Mercedes-Benz

Press Information

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The new Mercedes-Maybach S-Class

A new definition of luxury

Contents

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Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" [Guide to fuel consumption, CO_2 emissions and power consumption of new passenger cars], which is available free of charge at all sales outlets and from Deutsche Automobil Treuhand GmbH at www.dat.de.

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

The most important new features

The Mercedes-Maybach S-Class is particularly suitable for chauffeured driving. The 7-inch longer wheelbase compared to the Mercedes-Benz S-Class entirely benefits the **rear**. The focus on the rear area is underlined by even more refined appointments. The First-Class Rear cabin has been extensively upgraded with new comfort features such as the calfrest massage function and neck/shoulder heating.

On request, the exclusive appearance of the Mercedes-Maybach S-Class can be enhanced by a **two-tone paint finish** with a dividing line. This is applied by hand according to the highest quality criteria. Distinguishing features at the front include the distinctive hood with a chrome fin and the Mercedes-Maybach radiator grille with fine, vertical chrome pinstripes. The Mercedes-Maybach S-Class also differs from its brother models when viewed from the side: the rear doors are wider, and the C-pillars feature a fixed quarterlight. Exclusivity is emphasized by the Maybach brand logo on the C-pillar.

The Mercedes-Maybach S-Class can also be equipped with electrically operated **comfort rear doors**. With this feature, the wide rear doors can be conveniently opened and closed with little force, even on a gradient. The integration of Blind Spot Assist into the infotainment and control system MBUX ensures a high level of operating convenience and additional safety. The rear doors can also be operated from the driver's seat – an important function when chauffeur-driven.

The interior of the Mercedes-Maybach S-Class is based on the revolutionary **interior design** of the new Mercedes-Benz S-Class. The large areas of trim on the front seats are a new feature in the Mercedes-Maybach. High-quality wood surrounds encase the rear of the front seat backrests, giving the impression of generous lounge seats. With the Executive Rear Seat Plus package, a similarly striking area of trim is positioned between the two rear passengers.

With **active road noise compensation**, the interior of the already whisper-quiet Mercedes-Maybach S-Class becomes even more serene. In a similar way to headphones with noise suppression, the system reduces unwanted low-frequency noises using counter-phased sound waves. The bass speakers of the Burmester® High-End 4D Surround Sound system are used for sound reproduction.

Mercedes-Benz Coupe and Cabriolet customers have long come to appreciate the automatic **seat belt extender**. Rear passengers in the Mercedes-Maybach S-Class are now the first to benefit from this convenience in the rear of a sedan. The belt extender is an indirect invitation to fasten the belt, and also makes the process more convenient. It is no longer necessary to move from an adopted, comfortable seating position to fasten the belt. The belt extender is integrated into the adjustable backrest of the Executive seat, and therefore always in the right position for the passenger.

Adaptive rear lighting is celebrating its premiere in the Mercedes-Maybach. This follows the wishes of the occupants in several respects: as well as the brightness, the size and position of the light spot can be adjusted. There is also a wide adjustment range between precise working light and relaxing lounge light.

The second generation of learn-capable **MBUX (Mercedes-Benz User Experience),** first introduced in 2018, debuted in the new S-Class. The unique feature of MBUX is its networking with a wide range of vehicle systems and sensor data.

Brilliant displays on five large screens, in part with OLED technology, make the control of vehicle and comfort functions even easier.

During severe frontal collisions, the standard **rear airbag** can considerably reduce the loads acting on the heads and necks of seat belt wearing occupants on the outer rear seats. The frontal airbag for the rear seat deploys particularly gently thanks to its innovative construction using a tubular structure.

Thanks to standard **rear-axle steering**, the Mercedes-Maybach S-Class is easy to maneuver even in dense city traffic. The steering angle at the rear axle is up to ten degrees and reduces the turning circle of the S-Class by almost seven feet (two meters).

Even better ride comfort and agility, as well as innovative functions such as raising the vehicle body in a lateral crash, are provided by the **E-ACTIVE BODY CONTROL** active suspension (optionally available next year), which is combined with the standard AIRMATIC air suspension. It is able to control the spring and damper forces at each wheel individually. Together with ROAD SURFACE SCAN and the curve inclination function CURVE, E-ACTIVE BODY CONTROL makes an extraordinary level of comfort possible.

The new Mercedes-Maybach S-Class
Key facts at a glance

Interesting facts & figures

Sometimes numbers say more than a thousand words.

The Mercedes-Maybach S-Class has a 7-inch longer wheelbase than the Mercedes-Benz S-Class: 133.7 compared to 126.6 inches.

The active ambient lighting has a total of 253 LEDs.

The counter-phased audio signals of the active road noise compensation must reach the human ear within around three milliseconds to overlay the road noise generated by the vehicle.

The temperature of the optional refrigeration compartment in the rear armrest is adjustable from +33.8 °F to +44.6 °F.

In the chauffeur position, the backrest of the front passenger seat can be tilted forward by 23° beyond the 90° position. The longitudinal and height adjustment of the seat creates more legroom in the rear.

The maximum backrest angle of the Executive Seats is 43.5 degrees. The most upright backrest position of 19 degrees allows relaxed working in the rear.

Since its market launch in 2015, more than 60,000 examples of the Mercedes-Maybach S-Class Sedan have been delivered worldwide. In recent years, around 600 units per month went to China alone, and in 2019 the average even exceeded 700 units per month.

Painstaking application of the optional two-tone paint finish in the special paint shop can take up to 1 week.

When fully equipped with PRE-SAFE® Impulse Side and the beltbags, the interior of the Mercedes-Maybach has a total of 18 airbags.

Short version
The new Mercedes-Maybach S-Class

A new definition of luxury

Stuttgart. Since the market launch in 2015, around 60,000 examples of the Mercedes-Maybach S-Class have been delivered worldwide. In 2019, with around 12,000 units, more Mercedes-Maybach S-Class cars were sold than ever before. Alongside China, which experienced a double digit growth rate, the main sales markets in recent years have been Russia, South Korea, the U.S. and Germany. The new Mercedes-Maybach S-Class is poised to continue this success story. It combines the high-tech solutions of the recently presented Mercedes-Benz flagship model with the exclusivity and tradition of Maybach. The 7-inch longer wheelbase compared to the Mercedes-Benz S-Class entirely benefits the rear. Thanks to standard Executive Seats, the rear section becomes a comfortable working or resting area. They are complemented by exclusive details such as large areas of trim on the rear of the front seats and between the two rear passengers. The Mercedes-Maybach S-Class will go on sale in the U.S. in summer 2021.

"With the new Mercedes-Maybach S-Class, we are emphasizing the progressive, modern approach of its exclusive product portfolio shortly before the 100th anniversary of Mercedes-Maybach automobiles," says Dirk Fetzer, head of Mercedes-Maybach product management. "As they did then, today's customers have high expectations of their exclusivity and individuality, elegant design and first-class standard of finish, all based on the very latest technology. Especially with respect to comfort, safety and design, the new Mercedes-Maybach S-Class has unique selling features in the hotly contested luxury segment."

The Mercedes-Maybach S-Class (length/width/height: 215.3/75.6/59.4 inches) is a classic three-box sedan. Distinguishing features at the front include the distinctive hood with a chrome fin and the Mercedes-Maybach radiator grille. This is highly recognizable by its vertical, three-dimensional trim strips. The word mark MAYBACH is elegantly integrated into the chrome surround of the grille. The rear doors are wider than those of the brother models, and the C-pillars feature a fixed quarterlight. Exclusivity is emphasized by the Maybach brand logo on the C-pillar. On request, the Mercedes-Maybach S-Class can be equipped with electrically operated comfort rear doors and the exclusive appearance can be enhanced by a two-tone paint finish with dividing line. This is applied by hand according to the highest quality criteria.

The interior: generous space and great comfort in the rear

The interior of the Mercedes-Maybach S-Class is based on the completely new interior design of the Mercedes-Benz S-Class. The sculptured look of the dashboard, center console and armrests appears to float above an expansive interior landscape.

Five display screens are equipped as standard, including a 12.8-inch OLED central display as a high-tech control center and a 12.3-inch 3D driver display with three-dimensional representation of other road users and pronounced depth and shade effects.

The distinctive look of the driver display in ‘Exclusive’ mode underlines the special status of the Mercedes-Maybach: the surrounds of the dial instruments are in the brand color rose gold.

This color is also used for the active ambient lighting–the animated LED light band with intelligent comfort and safety functions. With rose gold white and amethyst glow, the active ambient lighting now has two new color themes. The "Welcome Rear" entry display welcomes passengers with a special light show. Adaptive rear lighting has its premiere in the Mercedes-Maybach. This follows the wishes of the occupants in several respects: as well as the brightness, the size and position of the light spot can be adjusted. There is also a wide adjustment range between precise working light and relaxing lounge light

There is plenty of classic luxury on board, too: new features include the large areas of trim on the front seats. High-quality wood surrounds encase the rear of the front seat backrests. With the available Executive Rear Seat Plus package, a similarly striking area of trim is positioned between the two rear passengers.

The 7-inch longer wheelbase compared to the Mercedes-Benz S-Class entirely benefits the rear.

A comparative overview of the key dimensions:

		Mercedes-Maybach S-Class (Z 223)	**S-Class (V 223)**
Overall length	in	215.3	208.2
Overall width	in	75.6 (with seamless door handles)	76.9/75.6 (with seamless door handles)
Overall height	in	59.4	59.2
Wheelbase	in	133.7	126.6

A clear indication that the owner of the Mercedes-Maybach S-Class will typically be found seated in the rear are the standard-fit Executive seats on the left and right. The occupant is able to adjust the seat surface and backrest of the Executive seat independently. Using the footrest on the front seat and the electrically extending legrest creates a continuous, comfortable reclining surface for a pleasant sleeping position. The adjustment travel of the legrest has been extended by approximately 2 inches compared to the preceding series. The massage function of the calfrest and neck/shoulder heating in the rear are additional new comfort features.

The infotainment system MBUX (Mercedes-Benz User Experience) is even more personal and intuitive to use.

The second generation of MBUX (Mercedes-Benz User Experience), first introduced in 2018, debuted in the new S-Class. The unique feature of MBUX is its networking with a wide range of vehicle systems and sensor data. Brilliant displays, in part with OLED technology, make the control of vehicle and comfort functions even easier. The possibilities for personalization and intuitive operation have become far more extensive.

Refined engine design for efficient power delivery

The engine of the Mercedes-Maybach S-Class comes from the Mercedes-Benz portfolio and is in part electrically assisted. Electrification is by an integrated second-generation starter-generator (ISG). This provides a boost of up to 21 hp, facilitates efficient "gliding" when driving at constant speed, makes the start/stop experience even more comfortable and the drive system more efficient overall. All-wheel drive is always standard equipment.

The 9G-TRONIC transmission was developed further and adapted for the ISG. The electric motor, the power electronics and the transmission cooler have now moved into or onto the transmission. In conjunction with ISG it was possible to

eliminate the entire two-piece belt drive, as an electric refrigerant compressor is used. This means that even when the engine is not running (start/stop and gliding phases), the interior can be efficiently and comfortably climatized.

Suspension: comfortable setup with surprising agility

The AIRMATIC air suspension with continuously adjustable damping ADS+ is standard equipment. Using DYNAMIC SELECT, the driver is able to individually modify the characteristics of the powertrain, ESP®, the suspension and the steering. The selection is made using a control at the lower end of the central display. DYNAMIC SELECT has a dedicated MAYBACH driving mode, which focuses entirely on ride comfort.

Standard rear-axle steering improves maneuverability in dense city traffic. This reduces the turning circle by up to 7 feet (almost two meters). Customers have a choice between two variants depending on the wheel selection: 4.5° and 10° rear-axle steering. Instead of 43 feet (13.1 meters), the turning circle is then 40 or 36.7 feet (12.2 or 11.2 meters).

The fully active E-ACTIVE BODY CONTROL suspension (optionally available next year) on a 48 V basis uses a stereo camera to scan the road ahead, and smooths out undulations. It also gives additional protection in the event of a lateral collision, as it raises the vehicle level. It can reduce the loads acting on the occupants because it directs the impact forces towards particularly resistant structures in the lower area of the vehicle.

Acoustic comfort: extraordinarily quiet and low in vibrations

The new luxury sedan further improves the exemplary NVH (noise, vibration, harshness) performance of the new S-Class generation. The extended NVH measures mainly benefit the rear section. For example, additional absorbent foam is installed in the area of the rear wheel arches. The additional, fixed triangle windows in the C-pillars have thicker laminated glass, as they are in close proximity to the heads of rear passengers. Noise-optimized tires with foam absorbers are available on request.

Active road noise compensation is used by the company for the first time. The system reduces unwanted low-frequency noises using counter-phased sound waves. The bass speakers of the Burmester® High-End 4D Surround Sound system are used for sound reproduction.

Safety: more protection before and during accidents

Especially in the Mercedes-Maybach S-Class, particular attention has always been paid to rear passenger safety. During severe frontal collisions, the innovative rear airbag included as standard can considerably reduce the loads acting on the heads and necks of seat belt wearing occupants on the outer rear seats. In the Mercedes-Maybach S-Class, passengers in the rear of a sedan have the benefit of an automatic belt extender for the first time. It is an indirect invitation to fasten the belt, and also makes the process more convenient. The belt extender is integrated into the adjustable backrest of the Executive seat, and therefore always in the right position for the passenger.

In day-to-day driving, new and extended assistance systems relieve driver stress as the situation requires when adapting the vehicle speed, controlling distance, steering and changing lanes. This enables the driver to stay alert for longer, and reach the destination more safely and comfortably. When danger threatens, driver assistance systems can respond according to the situation and mitigate the severity of possible collisions, or even avoid them.

The brand: defining the luxury of the future for 100 years

Mercedes-Maybach is a byword for luxury that constantly reinvents itself. On the basis of a historically evolved understanding of luxury and superlative quality, Mercedes-Maybach has always redefined the luxury of the future. More than ever before, Mercedes-Maybach now stands for "sophisticated luxury." The brand combines the top-class technology of Mercedes-Benz with the exclusivity and elegant luxury of MAYBACH.

The new Mercedes-Maybach S-Class follows a unique tradition of exclusive prestige models by the Mercedes-Benz and Maybach brands. Maybach Motorenbau GmbH presented its first automobile at the Berlin Automobile Exhibition in 1921: the Maybach Model W3 with coachwork by Auer in Cannstatt.

In 1930, the Mercedes-Benz 770 "Grand Mercedes" (W 07) was presented, and in 1938 this was replaced by the W 150-series model of the same name. In the 1950s the brand made a comeback in the luxury segment with the Mercedes-Benz 300 (W 186 and W 189). The next high-prestige model arrived in 1963, with the Mercedes-Benz 600 (W 100). The luxurious Pullman Limousines of the S-Class 140 series (presented in September 1995) and 220 series (from 2000) continued this tradition into the new millennium.

In 2002, the then DaimlerChrysler AG revitalized one of Germany's most exclusive automobile brands with the Maybach luxury sedans of the 240 series. And in 2014 the S-Class of today's Mercedes-Maybach brand celebrated its premiere with the 222 series. This set new standards with the Mercedes-Maybach S 600 Pullman (2015) and the S 600 Pullman Guard (2016).

Well-balanced proportions and many exclusive details

The Mercedes-Maybach S-Class expresses the sophisticated luxury that is the hallmark of the brand. It is a well-conceived combination of sublime beauty and trailblazing technology. It has a 7-inch longer wheelbase than the Mercedes-Benz S-Class, and a number of exclusive features.

The Mercedes-Maybach S-Class is a classic three-box sedan with visually appealing proportions. These are determined by a short front overhang, the longest wheelbase in this model family, a well-balanced rear overhang and large wheels.

Distinguishing features at the front include the distinctive hood with a chrome fin and the Mercedes-Maybach radiator grille. This is highly recognizable by its vertical, three-dimensional trim strips. The word mark MAYBACH is elegantly integrated into the chrome surround of the grille. The equally distinctive bumper further emphasizes the vehicle's width with the shape of its air inlets, whose black mesh is also optionally available in chrome.

The Mercedes-Maybach S-Class also differs from its sibling models when viewed from the side: the rear doors and flowing, more upright C-pillars underline the model's superlative status. The fixed quarterlight in the C-pillar is framed by a high-quality surround that seamlessly blends into the side trim. Exclusivity is emphasized by the illuminated Maybach brand logo on the C-pillar. The side view is characterized by Seamless Door Handles and 19 or 20-inch wheels specially designed and reserved for this model. The ambient illumination projects the brand logo next to the opened front doors in LED technology.

The luxury sedan has the progressively designed, two-section rear lights of the new S-Class generation. Additional lights in the precisely laid-out interior, as well as partly animated functions, also make the Mercedes-Maybach unmistakable at night. The model-specific rear bumper and exhaust tailpipes also lend uniqueness to the rear view.

As well as non-metallic, metallic and *designo* paint finishes, the range of paintwork for the Mercedes-Maybach additionally includes two-tone finishes with a fine, hand-painted dividing line known as the pin-stripe (see "Under the microscope"). This particularly reinforces the extraordinary hand-built impression.

One week for the second color

On request, the exclusive appearance of the Mercedes-Maybach S-Class can be enhanced by a two-tone paint finish with a dividing line. This is applied by hand according to the highest quality criteria and can take up to one week before the vehicle is returned to the regular production process from the custom paint shop.

Even a two-tone Maybach begins its painting process in regular production. In the paint shop, the bodyshell is automatically and electrostatically given a full coat of paint in the color that will eventually embellish the lower half of the body - plus a layer of clear coat. In the electrostatic painting process, statically charged paint particles are atomized and deposited on the (earthed) bodyshell.

The bodyshell is then sent to the custom paint shop. Once there, the entire bodyshell is ground to a matte finish by hand. Thorough cleaning is followed by the first, particularly demanding work stage: masking off. As the designers did not position the dividing line between the upper and lower paint finishes in a recess or below a trim strip, this requires extremely precise hand-painting. A special adhesive tape with a corresponding gap is used to apply the only four-millimeter wide dividing line between the two colors.

As an interesting detail, the doors are weighted with weights before masking the dividing line. This is to simulate the effect of subsequent interior finishing with windows, power window fittings, loudspeakers, paneling and other technical equipment. This allowance ensures that the dividing line along the side and doors will later be at exactly the same height.

All the surfaces that will later bear the lower color are masked off. These also include the transitions to the interior, for example at the doors or wheel arches – even where trim or a lining will later be installed. This too is part of the dedication to quality.

The exposed parts of the body are now completely painted by hand. Pneumatically atomized by compressed air, the paint is applied so that it presents the same picture as after electrostatic painting – this is important because removable parts installed later on, for example the bumpers, must precisely match the paint finish. Before the new base coat has fully dried, the masking tape is carefully removed without damaging the edges. The complete bodyshell is then given a new coat of clear varnish.

This has to happen within a very short time window, so that the edges between the paint coats blend into each other and cannot be felt afterwards – unlike competitors, where the dividing line is painted on. If the experts in the custom paint shop are not satisfied, the complete bodyshell is reground, the topcoat is re-finished and the whole bodyshell is given a clear coat. All in all, the process including the necessary drying times can take up to one week.

The following color combinations from the Mercedes-Maybach paint chart are available, the choice being dictated by whether the upper color can fully cover the lower color:

Lower color	Upper color
designo Diamond White Bright	Obsidian Black
High-Tech Silver	Selenite Grey
Obsidian Black	Selenite Grey
Nautical Blue	High-Tech Silver
Rubellite Red	*designo* Kalahari Gold
Onyx Black	*designo* Kalahari Gold
Obsidian Black	High-Tech Silver
Obsidian black	Rubellite Red
Emerald Green	Mojave Silver
Mojave Silver	Onyx Black

Digital and analog luxury in harmony

The interior of the Mercedes-Maybach S-Class is based on the revolutionary interior design of the new Mercedes-Benz S-Class. The sculptured look of the dashboard, center console and armrests appears to float above an expansive interior landscape. Small but significant differences raise the luxury to yet another level.

In the Mercedes-Maybach S-Class, digital and analog luxury are in harmony with five display screens, including a 12.8-inch OLED central display as a high-tech control center. With OLED technology, the individual pixels are self-illuminating. Unused pixels remain switched off, giving them a deep black effect. However, active OLED pixels shine more colorfully than their LCD equivalents. High relative contrasts are another advantage – whatever the viewing angle and light conditions. A 12.3-inch 3D driver display with three-dimensional representation of other road users and pronounced depth and shade effects is also standard.

In the Mercedes-Maybach S-Class, digital and analogue luxury are in harmony as the high-tech ambience is combined with high-quality natural materials and fine craftsmanship. Five display screens are equipped as standard, including a 12.8-inch OLED central display as a high-tech control center. With OLED technology, the individual pixels are self-illuminating. Unused pixels remain switched off, giving them a deep black effect. However, active OLED pixels shine more colorfully than their LCD equivalents. High relative contrasts are another advantage – whatever the viewing angle and light conditions. A 12.3-inch 3D driver display with three-dimensional representation of other road users and pronounced depth and shade effects is also standard.

The dial has a decorative, structured facing and the scale is in a classic Antiqua font. Mercedes-Maybach specific start-up animations were designed for the driver and central display. The distinctive look of the driver display in ‘Exclusive’ mode underlines the special status of the Mercedes-Maybach. The surrounds of the dial instruments and the needles are in the brand color rose gold.

This color is also used for the active ambient lighting–the animated LED light band with intelligent comfort and safety functions. With rose gold white and amethyst glow, the active ambient lighting now has two new color themes compared to the Mercedes-Benz S-Class. It also has additional functions in the Mercedes-Maybach: the "Welcome" entry display welcomes passengers with a special light show. A carpet of light is spread across the interior, with the emphasis on the rear doors. And "Ignition on" is accompanied by an "Engine Start" animation around the driver display. A special white color is used for these two functions, not the individual color last chosen.

There is plenty of classic luxury on board, too: the large areas of trim on the front seats are particularly noticeable. High-quality wood surrounds encase the rear of the front seat backrests, giving the impression of generous lounge seats. With the Executive Rear Seat Plus package, a similarly striking area of trim is positioned between the two rear passengers.

The seats echo the layered design theme of the Mercedes-Benz S-Class seats and have an even more exclusive design with a progressive diamond pattern and double seam.

The Maybach brand embellishes the stainless-steel pedal cluster, the head restraint cushions, the front seat backrests and – in conjunction with the Executive Rear Seat Plus package – is also found between the rear seat backrests. The brand lettering also distinguishes the steering wheel, and welcomes all occupants in the illuminated stainless-steel entry sills.

A special ambience is ensured with virtually all surfaces finished in exquisite Nappa leather, including the standard Nappa Leather roofliner. Additional trim elements perfectly round off this extraordinary quality,

First-class, even in the second row

The Mercedes-Maybach S-Class has a 7-inch longer wheelbase than the Mercedes-Benz S-Class. The increase in space entirely benefits the rear section, which also has even more refined appointments. New features include the massage function of the calf support, and a heatable additional cushion on the head restraints. The First-Class Rear quarters have been extensively upgraded.

Here is a comparative overview of the key dimensions in the rear:

		Mercedes-Maybach S-Class (Z 223)	Preceding Mercedes-Maybach S-Class after model facelift (X 222)	Mercedes-Benz S-Class (V 223)
Effect. Rear headroom[1]	in	38.2	37.9	38.3
Rear elbow room	in	61.3	60.1	61.9
Knee room in 2nd seat row	in	12.5-12.8	12.5-12.8	7.8-8.6
Effective legroom in rear	in	49.4	49.2	43.9

A clear indication that the owner of the Mercedes-Maybach S-Class will typically be found seated in the rear are the standard-fit **Executive seats** on the left and right. Both the driver and rear passenger can electrically move the front passenger seat into a chauffeur position. The adjustment travel and angle of the front passenger seat and rear seats have been improved in many respects. Thanks to a modified head restraint, the front passenger backrest can be inclined forwards by a further 26° and the head restraint tilted forward to give the rear passenger a better view, while the larger ankle rest has 0.4 inches (10 mm) more travel and can now also be folded down as a footrest.

The occupant is able to adjust the seat surface and backrest of the Executive seat independently. If the reclining position is chosen in the rear, the front passenger seat automatically moves forward if the seat occupancy recognition detects that nobody is sitting on it. Using the footrest on the front seat and the electrically extending legrest creates a continuous, comfortable reclining surface for a pleasant sleeping position. The adjustment travel of the legrest has been extended by approximately 2 inches (50 mm) compared to the preceding series, and the length and swivel range can be freely adjusted. As a new feature, the legrest has a calf massage function.

The maximum backrest angle of the Executive Seats is 43.5 degrees. The most upright backrest position of 19 degrees allows relaxed working in the rear.

The comfort of rear passengers has been improved even further with multicontour seats in the rear, various massage programs and **neck/shoulder heating in the rear**. The latter uses an integrated heating mesh to warm this area of the body. The heating function is activated via the seat heating. The power is conveniently and safely supplied via the push buttons of the removable cushion. If single active multicontour seats are ordered, the side bolsters of the backrest and the contour in the lumbar area can be adjusted to suit the individual body shape of the occupant. A massage function is also available. The massage programs for the rear seats include: Classic Massage, Workout

[1] With electric panoramic sliding sunroof (standard in the Mercedes-Maybach)

Back and Wave massage. The massages are part of ENERGIZING Comfort. This functionality combined with PRE-SAFE® can provide additional protection: if a critical driving situation is recognized, the PRE-SAFE® system can increase the pressure in the air chambers in the side bolsters of the multicontour seats. This fixes the occupants in a better seating position and reduces whiplash.

With the available Executive Rear Seat Plus package and four-seat configuration, the front console is visually continued on the propshaft tunnel. There are two thermo-cupholders under the electrically operated cover in the front area of the center console. These are able to warm or cool drinks as required. New features include a tray for the MBUX rear tablet, a black-panel surface ahead of the armrest and four quick-charging USB connections. The stowage tray below the armrest holds a wireless charging system for mobile phones. Similar to an aircraft seat, the center console optionally comes with two **tables in the rear** which can be easily folded in or out with one hand. The stowage trays provide space for a laptop computer or work documents. In keeping with the noble interior, they are lined with high-grade leather in the interior color.

In critical driving situations, the PRE-SAFE® positioning function moves the seats to a more favorable crash position. The Executive seats in the rear feature the seat cushion airbag, which counteracts "submarining" under the fastened lap belt, and the beltbag, an inflatable belt strap. Frontal airbags for both rear occupants are also included as standard. More about this are included in the Safety section.

The new Mercedes-Maybach S-Class
Under the microscope: comfort doors in the rear

Open and closed in a trice

On request, the Mercedes-Maybach S-Class can be equipped with electrically operated comfort rear doors. With this feature, the wide rear doors can be conveniently opened and closed with little force, even on a gradient. The integration of Blind Spot Assist into MBUX ensures a high level of operating convenience and additional safety. The rear doors can also be operated from the driver's seat – an important function when chauffeur-driven.

The comfort doors can be operated in several ways. They can be:

1. opened or closed manually using the inside and outside door handles
2. with the vehicle key
3. via the central display in the first seat row
4. the displays of the rear seat entertainment
5. using a pressure switch in the roof liner
6. The doors can also be closed automatically by touching the sensor surface on the outside door handle.

Brief pressure is sufficient to close them. Continuous pressure is required for opening, as the user remains responsible. The comfort doors have obstacle detection. Opening is also monitored by Blind Spot Assist if this is active: if the system recognizes that another road user is approaching from the rear, the door function is automatically deactivated.

If the buyer of a Mercedes-Maybach S-Class opts for the comfort rear doors, a non-arrested door check strap with a powered coupling and an additional door control unit are installed in the vehicle. The comfort doors were required to undergo extensive testing in true Mercedes-Benz fashion. Before being made to demonstrate their operating convenience and reliability in overall vehicle trials, they were tested on various test rigs including the climatic chamber. Their acoustic properties and safety functions were also thoroughly tested.

Assisted closing of the doors and trunk lid is standard equipment in the Mercedes-Maybach. The doors only need to be closed to the first engagement position, then they are gently and almost silently closed completely by the lock's electric closing function.

The new Mercedes-Maybach S-Class
Comfort features in the rear

With automatic belt extender, adaptive lighting and relaxing calf massage

Want even more luxury? The passengers in the new Mercedes-Maybach flagship model enjoy all the amenities of the S-Class plus further exclusive comfort features. At the touch of a button or by voice command, the holistic "Fit & Healthy" approach of ENERGIZING Comfort provides a tangible experience of the different comfort systems, and features programs that bundle them into worlds of experience.

Mercedes-Benz Coupe and Cabriolet customers have long come to appreciate the automatic **seat belt extender**. Rear passengers in the Mercedes-Maybach S-Class are now the first to benefit from this convenience in the rear of a sedan. The belt extender is an indirect invitation to fasten the belt, and also makes the process more convenient. It is no longer necessary to move from an adopted, comfortable seating position to fasten the belt. The belt extender is integrated into the adjustable backrest of the Executive seat, and therefore always in the correct position for the passenger. Once the passenger is seated on one of the outer rear seats, it extends automatically. As soon as the belt buckle is engaged, or after a certain time, the belt extender returns to its operating position and is deactivated when the vehicle is moving.

Calf-massage in the rear is a special feature of the Mercedes-Maybach. This stimulates blood circulation and counters fatigue.

Adaptive rear lighting is celebrating its premiere in the Mercedes-Maybach. This follows the wishes of the occupants in several respects: as well as the brightness, the size and position of the light spot can be adjusted. There is also a wide adjustment range between precise working light and relaxing lounge light. The light color is set automatically to suit the typical human daily rhythm. The adaptive rear lighting features a light strip in the roof liner and reading lights in the right and left grab handles.

The optional **refrigerated compartment** in the rear armrest puts cooled drinks and food within easy reach of passengers in the rear. The temperature is set using the illuminated control panel. The refrigerated compartment has a capacity of ten liters, and is removable. The ultimate optional Mercedes-Maybach feature is silver-plated **champagne flutes**. A close-fitting insert in the stowage compartment and two holders in the center console securely hold the flutes when on the move.

Mercedes-Benz has fundamentally improved **ENERGIZING Comfort** in the new S-Class. Naturally this also benefits passengers in the Mercedes-Maybach. Innovations such as a massage based on vibrating motors in the seat cushion and resonance transmission by the Burmester® High-End 4D Surround Sound system are integrated. This makes bass tones feelable.

Direct reproduction of the sound resonance in the seats adds another level to the three-dimensional listening experience – 4D sound inspired by the acoustic massage. The perceived intensity of the sound can be individually adjusted for each seat. The music becomes even more emotional thanks to this feelable component. Two resonators are integrated into the backrest of each seat for this purpose.

A luxurious environment is further emphasized within the Maybach S-Class with the following ENERGIZING Comfort features:

- ENERGIZING COMFORT, ENERGIZING COACH, AIR-BALANCE, Warmth & Comfort and Active Multicontour Seats.
- ENERGIZING Comfort is also extended to the rear seats.

ENERGIZING COACH suggests an appropriate vitalization or wellness program based on vehicle and trip data. It also factors the information about sleep quality and stress level into its intelligent algorithm if the driver has a suitable wearable device.

Extraordinarily quiet and low in vibrations

In the rear, the preceding model was the world's quietest sedan when it was launched in 2015. The new Mercedes-Maybach offers even more acoustic comfort. The NVH (noise, vibrations, harshness) characteristics were tested in the technology center for acoustics and vibrations (TAS) in Sindelfingen and the Test and Technology Centre (PTZ) in Immendingen.

The new luxury sedan further improves the very good NVH performance of the new S-Class generation. Here, too, the rigidity of the bodyshell is the basis for the outstanding noise and vibration comfort. Other S-Class features such as double sealing of the cable grommets passing through the firewall, generous firewall insulation and acoustic foam in certain sections of the bodyshell have also been adopted.

The extended NVH measures in the Mercedes-Maybach S-Class mainly benefit the rear section. Additional absorbent foam is installed in the area of the rear wheel arches, for example, as these have a new cavity not shared by the brother models. The additional, fixed triangle windows in the C-pillars have thicker laminated glass, as they are in close proximity to the heads of rear passengers.

Noise-optimized tires with foam absorbers are available for the Mercedes-Maybach on request. Foam material on the inside of the treads acts like a sound suppressor, making the interior even quieter. In addition, thermal and noise insulation laminated safety glass which also reflects infrared light is available all-round as optional equipment. The additional membranes between the layers of laminated safety glass also serve to reduce wind noise. They reduce noise reflected from guardrails or oncoming traffic as well.

Active road noise compensation is used within the Daimler Group for the first time. This sophisticated system reduces unwanted low-frequency noises using counter-phased sound waves (see separate section).

Mercedes-Benz engineers test vehicle acoustics in the technology center for acoustics and vibrations (TAS) in Sindelfingen. This also saw the first use of "Dascha," a development dummy which generates the noises to be measured (Daimler noise source).

The TAS enables noises inside and outside the vehicle to be measured and analyzed in different situations – here are some examples:

- In one test laboratory, contact-free, fully automatic vibration measurements are carried out. The vibrations on surfaces are scanned with the help of lasers, then visualized by a thermal imaging camera. The laser scanners are mounted on the arm of a robot moving along linear axes. Simulated excitation of individual vehicle components is carried out by a shaker. The system can measure both individual components and entire vehicles. To this end a crane is mounted on the laboratory ceiling.

- The external noise roller dynamometers use microphone arrays, some of which have over 800 microphones connected in series. These enable passing noises to be simulated although the vehicle is stationary, whatever the time of year or weather. In addition the noise sources can be analyzed. Sound-absorbing cones on the walls ensure the quietest possible room acoustics very similar to a free field.

- High-frequency road impulses can be simulated at all four vehicle wheels on the acoustic and vibration comfort test rig. This takes the form of a flat surface test stand, and comes closer to reality than a roller dynamometer in terms of tire-to-road contact. Different vertical and horizontal impulses are transferred to the wheels to simulate uneven road surfaces, including slab joints on freeways and rough asphalt.

- The rain noise test station examines the noises generated by rainfall of different intensities on the roof and windows. Precisely 1,648 water nozzles are installed in the high ceiling for this purpose.

By means of simulations and measurements in the FAS, acoustic engineers are already able to achieve a high level of maturity before test vehicles are taken to the Test and Technology Centre (PTZ) in Immendingen. The asphalt surface of its acoustic test track has precisely the friction coefficient defined by the ISO 362 and ISO 10844 standards. Alongside acoustic testing, this also allows acoustic measurements to be carried out for certification purposes. Bays on the edge of the test track provide spaces for microphones.

Even quieter thanks to noise compensation

With active road noise compensation, the interior of the already very quiet Mercedes-Maybach S-Class becomes even quieter. In a similar way to headphones with noise suppression, the system reduces unwanted low-frequency noises using counter-phased sound waves. The bass speakers of the Burmester® High-End 4D Surround Sound system are used for sound reproduction.

Impulses from the road surface generate low-frequency noises which are perceived as droning or throbbing in the interior. In the Mercedes-Maybach S-Class with active road noise compensation, there are six acceleration sensors in the suspension system. These send reference signals to the control unit. Using this information, a special algorithm calculates the necessary counter-noise in advance. The requisite sound waves phase-shifted by 180 degrees are reproduced by the bass speakers of the Burmester® High-End 4D Surround Sound system.

A corresponding BUS system transfers the audio signals at "supersonic" speed. This is because they must reach the human ear at the same time as the road noise. Only around three milliseconds are available for this.

As the noise characteristics can change when the road surface changes or the speed varies, the system also uses four interior microphones for monitoring and adaptation. These additional microphones are very close to the passengers, directly next to the microphones of the hands-free system.

The counterwaves of the active road noise compensation cannot be heard by the occupants. However, they are also generated if the Burmester® High-End 4D Surround Sound system appears to be switched off, as the amplifiers are always in operation. Active road noise compensation is automatically switched off at low speeds below around 12 mph, and above around 112 mph when wind noises predominate. No counterwaves are generated when side windows or the sunroof are open, as this changes the control parameters in the interior.

Active road noise compensation was developed together with the Harman subsidiary HALOsonic.

Comfortable setup and surprising maneuverability thanks to rear-wheel steering

The AIRMATIC air suspension with level control and continuously adjustable damping ADS+ is standard equipment. Standard rear-axle steering with a steering angle of up to 10° improves maneuverability and reduces the turning circle by almost 7 feet (2 meters). The fully active E-ACTIVE BODY CONTROL suspension (optionally available next year) on a 48 V basis uses a stereo camera to scan the road ahead, and smooths out undulations. It also gives additional protection in the event of a lateral collision.

DYNAMIC SELECT has the additionally developed driving mode MAYBACH, which the Mercedes-Benz S-Class does not have. With this setting the power delivery is even more comfortable, making the journey even smoother and more relaxed:

- Gentler accelerator characteristics for Chauffeur mode
- Even more comfortable, low-shift transmission configuration
- Maximum comfort by starting off in 2nd gear

The setup of the AIRMATIC air suspension and E-ACTIVE BODY CONTROL is configured for maximum suspension comfort on all seats.

The vehicle level is kept constant

The standard-fit AIRMATIC air suspension responds particularly sensitively. It combines air suspension bellows with adaptive ADS+ dampers whose characteristics can be fully automatically varied at each individual wheel, in both the compression and rebound stages. This level control is part of AIRMATIC. It keeps the ground clearance constant, irrespective of the vehicle's load. To reduce aerodynamic drag and therefore fuel consumption, the suspension is automatically lowered at higher speeds.

Even better ride comfort and agility, as well as innovative functions such as raising the vehicle body in a lateral crash, are provided by the E-ACTIVE BODY CONTROL active suspension, which is combined with the standard AIRMATIC air suspension. It is able to control the spring and damper forces at each wheel individually. ROAD SURFACE SCAN monitors the road ahead with a stereo camera, and already adapts the suspension before the wheels cross uneven surfaces. Thanks to this predictive control, the vehicle body "floats" across undulations with practically no vertical movement. With the curve inclination function CURVE, the vehicle body leans into bends rather than tilting outwards. This imposes lower lateral forces on the occupants, further improving perceived comfort.

Both axles are capable of steering, thus reducing the turning circle

Naturally the generous interior of the Mercedes-Maybach S-Class requires corresponding external dimensions. To ensure maneuverability and precision even in confined spaces, it is equipped with rear-axle steering (optional equipment). This reduces the turning circle by up to seven feet (almost two meters). Customers have a choice between two variants depending on the wheel selection: 4.5° and 10° rear-axle steering. Instead of 43 feet, the turning circle is then 40 or 36.7 feet respectively.

In models with rear-axle steering, a front steering system with an approximately 15 percent more direct steering ratio is used with the well-proven four-link front suspension. Acting together with the rear-axle steering, this considerably reduces the steering action required and improves ride comfort even further. Agility and maneuverability are objectively improved, and at the same time the serene stability and precision of a long-wheelbase luxury sedan are further enhanced at higher speeds.

A new dimension in personalization and interaction

The second generation of MBUX (Mercedes-Benz User Experience), introduced in 2018, debuted in the new S-Class. The unique feature of MBUX is its networking with a wide range of vehicle systems and sensor data. Brilliant displays on up to five large screens, in part with OLED technology, make the control of vehicle and comfort functions even easier. The possibilities for personalization and intuitive operation have become far more extensive.

The visual highlight in the interior is the large **central display** in portrait format. It is ergonomically well-positioned, as the screen is within easy reach and vision between the driver and front passenger. The portrait format also allows longer lists to be displayed. The central display features OLED technology as standard. OLED stands for Organic Light Emitting Diode. Compared to LCD screens, the advantages of this technology are a better black level, even stronger contrasts and lower energy consumption.

The **driver display** also features a unique innovation: at the touch of a button, it is possible to switch to a 3D mode for a spatial view. A real three-dimensional effect is achieved with the help of eye-tracking, without having to wear 3D glasses. This version of the driver display has two integrated cameras. This stereo camera precisely determines the eye position of the user. Mercedes-Benz has developed appropriate distance adaptation methods for this, and the system has extremely low latency, so there is almost no delay. The driver can therefore move freely. The image in the driver display is continuously adjusted. Cameras and face recognition are also used for a wide range of assistance and comfort functions. These include the new biometric authentication, drowsiness detection by ATTENTION ASSIST, settings for the exterior mirrors and (expected from the second half of 2021, initially in Germany) also monitoring of head and eyelid movements during automated driving.

Extensive range of infotainment functions for passengers in the rear

Passengers in the rear have the same extensive Infotainment and comfort features as the driver and front passenger, and can also watch films or surf the internet. They have the use of up to three touchscreens, and a variety of intuitive control options such as "Hey Mercedes" voice control.

Screen content can be quickly and easily shared with other passengers. Selection and amendment of navigation destinations is possible from the rear seats. The standard-equipped **MBUX High-End Rear Entertainment** includes two 11.6-inch displays with touch controls on the rear of the front seat backrests and MBUX rear tablet. As a fully-fledged tablet, this can also be used outside the vehicle and (Android) apps can be installed. In the S-Class, the MBUX rear tablet is attached to a docking station located in the folding center armrest. This convenient remote control enables all the functions of the rear entertainment to be controlled from any seating position.

Personalization is even more easy and convenient

A personal profile can be created directly in the S-Class and synchronized with the existing profile data of the Mercedes me account. By scanning a QR code with the Mercedes App, the vehicle is automatically connected to the Mercedes me account.

Personal preferences such as a favorite radio station and preselected settings can be transferred to any seat via the personal Mercedes me profile. Up to seven different profiles with around 600 parameters are possible in the vehicle. The ambient lighting can be individually set by remote configuration, for example from home. As the profiles are now stored in the Cloud as part of Mercedes me, they can also be used in other Mercedes-Benz vehicles with the new MBUX generation.

Alongside the classic entry of a PIN, a new authentication method ensures a high level of security. Fingerprint, face and voice recognition are combined. This allows access to individual settings or verification of digital payment processes from the vehicle.

More protection before and during accidents

Especially in the Mercedes-Maybach S-Class, particular attention has always been paid to safety in the rear section. The innovative rear airbag demonstrates this: during severe frontal collisions, this equipment can considerably reduce the loads acting on the heads and necks of seat belt wearing occupants on the outer rear seats. In day-to-day driving, new and extended assistance systems relieve driver stress as the situation requires when adapting the vehicle speed, controlling distance, steering and lane-changing. This enables the driver to stay alert for longer, and reach the destination more safely and comfortably. When danger threatens, driving assistance systems can respond according to the situation and mitigate the severity of possible collisions, or even avoid them.

The Executive seats in the rear feature:

- **Seat cushion airbags**. These counteract "submarining" under the fastened seat belt.
- **Beltbags**. The inflatable belt strap spreads the incoming forces over a wider area.
- **Belt extenders** make seat belt fastening more convenient.
- After fastening the belt, the **belt comfort adjustment** sets the restraining force of the safety belt to a particularly pleasant level. Belt tensioners and force limiters are standard equipment to help reduce the loads on the occupants.
- **Frontal airbags.** The rear airbags for both rear occupants are a new feature.
- **Sidebags** are also available in the rear to provide protection in the event of a severe side crash.
- **Windowbags**. Located in the area of the roof frame, these cover the large head impact area of both front and rear occupants.

In critical driving situations, the PRE-SAFE® positioning function also moves the rear seats to a more favorable crash position. The active multicontour seats provide additional protection in combination with PRE-SAFE®: If a critical driving situation is recognized, the PRE-SAFE® system can increase the pressure in the air chambers in the side bolsters of the multicontour seats. This fixes the occupants in a better seating position and reduces whiplash.

All-round protection also in the front

The driver and front passenger each have a three-point seat belt with pyrotechnical inertia-reel tensioning and belt force limitation and, as part of the standard PRE-SAFE® system, electrically reversible reel tensioning including deselectable automatic belt adjustment. The belt is in particularly gentle contact with the occupant's body. In the event of a severe frontal impact, PRE-SAFE® Impulse can reduce the forces acting on the driver and front passenger. The system tensions the front belts at all three attachment points, restraining the occupants at an early stage.

The driver and front passenger also have front airbags, and the driver a kneebag. If the central electronic control unit detects a side crash, the windowbag and sidebag are deployed on the side of the vehicle where the impact occurs. To ascertain the lateral acceleration, the central crash sensor has support from exterior satellite sensors located at the base of the B-pillars. Pressure sensors in all four doors also help to estimate the severity of the impact.

In addition, the preventive, semi-reversible side restraint system PRE-SAFE® Impulse Side is installed to protect the front occupants. Together with the familiar PRE-SAFE® protection concepts for frontal and rear collisions, PRE-SAFE® Impulse Side forms a kind of virtual crumple zone that extends all around the vehicle.

As only a limited crumple zone is available in the case of a side impact, and even before the crash, PRE-SAFE® Impulse Side can move the affected driver or front passenger away from the acute danger zone as soon as the system detects that a side collision is immediately imminent. For this purpose, air chambers in the side bolsters of the front seat backrest are inflated in fractions of a second. In addition, when a side impact with another vehicle threatens, the vehicle body can be raised by the E-ACTIVE BODY CONTROL suspension (optionally available next year) within a few tenths of a second. This directs the impact forces towards particularly resistant structures in the lower area of the vehicle. During a severe side impact, the new center airbag positions itself between the driver and front passenger seat, reducing the risk of their heads making contact. It is integrated into the driver's backrest in the middle of the vehicle. The center airbag can be deployed as the situation demands when a severe side impact is detected.

Frontal airbags for both rear occupants for the first time

The rear airbag is a new innovation by Mercedes-Benz. During severe frontal collisions, it can considerably reduce the loads acting on the heads and necks of occupants on the rear seats. The rear airbag uses an innovative concept to inflate and position the air cushion. The special tubular structure is rapidly inflated by compressed gas from a cold gas generator. The space between is filled with ambient air. The tubular structure itself has a content of approx. 16 liters. The effective volume of the space in between is up to 70 liters.

An airbag for seat belts: the beltbag

The beltbag is an inflatable seat-belt strap that reduces the load on the ribcage in a front impact, and is thus able to reduce the risk of injury to passengers in the rear. Should the crash sensors detect a severe frontal impact, the airbag control unit triggers deployment and inflation of the beltbag. A gas generator then inflates the multi-layered belt strap with Velcro seams to nearly three times its normal width. The resulting larger surface area is able to better distribute the force acting on the seat occupant. The beltbag is used in exactly the same way as a conventional seat belt. However, this version of the belt strap differs from the standard belt and is very comfortable to wear thanks to its soft edges.

An airbag for the seat: the seat cushion airbag

The airbag is located under the seat cushion upholstery, but on top of the plastic seat shell which is moved by the seat mechanisms. This means that the airbag is always in the right position relative to the occupant. Without additional measures, with the occupant in a reclined position on a flat seat cushion, there would otherwise be a danger of the pelvic area sliding beneath the belt strap (submarining) in an accident. This can be prevented by the cushionbag, as it raises the front section of the seat cushion upholstery.

Driver assistance systems

The main new features of the systems in the Mercedes-Maybach S-Class:

Active Distance Assist DISTRONIC

On all types of roads – highways, country roads or in town – this intelligent system can automatically maintain a preset distance from vehicles ahead. New features include:

- predictive speed regulation ahead of speed limits
- reaction to stationary vehicles on the road at driving speeds up to 62 mph (previously 37 mph)
- selection of DISTRONIC dynamics in MBUX, independently of DYNAMIC SELECT

Active Steering Assist

This helps the driver to follow the driving lane at speeds up to 130 mph. New features include:

- additional lane recognition by a 360° camera
- significantly improved availability and performance on bends on country roads
- improved lane centering on highways
- situation-specific off-centered driving (for example forming an emergency lane, but also following the road edge on country roads with no center marking)

Traffic Sign Assist

In addition to conventionally signposted speed limits, this recognizes overhead traffic and roadwork signs. Warnings given when failing to stop at a stop sign and a red traffic-light are a new feature.

Active Lane Keeping Assist

In a speed range of 37 to 155 mph, Active Lane Keeping Assist uses a camera to detect when road markings or road edges are crossed, helping the driver to avoid leaving the driving lane unintentionally. The system also intervenes if there is a danger of collision with recognized road users in the adjacent lane, for example with overtaking or oncoming vehicles. New features include:

- reaction to road edges, for example a patch of turf
- particularly intuitive steering intervention
- adjustment of sensitivity via a menu (early, medium, late)
- the danger warning is reinforced by the active ambient lighting and the augmented reality head-up display

Active Lane Change Assist

Active Lane Change Assist cooperatively assists the driver of the new S-Class when moving to an adjacent lane. A lane-change to the right or left is only assisted if the sensors detect that the adjacent lane is separated from the present lane by an interrupted lane marking, and no other vehicles are recognized in the relevant danger zone.

Active Emergency Stop Assist

Active Emergency Stop Assist brakes the vehicle to a standstill in its own lane if it recognizes that the driver is no longer responding to the traffic situation for a longer period. This still works if Active Distance Assist DISTRONIC with Steering Assist is not switched on. Other new features include:

- belt tensioning and braking impulse as a final signal of impending braking action
- optional single lane change (at 50 mph, no obstacles in adjacent lane)

ATTENTION ASSIST

This standard-equipped system is able to recognize typical signs of drowsiness and driver inattention, and displays a warning message prompting him/her to take a break. The additional microsleep warning is a new feature. This is based on monitoring of the driver's eyelid movements by a camera in the driver display. The microsleep warning function is already active from a speed of 12 mph.

Active Brake Assist with cross-traffic function

Active Brake Assist uses the onboard sensors to register whether there is a risk of collision with vehicles travelling ahead, crossing or oncoming. The system can give the driver a visual and acoustic warning if a collision appears imminent. If the driver's braking response is too weak, the system can also assist by increasing the brake pressure as the situation demands, and also initiate autonomous emergency braking if the driver fails to respond. New functions include the turn-off function (crossing pedestrians when turning across traffic), extension of the cross-traffic function to long-distance routes (up to 75 mph instead of 45 mph) and warning/braking for oncoming traffic.

Active Blind Spot Assist and exit warning function

Active Blind Spot Assist can give a visual warning – and if the indicators are operated also an audible warning – of potential lateral collisions in a speed range from around 6 to 125 mph. If the driver ignores the warnings and still initiates a lane change, the system can take corrective action by one-sided braking intervention at the last moment if the speed exceeds approximately 19 mph. When the vehicle is stationary, the exit warning function can warn against exiting because a vehicle or bicycle is passing within the critical area. This function is available when the vehicle is stationary and for up to 3 minutes after the ignition has been switched off. As a new function, the danger warning is augmented by the active ambient lighting (also the exit warning function).

Evasive Steering Assist

Evasive Steering Assist can assist the driver when seeking to avoid another road user detected by the system in a critical situation. In the new S-Class, the system not only recognizes stationary and crossing pedestrians, but now also takes account of pedestrians and vehicles travelling longitudinally, as well as cyclists. The speed range has been increased to 67 mph (instead of 45 mph), and assistance is also given on long-distance routes.

The legendary luxury brand has been reinventing itself for 100 years

When the new 223-series Mercedes-Maybach S-Class redefines the epitome of modern automobile engineering, it will follow a unique tradition: Mercedes-Benz has offered its customers exclusive prestige vehicles since the beginnings of the brand in the early 20th Century. The first Maybach automobile presented in 1921 was dedicated to outstanding comfort and luxury from the start. On the basis of a historically evolved understanding of luxury and superlative quality, Mercedes-Maybach has always redefined the luxury of the future.

Maybach Model 22/70 HP (W 3, 1921 to 1928)

When the Maybach Motorenbau company presented its first automobile as the Model W 3 in 1921, this new manufacturer already had a name well-known in the industry. Wilhelm Maybach, who had been chief designer of Daimler-Motoren-Gesellschaft in Stuttgart-Untertürkheim until 1907, and was known as the "king of designers" in the automotive world, founded the company with his son Karl in 1909. Initially father and son concentrated on the development and production of engines designed to power the Zeppelin airships, and these impressed with their quality and reliability. Shortly after the end of the First World War, the company built its first automobile engine and Karl Maybach decided to produce his own vehicles. Presented in September 1921, the five meter long Maybach W 3 with a top speed of up to 68 mph was powered by a 70 hp (52 kW) six-cylinder in-line engine. The innovative features of the first Maybach production car included an all-wheel braking system with mechanical brake force compensation and a two-speed transmission with no gearshift. The gears were shifted by fully depressing the starter foot pedal.

Like many other automobile manufacturers at the time, Maybach considered the core expertise of his company to lie in technology alone. As well as to the quality of design and finish, Karl Maybach attached great importance to outstanding comfort for the benefit of the driver and passengers from the very start. The Friedrichshafen-based manufacturer left it to independent coachbuilders to mount a body on the chassis, e.g. Auer (Cannstatt), Josef Neuss (Berlin), Franz Papler & Sohn (Cologne) and – very often – Spohn (Ravensburg). In total around 300 examples of the Maybach Model 22/70 HP, as the W 3 was officially called according to its taxable rating and actual output, were produced from 1921 to 1928. Its buyers appreciated the touring qualities of the car, but also used it successfully in motorsports. The W 3 was followed by further models that are regarded as decidedly luxurious - especially the Maybach Model 12 introduced in 1929. The flagship model produced from 1930 as the Maybach Zeppelin was the first production car with a V12 engine to be manufactured in Germany, and made the Maybach brand known worldwide as the place to go for luxury automobiles.

Mercedes-Benz 770 "Grand Mercedes" (W 07 and W 150, 1930 to 1943)

With its supercharged 7.7-liter, 8-cylinder in-line engine, the W 07-series "Grand Mercedes" produced from 1930 to 1938 was superlative in all respects. This model with a wheelbase of 3.75 meters (147.6 inches) and an overall length of 5.60 meters (220.5 inches) was exclusively equipped, and continued the brand's already long tradition of luxury automobiles. Only 117 examples were individually produced by the Untertürkheim and Sindelfingen automobile factories of Mercedes-Benz. Only a few customers ordered the "Grand Mercedes" without the supercharger envisaged as standard, among them the former German Kaiser Wilhelm II and the Japanese Emperor Hirohito, whose Pullman limousine delivered in 1935 was one of the very first automobiles to feature special armor protection. From 1938 the first "Grand Mercedes" series was continued by the W 150 series with an identical model designation. This second

generation of the Mercedes-Benz 770 had a more modern suspension, even larger dimensions and a more powerful engine.

Mercedes-Benz 300 (W 186 and W 189, 1951 to 1962)

After modest beginnings in early post-war production, Mercedes-Benz returned to the luxury class in 1951. The Mercedes-Benz 300 (W 186) successfully reconciled the expectations of a rather conservative clientele with modern, flowing contours and first-class technology. More than any other car model, the appearance of the Mercedes-Benz 300 at the first International Motor Show (IAA) in Frankfurt/Main in April 1951 marked Germany's return to the international automobile market. The Mercedes-Benz 300 was also used as the official car of federal president Theodor Heuss and federal chancellor Konrad Adenauer. To this day, the "Adenauer Mercedes" is associated with the first chancellor of the new Federal Republic of Germany. One of its highlights was the electrically engageable torsion bar suspension at the rear for higher loads. Mercedes-Benz continuously improved its flagship model, which was powered by a 3-liter six-cylinder in-line engine with an overhead camshaft. In 1954 the variant known internally as the Mercedes-Benz 300 b, with a more powerful engine and technical and visual improvements, premiered at the Geneva Motor Show. In 1955 it was followed by the 300 c with further improved handling and an optionally available automatic transmission. In 1957 development culminated in the W 189 (300 d) with a longer wheelbase as standard, a 30 percent larger window area and manifold petrol injection for improved output and efficiency.

Mercedes-Benz 600 (W 100, 1963 to 1981)

The new Mercedes-Benz 600 (W 100) flagship model had its debut at the International Motor Show (IAA) in Frankfurt/Main in September 1963. It was superlative in every respect: the first V8 engine in a Mercedes-Benz passenger car, performance at sports car levels, numerous hydraulically controlled comfort features such as seat adjustment and opening and closing of the doors, windows and trunk lid. Other features included air suspension, power steering, central locking and an electronically controlled heating and ventilation system. The ultimate were the Pullman versions (wheelbase 153.5 inches / 3,900 millimeters) of the W 100, which were available in state limousine and Landaulet versions. With a production period of 18 years from 1963 to 1981, the Mercedes-Benz 600 is one of the longest-running series the brand has ever produced.

Mercedes-Benz 140-series S-Class Pullman Sedan (V 140, 1996 to 2000)

In 1995, once again at the IAA show, Mercedes-Benz presented the S 600 Pullman variant of 140-series S-Class as a new state limousine with special protection. The 6,213 millimeter (244.6-inch) long special variant with a 4,140 millimeter (163-inch) wheelbase was exactly one meter longer than the S 600 with long wheelbase. From 1996 the Pullman Limousines of the 140 series also became available as exclusive series production models. While earlier special protection versions of prestige models were based on the standard versions, this principle was reversed for the 140 series: the engineers derived the S 500 Pullman and S 600 Pullman from the versions with special protection. Both offered rear passengers ample space and comfort on comfortable opposing seats. The rear section could be separated from the driver's area by a glass partition.

Mercedes-Benz Pullman limousines of the 220 series (VV 220, 2000 to 2004) and 221 series (2008 to 2014)

In November 1999 Mercedes-Benz presented the Pullman Limousine variant of the 220 series (VV 220), which was produced from spring 2000 to autumn 2002. At 160.8 inches (4,085 millimeters), its wheelbase was one meter longer than that of the long-wheelbase S-Class. The luxurious spaciousness of the 242.4-inch (6,158 millimeter) long vehicle benefited the rear passengers, who sat on opposing seats. The luxury sedan was available as the S 500 Pullman with a five-liter eight-cylinder engine and the S 600 Pullman with a 5.8-liter V12 engine. The prestige model was based on the reinforced bodyshell of the S-Class and a modified suspension. In 2004 the S 500 Pullman Guard state limousine with B6/B7 special protection topped the range for customers with a need for enhanced protection.

At the Paris Motor Show in October 2008, Mercedes-Benz presented its successor, the S 600 Pullman Guard in the 221 series. Generous interior spaciousness is ensured by a wheelbase that is 45.3 inches (115 centimeters) longer than that of the long-version S-Class, 169.9 inches (4,315 millimeters). With an overall length of 250.2 inches (6,356 millimeters), the S 600 Pullman Guard is truly majestic in size with a harmonious design.

240-series Maybach sedans (2002 to 2013)

In 2002 the Maybach brand celebrated its comeback. Two high-end sedans became available to customers under the luxury brand: the 232.9-inch (6.17 meter) long top model, the Maybach 62, and the only 17.3 inches (44 centimeters) shorter Maybach 57 (the model designation denotes the overall vehicle length) were powered by 5.5-liter V12 engines. These luxury cars redefined the standards at the highest level of automobile engineering. The highlights of the Maybach 62 included an electrotransparent panoramic roof and innovative, comfortable reclining seats in the rear. The models introduced in 2002 were later joined by the 57 S and 62 S (with 6-liter V12 engine), the particularly exclusive and limited "Zeppelin" variants and the 62 Guard. In 2008 the Maybach brand extended its range with the Landaulet.

222-series Mercedes-Maybach S-Class (2014 to 2020)

The 222-series Mercedes-Maybach S-Class celebrated its world premiere in November 2014. Ever since, the brand has stood for models of the greatest exclusivity and unrivalled comfort. The Mercedes-Maybach S 600 is the world's quietest production sedan in the rear. The 214.7-inch (5,453 millimeter) long luxury sedan with a wheelbase of 132.5 inches (3,365 millimeters) was another 7.9 inches (200 millimeters) longer than the S-Class in both dimensions. It was launched as the Mercedes-Maybach S 600 with a 6-liter V12 biturbo engine and the S 500 with a 4.7-liter V8 biturbo engine. In summer 2015 it was followed by the S 500 4MATIC. The portfolio is continuously developed further. Highlights included the debuts of the Mercedes-Maybach S 600 Pullman (2015) and the S 600 Pullman Guard with special protection (2016). Mercedes-Maybach presented the facelifted generation in 2018 – this featured the reinterpreted radiator grill and introduced the S 650 as a new top engine variant.

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About Mercedes-Benz USA

Mercedes-Benz USA (MBUSA), headquartered in Atlanta, is responsible for the distribution, marketing and customer service for all Mercedes-Benz products in the United States. MBUSA offers drivers the most diverse lineup in the luxury segment with 15 model lines ranging from the sporty A-Class Sedan to the flagship S-Class and the Mercedes-AMG GT R. MBUSA is also responsible for Mercedes-Benz Vans in the U.S. More information on MBUSA and its products can be found at www.mbusa.com and www.mbsprinterusa.com.

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