roller for volume control. Seamlessly integrated, they provide tactile feedback and truly intuitive operation.

# YOUR PACE, YOUR SPACE

Every journey is different – and the S-Class knows it. The ENERGIZING comfort control reads the room, creating an invigorating atmosphere when you're fatigued or a calming one when you're stressed, while the ENERGIZING COACH analyses vehicle and trip data to suggest a personalised wellness programme. And when it's time to switch off, four screens and optional headphones for front and rear occupants mean everyone can enjoy their own digital domain – free to stream, watch or work without negotiating over the remote.

# CLEARING THE AIR

The air inside the cabin is renewed roughly every ninety seconds, thanks to ENERGIZING AIR CONTROL and a new 'super filter' that removes particles 1,200 times smaller than a single grain of salt. It electrically charges fragments such as pollen, viruses and dust, trapping them using the filter's electro-static fibres, while activated charcoal granules tackle bad odours and harmful gases. Think of it like a nightclub bouncer: if it's not safe to breathe, it's not coming in.




# SUBLIME DRIVING QUALITY

**MORE POWERFUL, MORE SOPHISTICATED, AND WITH A NEW GENERATION OF ELECTRIFIED POWERTRAINS, TODAY'S S-CLASS IS MORE S-CLASS THAN EVER BEFORE; HELD TO THE HIGHEST STANDARD, AND MADE TO IT TOO.**

# FIELD OF VISION

The dynamic ULTRA RANGE high beam in the S-Class now swivels for optimal coverage and has a reach of up to 600 metres – that's roughly the length of six football pitches. Goal!




# SUN, SAND, AND STANDARDS

The S-Class can handle the heat – literally. In our hot-weather testing tunnel, development cars are subjected to road surface temperatures up to 70 degrees Celsius – the internal temperature of a roast chicken. And to test material durability in the brightest sunlight, we ship components and complete cars to the Kalahari Desert in South Africa and leave them to bake for two years – the equivalent of six to eight years in southern European conditions – checking daily for delamination, discolouration or deterioration. Some like it hot. The S-Class likes it hotter.

# BREAK POINT

In testing, we ran our S-Class engines at full revs for more than 200 hours non-stop – that's more than eight days. They managed it without issue. You probably won't drive your S-Class like that, but it's still good to know.

# TREADING LIGHTLY

To test our new lighting system, we didn't build a new lab – we built a new road. The 135-metre stretch of country lane is housed within an eight-metre-high facility, surfaced with specially developed asphalt that mimics the reflectivity of a real-world road. One of the largest and most sophisticated light testing facilities in the world, it allows the S-Class's headlights to be tested under perfectly repeatable conditions, day after day. The surface is so precisely calibrated that anyone stepping onto it must wear special slippers – just in case a careless shoe sole ruins the science.

# A DIAMOND ON THE ROUGH

During development, the S-Class was sent to one of the most punishing roads on the planet: Mercedes-Benz's Heide circuit in Immendingen. So savage that robots drive the cars there – every kilometre equivalent to 150 on the worst roads imaginable. Before sign-off, each test car had to survive 6,000 kilometres of deep potholes, eye-watering bumps and jagged cobbles. Which is why, in the real world, bumps in the road barely even register.

# GALACTIC MILEAGE

In testing, the S-Class development models covered nearly five million kilometres of outdoor testing. That’s the equivalent of driving to the Moon and back, six times over.

# THE GIFT THAT KEEPS ON GIVING

Like the night sky, the more you look, the more you discover.
These stories are just a glimpse into the new S-Class universe.
With each generation of this icon, we step further into the future,
while celebrating its special history.

A car built by people
who care deeply, dream boldly,
and understand what people want,
even if they don't know it, yet.
A car celebrated by those who drive,
or are driven in, into new possibilities
of all that a car can be.



# VARIANTS

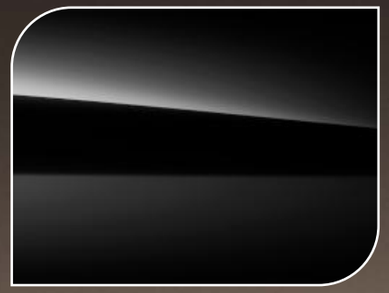



Launch Edition
Exclusive Line




Manufaktur Edition
AMG Line

# LAUNCH EDITION



Obsidian Black Paint



Emerald Green Paint



Velvet Brown Paint



Verde Silver Paint



Opalite White Paint



Beech Brown Upholstery



Macchiato Beige Upholstery



20-Inch Multi-Spoke Light-Alloy Wheels

# MANUFAKTUR EXCLUSIVE EDITION



Chromite Black Paint



Allanite Green Paint



Exclusive Silver Paint



Carneol Red Paint



Beech Brown Upholstery



Macchiato Beige Upholstery



Black Upholstery



20-Inch AMG Cross-Spoke Light-Alloy Wheels



| FEATURES | S 450E PLUG-IN HYBRID |
| --- | --- |
| SYSTEM OUTPUT | 320kW (435hp) @ 4250 - 6100 rpm |
| SYSTEM TORQUE | 680Nm @ 2200 - 4250 rpm |
| TRANSMISSION | Automatic |
| ACCELERATION (0-100KM/H) | 5.7s |
| TOP SPEED | 250 km/h |

✇ and Mercedes-Benz are trademarks of Mercedes-Benz Group AG.

Mercedes-Benz India Private Limited: E-3, MIDC Chakan - Phase III, Chakan Industrial Area, Kuruli & Nighoje, Tal: Khed, Pune - 410 501 (India)
Toll free No.: 0008000501888. e-mail: cs.ind@cac.mercedes-benz.com, website: www.mercedes-benz.co.in
Please note: This brochure is intended solely for general information, description, and illustration of the product, including optional functions and equipment, and may not be specific to any particular product, as product specifications are subject to change from time to time. Optional features, functions, and equipment may not be included in the standard, variant, or special edition products. Further, standard specifications of a product may also vary periodically. Colours shown in the brochure may differ from the actual product. Mercedes-Benz India reserves the right to make changes, without prior notice, to design, colours, materials, components, equipment, specifications, features, functions, makes, and models. The information contained in this brochure is accurate at the time of launch and may vary subsequently due to further developments or other reasons. Interested customers are advised to contact an authorised Mercedes-Benz Franchise Partner for the most up-to-date and exact product specifications and features. Images used in this brochure are for representative purposes only. Some vehicles depicted may be left-hand-drive models; however, Mercedes-Benz India manufactures and sells vehicles in India strictly in accordance with applicable motor vehicle regulations, and all vehicles sold are right-hand-drive only. All title, ownership, and intellectual property rights in and relating to this brochure, magazine, or publication material, including but not limited to copyrights, logos, names, trademarks, service marks, designs, text, images, links, concepts, and themes, are owned by Mercedes-Benz Group AG and/or its subsidiaries, or are used under authorised licence. Any reproduction, transmission, publication, performance, broadcast, alteration, licensing, creation of derivative works, or other use, in whole or in part, without the prior written consent of Mercedes-Benz India Private Limited, is strictly prohibited. Please note that certain services are offered free of charge for a period of three (03) years and may become chargeable upon expiry of three (03) years from the date of activation. Continuation of such services may be renewed through the Mercedes-Benz Store, subject to availability. For further details, please contact your preferred authorised Mercedes-Benz Franchise Partner. Mercedes-Benz cars: The Mercedes-Benz S-Class meets Bharat Stage VI Phase 2 equivalent emission norms. CIN - U34102PN1994PTC083160

