



Mercedes-Benz



Driving
Owner's Manual G-class

Before you drive your Mercedes-Benz for the first time, please familiarise yourself with its various features and with the controls.

This is the purpose of your Owner's Manual.

The section entitled **Driving** provides driving tips and practical advice, the section headed **Interior** gives information about all the controls **inside the interior**, the section headed **Exterior** describes all the controls **which are not in the interior**, while the section entitled **Technical Data and Service Products** summarises important technical details of your vehicle. Other instructions may also be supplied, depending on your car's equipment.

As the car's equipment may vary depending on the options ordered with it, certain descriptions and illustrations may be different. In addition, the manufacturer reserves the right to respond to ongoing technical progress by introducing changes in design, equipment and technical features at any time.

Accordingly, no claims will be accepted on the basis of the data, illustrations or descriptions given in this Owner's Manual.

If your vehicle has certain items of equipment not illustrated or described in these operating instructions, or if you have any questions after reading this Owner's Manual, any Mercedes-Benz Service Station will gladly provide further information.

The Owner's Manual and the Service Booklet should always be kept in the car. If you have any suggestions regarding the Owner's Manual or Service Booklet, you are welcome to forward them to the address stated below. However, you must please appreciate that we are unable to include every suggestion, nor are we able to reply to every suggestion we receive.

The customer documentation team of Daimler-Benz AG,
VSE/IA, Stuttgart (Germany), Fax No. +49-711-17-83427, wishes you safe and pleasant motoring.

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Environmental protection

Mercedes-Benz's declared policy is integrated environmental protection, starting at the root causes and encompassing in its management decisions all consequences for the environment which could arise the production process or from the actual products.

The objectives are for the natural resources which form the basis of our existence on this planet to be used sparingly and in a manner which takes the requirements of both nature and humanity into account.


You too can help protect the environment by operating your Mercedes in an environmentally friendly manner:

Not only fuel consumption, but also wear and tear on the engine, brakes and tyres depend to a significant extent upon driving style and operating conditions. You should therefore:

- make sure that the tyre pressures are always correct,

- avoid frequent, sudden acceleration,
- not carry any unnecessary weight in the vehicle,
- remove ski holders and roof racks when they are not needed,
- not warm up the engine while the vehicle is stationary,
- shift gears at an early point, extend engine speed to only $\frac{2}{3}$ of maximum engine speed in any gear,
- monitor fuel consumption,
- shut off the engine during standing periods due to traffic conditions.

The service operation which is due is displayed in the instrument cluster. Have the service work we specify performed regularly by a Mercedes-Benz Service Station.

-  This Owner's Manual contains further notes on the protection of the environment, marked with this symbol.

Control – radio, telephone, auto-pilot system and two-way radio



Risk of accident!

Please direct your attention to the traffic conditions around you as the matter of highest importance. Only operate the radio, telephone¹ or two-way radio¹ when road and traffic conditions permit.

Only enter data into the auto-pilot system when the vehicle is stationary.

Bear in mind that, even at 50 km/h (approx. 30 mph), your vehicle travels 14 m (approx. 50 feet) every second.

¹ Comply with the legal requirements in different countries.

Operation – mobile telephones and two-way radios



Risk of accident!

Operating mobile telephones or other radio telecommunications equipment with an aerial inside the car can interfere with the correct operation of the car's electronics and therefore represents a safety hazard.

Note:

Retrofitting a mobile telephone or two-way radio which does not meet the Mercedes-Benz installation specifications could invalidate the car's operating permit (EU Directive 95/54/EU). See the section headed "Retrofitting electrical/electronic equipment" in **Technical Data** for notes on the installation specification.

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Operating safety



Risk of accident!

Work on or modifications to the vehicle which are not performed in a proper and workmanlike manner may cause malfunctions.

Unauthorised tampering with electronic components and the associated software may cause malfunctions. Because of the interlinking of electronic components, this may also lead to improper functioning of systems which are not directly affected.

Such malfunctions can seriously impair the car's operating safety.

We recommend that any such work or modifications be carried out by a Mercedes-Benz Service Station.

The first 1,500 km

The more gently the engine is treated in the very early days, the more its performance will be appreciated later. For the first 1,500 km (approx. 1,000 miles), you should therefore drive at varying road and engine speeds.

During this time, avoid overloading the engine (full throttle) or driving at very high rpm (max. $\frac{2}{3}$ of top speed for any one gear).

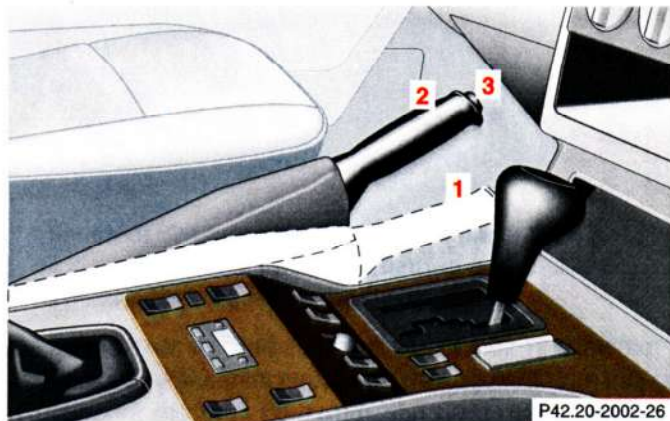
Change gears at an early point.

On vehicles with an automatic transmission, try to avoid depressing the accelerator pedal beyond the pressure point (kick-down). Do not manually change down a gear in order to brake the car. Only use selector positions 3, 2 or 1 at low speeds (e. g. mountainous roads).

After 1,500 km (approx. 1,000 miles) you can gradually increase road and engine speeds to their maximum values.

Service

A message will appear in the instrument cluster when a service becomes due, see **Interior**. Have the service work which we specify performed regularly in a Mercedes-Benz Service Station.



Parking brake

- 1 Parking brake released
- 2 Parking brake applied
- 3 Locking button



Risk of accident!

Do not leave children unsupervised in the car. They could inadvertently release the parking brake.

To apply:

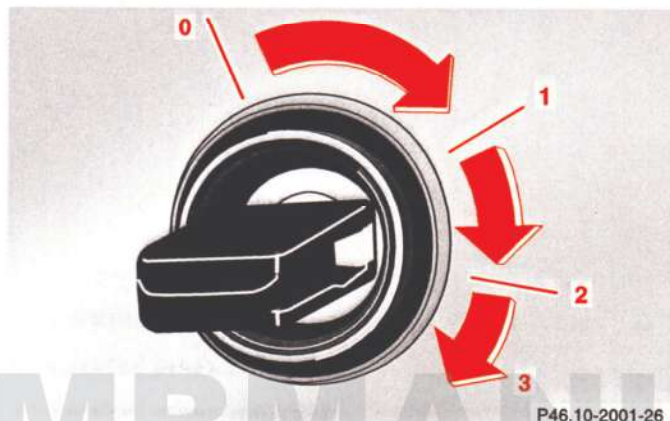
The brake system warning lamp lights up to confirm that the parking brake is applied.

To release:

Lift lever up slightly, depress locking button and lower lever fully down. The brake system warning lamp goes out if the engine is running.

Note:

If the brake system indicator lamp stays lit when the parking brake has been released and the engine is running, you should check the brake system warning lamp – see **Interior**.



Steering wheel lock

- 0** The key can only be withdrawn from this position.
The steering wheel cannot be turned when the key is withdrawn and the steering wheel lock is engaged.
- 1** The steering wheel is unlocked.
Turn the key clockwise to position 1. It may be necessary to move the steering wheel slightly.

- 2** Vehicles with petrol engine:
Driving position.

Vehicles with diesel engine:
Preglow and drive position.

- 3** Starting position.
For starting and stopping petrol engine, See page 12.
For starting and stopping diesel engine, See page 14.

To engage the steering wheel lock:

Turn the steering wheel slightly after the key has been removed.

To release steering wheel lock:

Turn the steering wheel slightly while turning the key clockwise to position 1.

Note:

The battery charge rate is very low when the engine is at idle.

It is therefore recommended that electrical consumers be switched off in heavy, stop-and-go traffic. This will prevent excessive current draw from the battery.

For example, it is highly effective to switch off the heated seats and heated rear window/windscreen.

The airflow switch should also be set to speed I.



Risk of accident!

Always remove the key when leaving the car unattended, even for a short period.

If one of the front doors is open, it is still possible to operate the electric seat adjustment and the power windows. Children should therefore not be left unsupervised in the car.

Do not remove the key while the vehicle is still moving. The vehicle cannot be steered with the key removed.

Starting and stopping the petrol engine



Risk of accident!

Always remove the key from the ignition lock when you leave the vehicle, even if only for a short time. Do not leave children unsupervised in the car.

Drive authorisation system

Important!

Remove the key from the ignition lock. The immobiliser is activated. The engine cannot be started.

Insert key into ignition lock and turn to position 2. The immobiliser is deactivated.

For notes on the drive authorisation system, see **Exterior**.

Before starting the engine

- Apply parking brake.
- Move automatic transmission selector lever to position P or N.

Starting the engine

Turn the key to position 3 in the ignition lock and release it. The engine starts automatically. Do not depress the accelerator pedal.

If the engine is running or has not started after a predetermined time, the starting procedure is cancelled.

The starting procedure may be cancelled before the engine starts if the key is turned to position 0.

Repeating the starting procedure

Before restarting, return the electronic key to position 0 in the ignition lock and repeat the starting procedure, holding the electronic key in position 3 until the engine has started.

If the engine does not start after an extended attempt to start it, consult a Mercedes-Benz Service Station.

Note:

In the event of the engine not running smoothly (for example if it is misfiring), see the notes on page 31.

For jump starting, see **Exterior**.

It is not possible to tow-start the engine in an emergency.

Stopping the engine

Do not turn the key to position 0 in the ignition lock until the vehicle has come to a complete stop.

To engage the steering wheel lock:
Turn the steering wheel slightly after the key has been removed.

At very high coolant temperature (for example after a long uphill stretch or when trailer towing), do not switch the engine off immediately, but rather allow it to run at idling speed for about 5 minutes.



Risk of accident!

Do not select the transfer case neutral position when parking the vehicle.

Note:

After the engine has been shut off, some noises may be heard. This does not indicate a malfunction.

Starting and stopping the diesel engine



Risk of accident!

Always remove the key when leaving the car unattended, even if only for a short period. Do not leave children unsupervised in the car.

Drive authorisation system

Important!

Remove the key from the ignition lock. The immobiliser is activated. The engine cannot be started.

Insert key into ignition lock and turn to position 2. The immobiliser is deactivated.

For notes on the drive authorisation system, see **Exterior**.

Before starting the engine

1. Apply the parking brake.
2. Move automatic transmission selector lever to position P or N.

Starting the engine

Preglow:

1. Turn the key in the ignition lock to position 2. The preglow warning lamp lights up.
2. When the preglow warning lamp goes out, turn the key fully clockwise.

Do not depress the accelerator pedal.

At ambient temperatures below -10°C , depress the accelerator pedal fully.

3. When the engine is running, release the key.

Hot engine:

It is not necessary to preglow to start the engine.

Repeating the starting procedure

Before restarting, turn the key back to position 0 in the ignition lock.

Note:

If the preglow warning lamp does not light up, there is a fault in the glow plug system which must be corrected without delay by a Mercedes-Benz Service Station.

For jump starting, see **Exterior**.

It is not possible to tow-start the engine in an emergency.

Stopping the engine

When the vehicle has come to a complete stop, turn the key to position 0 in the ignition lock.

To engage the steering wheel lock:

Turn the steering wheel slightly after the key has been removed.

At very high coolant temperature (for example after a long uphill stretch or when trailer towing), do not switch the engine off immediately, but rather allow it to run at idling speed for about 5 minutes.



Risk of accident!

Do not select the transfer case neutral position when parking the vehicle.

Operation on public highways

- The spare wheel must be secured to the spare wheel mounting bracket and covered by the standard spare wheel cover supplied.
- The impact protection bar should always be raised and locked in place. See page 55.

Pulling away



Risk of accident!

Operation of the pedals must not be impaired in any way. Never stow objects in the driver's footwell. If using floor mats or carpet, be sure that the pedals still have sufficient clearance.

After pulling away, conduct a brief function test with the service brake and parking brake.

Run the engine warm quickly. Do not demand full power from the engine until it has reached its normal operating temperature.

Avoid prolonged spinning of one or more drive wheels if pulling away on a slippery surface. If the wheels on one side spin, damage could be caused to the differential gears.

See page 26 for notes on the operation of the differential locks.

Automatic transmission

The individual gears are selected automatically depending on

- selector lever position
- accelerator pedal position
- road speed

Driving

- Depress service brake and keep depressed.
- Release the parking brake.
- Move the selector lever to a driving position. Wait for the gear to engage, especially when the engine is cold.
- Release the service brake.
- Depress the accelerator pedal.

Upshifts after a cold start

Vehicles with petrol engine:

After a cold start, gear changes are made at higher engine speeds than when the engine is at operating temperature.

This enables the catalytic converter to reach its operating temperature more quickly.

Accelerator pedal position

Little throttle

= early upshift

More throttle

= late upshift

= high acceleration

Kickdown – depress the accelerator pedal beyond the pressure point

= maximum acceleration, downward gearchange.

Release the throttle as soon as the desired speed has been reached – the transmission will shift back up.

Stopping

Leave the selector lever in driving position and use the service brake or parking brake to prevent the vehicle from rolling backwards or forwards.

Manoeuvring

When manoeuvring in a tight space, regulate speed with careful use of the footbrake. Use the accelerator pedal with great care.

Parking



Risk of injury!

When working on the vehicle with the engine running, apply the parking brake and move selector lever to position P.

- Pull the parking brake lever up.
- Move selector lever to position P.
- On steep slopes, turn the front wheels towards the kerbside.



Risk of accident!

Do not select the transfer case neutral position when parking the vehicle.

Trailer towing

On uphill inclines do not allow the engine speed to drop too low. Move selector lever at an early time to position 3 or 2, depending on the gradient – this also applies when driving with cruise control.

On extremely steep gradients select position G on the transfer box position. See page 29.

An engine speed of 4,400 rpm should not be exceeded.

For notes on trailer towing see page 51.



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Selector lever positions

- P** Parking lock
Additional protection when parking the car.
Only select this position when the vehicle is stationary.

- R** Reverse gear
Only select this position when the vehicle is stationary.

- N** Neutral
There is no transfer of power from the engine to the drive wheels. When the brakes are released, the vehicle can be moved freely (pushed, towed).

Do not select position N when driving the vehicle. This could cause transmission damage.

When the vehicle is moving, only select position N if the vehicle is about to go into a skid (for example on ice in winter, see page 37) or when selecting/deselecting transfer case position G.

- D** All five forward gears are available for all normal driving situations.

Selector lever positions for special circumstances



Risk of skidding!

If the road surface is slippery, do not change down a gear to assist braking.

The drive wheels could lock.

If a lower gear is selected at a speed which is too high, the lower gear is blocked. This prevents excessive engine speeds.

4

Changing up to 4th gear only.

To change from D to 4:

Press the selector lever to the left.

3

Changing up to 3rd gear only.

In this position, the braking effect of the engine can be utilised.

2

Changing up to 2nd gear only.

For driving on steep slopes, with a trailer in mountainous areas, under difficult operating conditions, or as a brake position on extremely steep downhill stretches.

1

1st gear.

Brake position on extremely steep downhill slopes and long downhill stretches, especially with a trailer.

Emergency operation

If the car accelerates poorly or the transmission no longer changes gear, the transmission is in the emergency operating mode.

Either 2nd gear or reverse gear may be selected:

1. Stop the car.
2. Move selector lever to position P.
3. Switch off engine.
Wait at least 10 seconds.

4. Restart the engine.
5. Move the selector lever to position D:
2nd gear.
6. Move the selector lever to position R:
Reverse gear.

Have the transmission examined without delay at a Mercedes-Benz Service Station.

Cruise control with variable speed limiter



Risk of accident!

The responsibility for the speed of the vehicle is always that of the driver. Cruise control and the variable speed limiter are only aids designed to assist the driver.

The cruise control does not adjust automatically to road conditions. The cruise control should therefore not be used, for example, on icy roads.

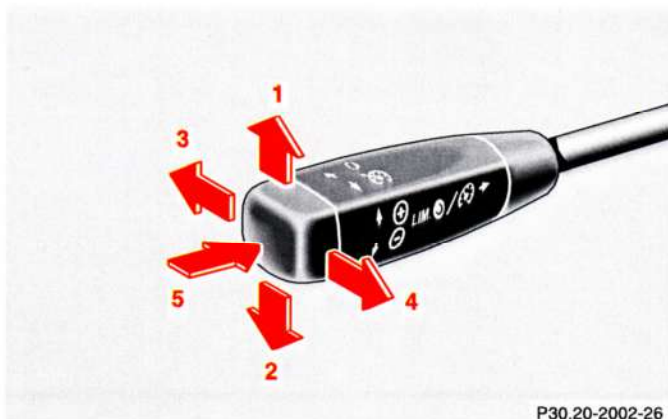
You can use the cruise control lever on the steering column to activate the cruise control or the variable speed limiter. Depending on the programme which is activated, the movement of the lever may initiate a different function.

During extended driving periods, for example, cruise control provides more relaxed driving because it automatically maintains the speed which is stored by actively opening or closing the throttle.

The variable speed limiter assists the driver, for example in speed restriction areas, in not exceeding the prescribed speed by limiting the engine.

The operating mode selected is displayed by the LIM indicator lamp on the control lever:

- Cruise control:
The LIM indicator lamp in the control lever goes out.
- Variable speed limiter:
The LIM indicator lamp in the control lever lights up.



Activation of the selected driving mode does not occur until after the control lever is moved briefly to position 1, 2 or 4.

The speed may be limited to any speed above approximately 30 km/h (approximately 20 mph) when the engine is running.

The limiting speed is displayed in the instrument cluster.

Setting/switching off:

- 1** Activation of the variable speed limiter. The LIM display in the instrument cluster will light up.
To increase the limiting speed in 10 km/h steps.
- 2** Activation of the variable speed limiter. The LIM display in the instrument cluster will light up.
To decrease the limiting speed in 10 km/h steps.
- 3** Deactivation of the variable speed limiter.
The limiting speed remains stored.
- 4** To resume the stored limiting speed. The limiting speed is activated, provided the vehicle's speed does not deviate by more than 30 km/h (20 mph) above the stored speed.

Fine adjustment:

To increase the limiting speed in 1 km/h steps.

- 5 Switching over from cruise control to the variable speed limiter.

The active driving mode is deactivated and the other is selected.



Risk of accident!

If the LIM indicator is illuminated in the instrument cluster, the variable speed limiter is switched on: The stored speed can only be exceeded by using the "kickdown" accelerator pedal position.

To switch the variable speed limiter off: Move the switch briefly to position 3 or 5. The yellow LIM indicator in the instrument cluster goes out.

You should only utilise the speed limiter if you do not anticipate that sudden acceleration to a speed which is higher than the set limiting speed will be necessary.

If there is a change of drivers, the new driver should be informed of the limiting speed which has been set.

Unlike the cruise control system, the variable speed limiter is not switched off when the brake pedal is depressed.

Note:

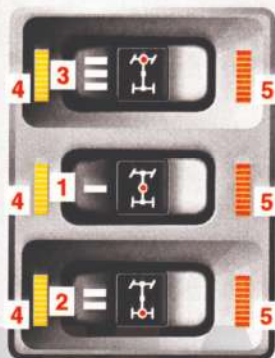
If the speed cannot be held by the variable speed limiter (e.g. on steep downhill stretches), a warning signal will sound and the LIM display will flash in the instrument cluster display.

Due to its design, the speedometer display may indicate a speed slightly higher than the set limiting speed.

Transfer case

The cruise control should not be used during off-road driving.

Driving comfort may be reduced if cruise control and position G are selected together.



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Differential locks

- 1 Transfer case differential lock
- 2 Rear axle differential lock
- 3 Front axle differential lock
- 4 Switch-on indicator lamps (yellow)
- 5 Function indicator lamps (red)



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- 6 Warning light, differential lock (yellow)
- 7 ABS deactivated

The differential locks can only be switched on in the following sequence when required:

1. Transfer case
2. Rear axle
3. Front axle

Important!

Do not have the front axle differential lock engaged when driving around tight corners as the steering ability is restricted.

When the transfer case differential lock is engaged, the ABS is automatically deactivated. The ABS indicator lamp in the instrument cluster and the ABS-Off indicator in the multi-function display light up.

Note:

The differential locks should be engaged:

- when driving off-road,
- for fording,
- when driving on snowy, icy or muddy surfaces,
- to switch off ABS on rough terrain and
- for traction improvement.

To switch on:

Briefly press the button for the differential lock required.

An acoustic warning is sounded. The On indicator lamp (4), warning lamp (6) and the ABS-Off display (7) on the speedometer light up.

The function indicator lamp (5) lights up when the differential lock engagement procedure has been completed.

To switch off:

Briefly press the button. The On indicator lamp (4), warning lamp (6) and the ABS-Off display (7) on the speedometer go out.

The function indicator lamp (5) goes out when the disengagement procedure has been completed.

Disengage differential locks in reverse order. When the rear axle differential lock is disengaged, the front axle differential lock is automatically disengaged with it.

When the transfer case differential lock is disengaged, all other differential locks are also automatically disengaged.

Note:

Engage differential locks at low speed (walking speed).

Do not engage differential locks if the drive wheels are spinning.

Accelerate slowly when pulling away.

If the function indicator lamps do not go out when the differential locks are disengaged, make minor changes in the vehicle's direction.

Important!

When running on a (single axle) dynamometer – no matter how briefly – the non-driven axle must be raised or its drive shaft disconnected. The transfer case differential lock must be engaged to prevent damage to the transfer box. When lowering the vehicle, be sure that the parking brake is applied.



Risk of accident!

Never drive on a solid surface with the differential locks engaged.

When the transfer case differential lock is engaged, the ABS is automatically deactivated. The ABS indicator lamp in the instrument cluster and the ABS-Off indicator in the multi-function display light up.

The steering is severely restricted when the front axle differential lock is engaged.



Transfer case

Selector positions:

- G** Off-road position (approximately 1/2 speed)
The off-road position is intended for driving over off-road and for steep gradients (especially with a trailer).
- N** Neutral position
No power is transmitted to the drive axles.
- S** Road position
The front and rear wheels are driven.



Risk of accident!

Do not select the transfer case neutral position when parking the vehicle.

Changing transfer case position

Move automatic transmission selector lever to position N, then change transfer case position with the vehicle moving slowly.

The following must be noted when shifting to G:

Vehicles with petrol engine:

The engine speed must not exceed 3,000 rpm before changing.

Vehicles with diesel engine:

The engine speed must not exceed 2,200 rpm before changing.

Note:

If position G is selected from a higher engine speed, there is a danger that the engine will overrev.

Driving tips



Risk of fire!

When driving or parking, be sure that the exhaust system does not come into contact with any inflammable materials.

Impact protection bar

When driving, the impact protection bar must always be raised and locked in place. See page 55.

Engine malfunctions

Vehicles with petrol engine:

If the engine runs roughly (for instance if it misfires), unburned fuel may reach the catalytic converter and cause thermal damage.

If the engine misfires, the engine may only be run for a short period and at low load (very little throttle).

Have the fault corrected as soon as possible at a Mercedes-Benz Service Station.

Overrun cut-off

When the vehicle is in overrun, the fuel supply is interrupted if the accelerator pedal is completely released.

Steering wheel



Risk of accident!

When the engine is not running, the power assisted steering is also inactive. Significantly greater effort is then required to steer the vehicle.

Aquaplaning

Depending on the depth of water on the road surface, aquaplaning can occur despite sufficient tyre tread and low speed. In wet conditions, drive carefully and avoid driving in road grooves.

Tyre grip

Even though the vehicle is still fully under control at a certain speed on a dry road surface, speed must be reduced on a wet or icy road to maintain an equivalent safety level.

Special care should be taken at ambient temperatures around the freezing point.

If ice has formed on the road surface (for example due to fog), a thin layer of water is quickly formed when braking. This may severely impair braking performance. Extreme caution should be exercised when driving, steering and braking under these weather conditions.

M+S radial tyres are recommended for winter use. These tyres can have a significantly shorter braking distance on ice or snow than summer tyres. However, the braking distance is still long in comparison to the distance on a dry (or even wet) surface.

Tyres



Risk of accident!

Be sure that the prescribed tyre pressure is always maintained.

This applies particularly when high demands are placed on the tyres, for example high speeds, heavy payload, high ambient temperatures.

Never allow tyres to wear more than is allowed by law. Below a tread depth of 3 millimetres, tyre grip begins to decrease rapidly on wet roads.

A tyre's grip can vary greatly depending on weather conditions and road surface.

Check your tyres regularly for even wear and for damage. Remove any foreign objects from the tread.

In order to ensure that tyre wear is as even as possible, the front and rear wheels can be interchanged. However, the direction of rotation of each tyre should remain unchanged!

For changing tyres and tyre pressures, see **Exterior**.

Brakes



Risk of accident!

When the engine is not running, the power boost for the service brake is inactive. In such cases, far greater effort is required to brake the vehicle.

On long and steep downhill gradients, shift the selector lever to position 3 or 2. This will prevent the brakes from overheating and reduce wear on the brake pads. After braking very heavily, we advise you not to stop the vehicle immediately, but rather to drive on for a short distance to cool the brakes in the airflow.



If you drive for a lengthy period in heavy rain without braking, it may occur that the brake actuation is somewhat delayed, and that increased force is required for the first application of the brakes. For this reason, you should keep a safe distance behind other vehicles.

In order to prevent corrosion to the brake discs, it is advisable to brake hard before stopping the vehicle after a journey on a wet surface, especially if the surface has been salted. The heat generated by braking will help to dry the brake discs.

Footbrake

If the brake system is not heavily stressed, an occasional function check is recommended by braking hard from high speed. This will also improve the brakes' grip.

Be sure that no other road user is put at risk by the braking action.

If the brake warning lamp  lights up when the parking brake is not applied, or if the brake pad wear indicator  lights up, see **Interior**.

Use only brake pads approved by Mercedes-Benz. The use of non-approved brake pads could affect the car's braking to such an extent as to impair its safety.

Parking brake

Once or twice between service intervals, apply the handbrake while the vehicle is moving. This can improve braking effectiveness. The brakes will be reset automatically.

At a speed not faster than 40 km/h (25 mph), and on a straight, dry stretch of road, depress the locking button and raise the parking brake until a braking effect is felt. Hold this position for approximately 10 seconds. Release the parking brake again.

Be sure that no other road user is put at risk by the braking action. The brake lamps do not light up when the parking brake is applied.

Anti-lock braking system (ABS)



Risk of accident!

Driving too fast, especially in corners, aquaplaning and driving too close to the vehicle in front increase the risk of accident. This danger is not reduced by ABS.

ABS prevents the wheels from locking from a speed above about 5 km/h (3 mph) upwards, regardless of road-surface conditions. This can only occur if a speed of 7 km/h (4 mph) is exceeded at least once.

The car will begin to vibrate as a result of the ABS brake pressure control, and the brake pedal will pulsate slightly if a wheel reaches its locking limit when braking.

This indicates to the driver that the ABS is operating.

On a slippery surface, for example ice or snow, this can occur even at low speeds. The pulsation of the brake pedal is an indication of treacherous road conditions. Driving style should be adapted accordingly.

In case of danger, the brake pedal should be depressed fully. This ensures that braking is applied to all wheels, giving the best possible vehicle deceleration.

When the key is turned to position 2 in the steering lock, the ABS warning lamp in the instrument cluster lights up but must go out when the engine is running.

If the ABS warning lamp does not light up, this indicates that

- the ABS has cut out due to a malfunction or
- a transfer case differential lock has been engaged.

See also Differential lock on page 26.

In this case, the conventional brake system will continue to work normally, without the anti-lock protection function.

Have the ABS checked as soon as possible by a Mercedes-Benz Service Station.

Stopping distances can be shortened on soft or loose surfaces by deactivating the ABS (engage a transfer case differential lock).

The indicator lamp in the instrument cluster will light up.

Tips for driving on icy roads

The golden rules for driving in winter conditions: Drive with caution and avoid abrupt acceleration, braking or steering.

If a skid seems imminent, move the automatic transmission selector lever to position N.

Try to maintain control over the vehicle with light corrective steering.

Salted roads can negatively affect braking performance. To maintain the usual braking effectiveness, increased brake force is necessary.

It is therefore recommended that the brakes be applied regularly on longer journeys over salted roads. This can normalise the reduced braking effectiveness.

Be sure that no other road user is put at risk by the braking action.

If, after a journey over salted roads, the vehicle is stopped, a careful brake check should be conducted as soon as possible prior to the next journey (dry braking). If the braking effect has been greatly reduced, it can be improved by repeated braking.

Prolonged spinning of the drive wheels can cause damage to the differential gears and should therefore be avoided.

Engage the differential locks as required prior to wheel spin until traction is achieved. See page 26.

In snowy conditions, it is advisable to fit snow chains to all 4 wheels. Fit snow chains in compliance with the manufacturer's instructions.

If only two snow chains¹ are available, they should be fitted to the rear wheels. The transfer case differential lock should also be engaged.

Important!

When the transfer case differential lock is engaged, the ABS is deactivated.

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¹ In certain countries, it is a legal requirement for snow chains to be fitted on all four wheels.

Parking aid

The parking aid visually and acoustically informs the driver of the distance between the vehicle and an obstruction.

It monitors the rear section of the car.

Turning the key to position 2 in the starting switch and putting the car into reverse gear activates the parking aid automatically and it will remain active up to a speed of approximately 15 km/h (10 mph).

An acoustic signal and the illumination of all LEDs indicates that it is ready for operation.

Above this speed, the parking aid is deactivated automatically. It is automatically reactivated at lower speeds.



Risk of accident!

The parking aid does not relieve the driver of his or her responsibility when parking or manoeuvring in critical situations.

The parking aid is a support system. It is neither designed nor able to replace the driver's attentiveness.



1 Ultrasonic sensor

P88.20-2019-26

Sensors

Four sensors in the rear bumper monitor the area around the rear of the car.

Important!

The sensors must be free from dirt, ice and slush if the parking aid is to work correctly. The sensors should therefore be cleaned regularly, taking care not to scratch or damage them. For notes on cleaning see page 44.



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Warning display

The distance between the sensor and the obstacle is relayed to the driver by a warning display.

Station Wagon, short, and convertible:
Warning display in the centre console.

Station wagon, long:
Warning display in the rear section of the rear right-hand door pillar.

The warning displays are divided into 2 yellow, 2 green and 2 red LEDs.

The number of LEDs illuminated and the frequency of the acoustic signal increase if the car approaches an obstruction which the sensors pick up.

Range of the sensors: approx. 150 cm

The first yellow LED will light up at this distance. Further LEDs will light up and additional acoustic signals sound if the distance is reduced.

- 1 LEDs
- 2 Acoustic signalling device

Distance between the sensor and obstruction when a continuous acoustic signal sounds:

Without trailer tow hitch: < 30 cm

With trailer tow hitch: < 50 cm

All LEDs flash. A continuous acoustic signal will sound in addition.

If the distance is reduced further, the obstacle may no longer be indicated (LEDs do not light up, no acoustic signal).



Risk of accident!

The parking aid does not relieve the driver of his or her responsibility when parking or manoeuvring in critical situations.

The parking aid is a support system. It is neither designed nor able to replace the driver's attentiveness. The driver must therefore still pay attention to the car's immediate surroundings when driving slowly.

In particular, attention should be paid to an object above or below the sensors, for example flower pots or trailer tow bars. Such objects may not be detected by the parking aid at very close range (less than 30 cm or 50 cm) under certain circumstances and could thus cause damage to the car.



Risk of accident!

The operation of the parking aid can be impaired if the sensors are covered by dirt, snow, ice, or in particular slush.

Malfunctions caused by other sources of ultrasonic waves, for example a lorry's compressed air brakes or a pneumatic drill, cannot be fully excluded either.

There is a possibility that certain objects which come into contact with the car at the front or rear will not be detected by the parking aid sensors.

Trailer towing

The parking aid is deactivated if a trailer is being towed and the trailer electrical cable is plugged in at the car's trailer socket.

The parking aid is again activated when the electrical cable is disconnected.

The continuous acoustic signal sounds at a distance of 50 cm in cars with trailer tow hitches if the obstacle is located in front of the two central sensors.

This applies whether the trailer tow hitch is removed or in place.

Note:

The adapter for a trailer with a 7-pin connector must be disconnected from the socket when the trailer is uncoupled as the parking aid will otherwise remain deactivated.

Defective or malfunctioning parking aid

A low continuous acoustic signal sounds when reversing if the parking aid is defective.

Possible cause:

Ultrasonic sources outside the car.

In the case of a malfunction, either a low continuous acoustic signal will sound or no optical or acoustic signal will be heard when the car is put into reverse gear.

Possible cause:

The reversing lamp or parking aid is malfunctioning.

After cleaning the sensors, turn the key again to position 2 in the ignition lock. Have the parking aid checked at a Mercedes-Benz Service Station if a fault is indicated again.

Cleaning the parking aid sensors

Clean dirty sensors with clean water or a solution of water and MB car shampoo.

If using steam or high-pressure cleaners, only clean the sensors briefly and maintain a distance of at least 10 cm between the nozzle of the cleaner and the sensor.

To prevent scratching during cleaning, do not use dry, coarse or hard objects. Do not exert any pressure on the sensors.

Auto-pilot system (APS)

Station Wagon, long wheelbase

The navigation computer and CD-ROM player are located in the driver's seat box.

See the separate instruction manual for the auto-pilot system for notes on operating and changing the CD-ROM.

Winter operation

Before the onset of winter, have your vehicle prepared for the cold season at a Mercedes-Benz Service Station.

- Change the engine oil if the oil filled is not approved for winter use. Viscosity (SAE class), see **Service Booklet**.
- Antifreeze/anti-corrosion concentration in the coolant checked.
- Windscreen washer system and headlamp cleaning system: MB screen washer fluid "W" for winter use added to water.
- Check the battery:
The battery's capacity will fall with ambient temperature. Only a fully charged battery can guarantee reliable starting in very low ambient temperatures.
- For diesel fuels, see **Technical Data**.

Snow chains

Only use snow chains tested and approved by us. Contact any Mercedes-Benz Service Station for detailed information. Snow chains should be used on all four wheels. Follow the mounting instructions issued by the chain manufacturer.

If only 2 snow chains are available, they should be fitted to the rear wheels. The transfer case differential lock should also be engaged. See page 26 and Page 29.

Note:

The permissible maximum speed of 50 km/h (30 mph) must only be reached on a snow-covered surface. On snow-free surfaces, the snow chains should be removed as soon as possible. Tension the snow chains after driving a short distance.

See page 37 for notes on driving in winter conditions.



Risk of accident!

When the transfer case differential lock is engaged, the ABS is automatically deactivated.

The ABS indicator lamp in the instrument cluster lights up.

Driving abroad

A comprehensive Mercedes-Benz service network is available to you both at home and abroad. You can obtain the directories appropriate to journeys in areas which are not contained in your workshop directory from your Mercedes-Benz Service Station.

In Austria, Switzerland, Slovenia and Croatia, the Steyr-Daimler-Puch sales organisation can also be used.

Your vehicle is fitted with asymmetric dipped-beam headlamps. If your journey takes you to countries where traffic drives on the side off the road opposite to that in which the car is registered, the prism sectors of the headlamp lenses should be covered with a light-proof adhesive strip.

In some countries, only lower octane fuel is available. See **Technical Data**.

Off-road driving

Engage the transfer case differential lock and, if required, position G when driving in rough terrain.

Prior to difficult off-road journeys, ensure that you are familiar with the handling characteristics of the vehicle, with changing gear and with using the differential locks. A practice run over easier terrain is recommended.

Note:

During off-road operation, drive only with the engine running and a gear engaged.

Avoid large obstacles such as rocks, holes, tree stumps and furrows.

Always drive over undulations with the wheels of one side on the vehicle to prevent damage to the power train assemblies and the chassis.

Adjust speed to suit ground conditions. The steeper, rougher and more rugged the terrain, the lower the speed should be.

Do not attempt to jump with the vehicle as this would interrupt traction.

On sandy terrain, you should drive somewhat faster to overcome rolling resistance and to prevent the vehicle from digging itself in.

Do not damage the environment.

See page 26 for instructions on engaging the differential locks.

Secure loads.

Be sure that the tyres fitted are suitable for the terrain. Contact any Mercedes-Benz Service Station for details.



Risk of accident!

When the transfer case differential lock is engaged, the ABS is automatically deactivated. The ABS indicator lamp in the instrument cluster lights up.

Never drive on a solid surface with the differential locks engaged.

Drive slowly over unknown terrain. Unexpected obstacles can be identified better and damage to the vehicle prevented.



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Driving on steep terrain

Drive over embankments and slopes only along the fall line.

The maximum gradient climbing ability is 80 %.

Select position G prior to tackling extreme gradients.

Engage the differential lock.



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When driving on steep slopes, do not attempt to turn around as there is a danger of tipping. If a climb proves too much, reverse back down again.

Do not drive at an angle to the slope (danger of tipping). If you have to drive at an angle to the slope and the vehicle threatens to tip, immediately steer towards the fall line.

Use the braking effect of the engine when driving down slopes, observing the engine speed (do not overrev the engine). If necessary, apply the service brake occasionally.

Always check the brakes after a long downhill stretch.

Fording

Prior to fording, check the water depth. The water should not be deeper than 50 cm (approx. 20 inches).

Engage the differential locks. Enter the water at a shallow point. Do not take a "run up". Drive through slowly.

Do not cause a wake wave.

Do not stop the vehicle in the water for an extended period. Do not switch engine off.

After fording, perform a brake test to dry brake pads.

From off-road onto the road

Select transfer case position S. See page 29.

Disengage differential locks as the steering and tyre wear are both affected when driving on metallised surfaces, especially with the front axle differential lock engaged. See page 26.

Clean off the wheels, tyres, wheel wells and the vehicle underside.

Remove foreign objects from the tyre tread and check all tyres for signs of damage.

Clean dirt off headlamps, tail lamps, licence plates and windows.

If extremely dirty, for example after driving through mud, clean the radiator, suspension, engine, brakes and inner wheel surfaces with a water jet.

To clean the radiator:

Remove the headlamp and radiator trim. The water jet should be directed square on to the radiator vanes so as not to damage them.

Check suspension components, oil sump, brake lines etc. underneath the vehicle for signs of damage.

Conduct a brake test.

Note:

When driving on public highways, the impact protection bar must be raised and locked in place.

Trailer towing

When towing a trailer, remember that the handling characteristics of the car/trailer combination are different from those of the car on its own.

The vehicle/trailer combination is heavier, has poorer acceleration and hill climbing ability and requires longer braking distances. It is more sensitive to gusts of side wind and requires more careful steering.

Change transfer case to position G before tackling steep gradients. See page 29.

An engine speed of 4,400 rpm should not be exceeded.

Fuel consumption is increased when towing a trailer.

When loading a trailer ensure that neither the maximum gross weight of the trailer nor the maximum trailer load of the vehicle or the towbar is exceeded. Secure loads.

The maximum permissible weights can be found in the vehicle documents and on the identification plates of the towbar and the trailer.

Similarly, the maximum permissible noseweight of the trailer shaft on the towbar ball coupling (drawbar load) may not be exceeded.

The maximum drawbar load is:
Station Wagon, short/convertible 110 kg)
Station Wagon, long 140 kg
(see sticker on loading edge)

The drawbar load must not, however, exceed the figure given on the vehicle identification plates on the towing hitch and the trailer.

For reasons of handling stability it is recommended that the maximum permissible drawbar load be utilised. A drawbar load below 80 kg is not recommended.

The vehicle payload must be reduced according to the noseweight so that the maximum permissible rear axle load is not exceeded.

We recommend keeping to a maximum speed of 80 km/h (50 mph) even in countries where higher speeds are allowed.

Avoid braking heavily, rather apply the brake lightly at first to allow the trailer to overrun. If necessary, brake pressure can then be increased rapidly.

Important!

If the trailer should start to swing, reduce speed and steer straight ahead, do not attempt corrective steering – brake if necessary. Never attempt to correct the swinging by increasing speed.

Note:

At very high coolant temperature (for example after a long uphill stretch or when trailer towing), do not switch the engine off immediately, but rather allow it to run at idling speed for about 5 minutes.

Do not uncouple trailers with an overrunning brake when overrun. The spring action of the overrunning brake mechanism could damage the bumper.

Position the electrical supply cable in such a manner that it does not kink, tear or rub on vehicle components when cornering.

Trailers with a 7-pin connector

An adapter cable must be used to connect the 13-pin socket on the vehicle and a 7-pin socket on a trailer.

This adapter cable is available from any Mercedes-Benz Service Station.

Permanent current supply

If a permanent current supply to the trailer is required, have the permanent current lead to the adapter cable connected by a Mercedes-Benz Service Station.



1 Socket

Coupling the trailer



Warning!

Risk of accident and injury!

Extreme care and attention is required when coupling a trailer.

Exercise caution when guiding the trailer towing link – swinging motion.

When reversing the vehicle, ensure that nobody is standing between the vehicle and the trailer.

1. Be sure the trailer cannot roll away.
2. Reverse the vehicle until the towing link can be lowered onto the towbar. Secure the towing link.
3. Plug the trailer current supply cable into socket (1).



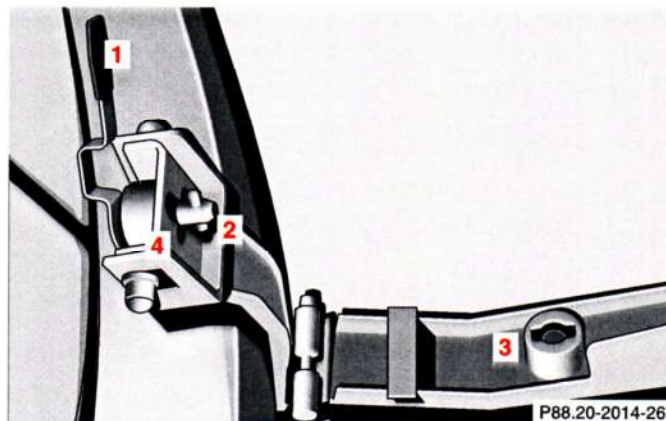
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Impact protection bar

Note:

When driving, the impact protection bar must always be raised and locked in place.

Only lower the impact protection bar to clean the headlamps or to change bulbs.



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- 1 Spanner (vehicle tool kit)
- 2 Locking pins
- 3 Snap buckle
- 4 Stop joint

Lowering the impact protection bar:

Turn the locking pins (2) on the left and right sides with the spanner (1) until they are released from the snap buckle (3). Lower the impact protection bar.

Securing the impact protection bar:

1. Raise the impact protection bar and press it against the stop joint (4).
2. The locking pin on the quick-release mechanism (3) must engage in the cross slot in the stop joint (4) (secures against turning).

3. If necessary, turn the snap buckle (3) until it sits against the stop joint (4).
4. Turn the locking pins (2) on the left and right sides with the spanner (1) until they are tightly seated in the snap buckle (3).

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What you need to know at the filling station

- Fuels

Tank capacity approx. 96 litres,
of which reserve: approx. 20 litres

Only fill the fuel tank until the pump nozzle
switches off – do not overfill.

Petrol engine:

Unleaded premium grade petrol, minimum octane
number 95RON/85 MON.

For further details, see **Technical Data**.

Diesel engine:

For diesel fuel, see **Technical Data**.

- Engine oil

For how to check the oil level, see **Exterior**.

Difference between the lower and upper marks on
the oil dipstick: approx. 2.0 litres

For engine oils and viscosity classes, see **Service
Booklet**.

- Bulbs

Dipped beam headlamp H4 60/55 W

Main beam headlamp H4 60/55 W

Front foglamp H3 55 W

Rear foglamp 21 W

Turn signal lamp 21 W

For vehicles with optional white signal lamp
cap/glass: PY 21 W

Brake lamp 21 W

Side lamp 4 W

Tail lamp 5 W

Registration plate lamp 5 W (festoon bulb)

Side-mounted turn signal lamp 4 W

For vehicles with optional white signal lamp
cap/glass: WY 4 W

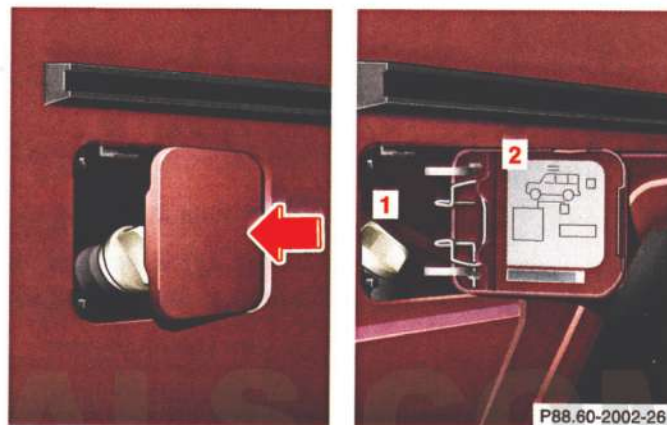
Reversing lamp 21 W

- Tyre pressures

For tyre pressures, see the table on the inside of the tank flap.

- Windscreen washer system, headlamp cleaning system

MB screen washer fluid "S" for summer use; "W" for winter use. Mix according to instructions on the packaging. 7.5 litre capacity.



Regular checks before each journey

1 Fuel level

Turn the fuel filler cap anticlockwise and hold to release pressure. Then remove the tank cap.

2 Tyre pressure and condition

Check at least every 14 days. See **Exterior**.

Battery:

Top up using distilled water only. See **Exterior**.

Windscreen washer system, headlamp cleaning system:

See **Exterior**.

Engine oil level:

See **Exterior**.

Coolant level:

See **Exterior**.

Vehicle lighting:

Check function and cleanliness. Renew bulbs. See **Exterior**.

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Publication information

The Mercedes-Benz Road Atlas can be obtained through any Mercedes-Benz Service Station.

Editorial office

Daimler-Benz AG, Stuttgart VSE/IA

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Cover picture: P00.00-0663-26

Editorial status: 20.02.1998

Printed by: W. Kohlhammer GmbH, Augsburger Str. 722, D-70329 Stuttgart