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# E - C L A S S

M E R C E D E S - B E N Z



E-CLASS

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*From technical* INNOVATION *to*

*proven* DURABILITY, *from active*

*to passive* SAFETY, *from design integrity*

*to efficient* PERFORMANCE,

*the* E-CLASS *stands as an engineering benchmark.*

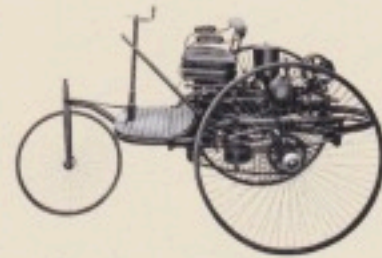






## The LEGACY of Automotive EXCELLENCE.

AN E-CLASS AUTOMOBILE IS DESIGNED TO UPHOLD STANDARDS OF RELIABILITY, DURABILITY AND SAFETY ENGINEERING WHICH, FOR MORE THAN A CENTURY, HAVE MADE THE AUTOMOBILES OF MERCEDES-BENZ LIKE NO OTHER CARS IN THE WORLD.



### THE WORLD'S FIRST PRACTICAL AUTOMOBILE

The E-Class is descended from a tradition as old as the car itself. Karl Benz and Gottlieb Daimler – working just 60 miles apart on their

own experiments – produced the world's first practical automobiles in the year 1886.

### TWO COMPANIES, ONE FIRM BELIEF

Both men established separate companies, each with its own engineering success. Automobiles bearing the two company logos – a three-pointed star for Daimler, a laurel wreath for Benz – quickly gained reputations for reliability, durability, power and comfort. In 1910, the Blitzen Benz scorched the sands of Daytona Beach, Florida, with a record speed of 131 miles per hour. The Daimler and Benz firms finally merged in 1926; Mercedes-Benz was born.

### 10,000 PATENTS

Mercedes-Benz patented the first 4-wheel independent suspension, the predecessor of today's multilink rear suspension, in 1931. It's one of more than 10,000 patents that Mercedes-Benz has obtained over the years.



### THE FIRST DIESEL PASSENGER CAR

In 1936, Mercedes introduced the 260D – the first production diesel automobile. Today, the tradition continues with the E300 Diesel, the first diesel passenger car with 4-valve technology.



### THE INVENTION OF THE CRUMPLE ZONE

The pioneering safety research of Mercedes-Benz led to another patent in 1951. An



innovative chassis design incorporated front and rear crumple zones to help absorb impact energy before it reached the rigid passenger cabin. Today, more than forty years and countless refinements since it was patented, this concept serves as the inspiration for the passive safety engineering efforts of virtually every other auto manufacturer.



### DESIGN INTEGRITY

The design features found throughout a Mercedes-Benz are the result of a carefully considered evolution of form. From the shape of the steering wheel to the silhouette of a sedan, designs are disciplined by function, not merely fashion. The result is automobiles of logic and integrity, retaining aesthetic value over time.



### DESIGN INNOVATION

The 1955 Mercedes-Benz 300SL shook the automotive world with engineering advances such as fuel injection. The 300 SL used a super-light spaceframe that required a special "gullwing" door design.

### SETTING THE SAFETY STANDARD

Mercedes-Benz has often led in the introduction of advanced safety systems. The



Antilock Braking System (ABS) and the air bag Supplemental Restraint System (SRS) were pioneered on production passenger cars by Mercedes-Benz. 1989 Mercedes-Benz models included some of the first production cars to have both driver and front-passenger air bag Supplemental Restraint Systems as standard equipment.<sup>1</sup> By 1990, ABS was a part of every Mercedes. The automatic pop-up roll bar on the E320 Cabriolet (above) is yet another example of the unique regard for occupant safety. Of course, no occupant protection system can eliminate the possibility of injury in an accident. And the proper use of seat belts is always required.

### INTO THE FUTURE

Mercedes-Benz engineering concept vehicles like the C112 shown below are rolling laboratories to test new ideas. The mid-engine V-12 was an experiment on many fronts: safety engineering, cybernetic steering, proportional braking, active aerodynamics, active body control, electronic



traction support systems, radar distance monitoring and aluminum bodywork. An envelope to be pushed beyond the standards of today, experimental Mercedes-Benz vehicles like the C112 help illuminate the automotive possibilities of tomorrow.

<sup>1</sup> Air bags are supplemental restraint systems. Please, always wear your seat belt.

### ENVIRONMENTAL AWARENESS

The climate control system in all 1995 E-Class models uses no ozone-depleting CFCs in its air conditioning refrigerant. And to help preserve natural resources, this brochure uses premium text recycled paper. Created exclusively for Mercedes-Benz by Scheufelen North America, Inc., this new paper's 25 percent pre-consumer and 25 percent post-consumer waste content (primarily from discarded milk cartons) is a significant advance in recycled papers.





## Active SAFETY and Occupant PROTECTION Systems.

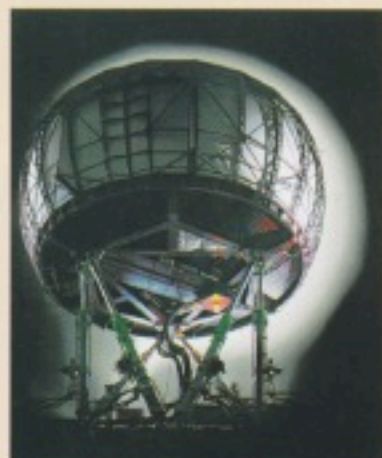
HIGHLY RESPONSIVE STEERING, BRAKING AND OPTIONAL TRACTION CONTROL SYSTEMS

COMBINE TO FORM YOUR FIRST LINE OF DEFENSE: THE REMARKABLE ACCIDENT-AVOIDANCE CAPABILITIES OF AN E-CLASS AUTOMOBILE.



### LESSONS FROM THE DRIVING SIMULATOR

Research conducted in the Mercedes-Benz driving simulator, pictured below, has allowed Mercedes-Benz to test drivers and their reactions in the safety of the lab.



### A UNIQUE SCIENTIFIC TOOL

The simulator creates a virtual reality where steering and braking systems can be "road-tested." Engineers can test vehicle dynamics over any type of pavement surface — wet, icy or dry — continuously refining safety systems in a precisely controlled laboratory. A scientific tool unique in the automotive industry, the driving simulator keeps Mercedes-Benz at the forefront of active safety research.

### RECIRCULATING-BALL STEERING

This durable power-assisted system gives the E-Class driver a commanding feel of the road, translating steering input into handling precision that's more typical of sports cars than of luxury cars.

### THE LATEST GENERATION OF ANTILOCK BRAKES

E-Class models are equipped with the latest generation of ABS, the Anti-lock Braking System that was pioneered by Mercedes-Benz on production cars. Standard on all models, ABS helps the driver retain steering control when braking on slippery road surfaces. The system automatically modulates the brakes to prevent wheel lockup.



### TRACTION CONTROL

All 1995 E-Class models offer optional traction control systems. On the E300 Diesel Sedan, a computer-controlled Automatic Locking Differential (ASD) is offered. On all other models, Automatic Slip Control (ASR) helps maintain drive-wheel traction and vehicle stability by modulating throttle and brakes. At low speeds, ASR modulates the brakes to a slipping drive wheel until traction is regained, or reduces engine power to the drive wheels. At higher speeds, ASR first cuts power, then modulates the brakes for greater high-speed stability.





# STRUCTURAL INTEGRITY

A battery of more than two dozen systematic crash tests has resulted in an E-Class monocoque body that is lightweight yet extremely strong. A rigid cabin shell is guarded by front and



rear crumple zones which help absorb the energy of front and rear impacts, reducing the forces that reach the passengers.



# CRASH-TESTED SEATS

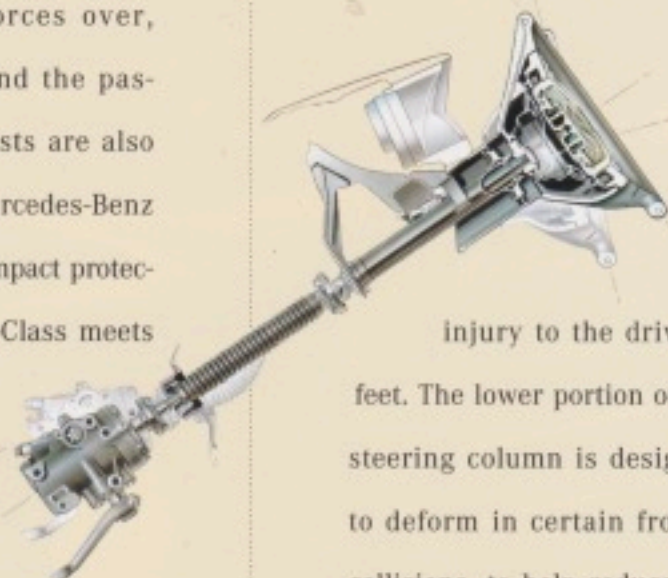
Mercedes-Benz even tests its seats with occupant protection in mind. The E-Class front seat backs are designed to withstand a 30 mile-per-hour car-to-car rear collision.



# AN EMPHASIS ON OFFSET CRASH TESTS

According to Mercedes-Benz research, an offset frontal collision is the likeliest type of serious frontal impact in real life. So Mercedes has designed an offset collision test in which only part of the front of the vehicle

strikes the test barrier, resulting in a much greater concentration of energy. The high-tensile strength front crossmember helps distribute the impact forces across the entire width of the car, while fork-shaped longitudinal members help divert some impact forces over, under and around the passenger cabin. Tests are also conducted by Mercedes-Benz to measure side-impact protection. The 1995 E-Class meets the 1997 federal side-impact safety standard.



injury to the driver's feet. The lower portion of the steering column is designed to deform in certain frontal collisions, to help reduce the steering wheel's rearward movement into the cabin.



# OUT OF HARM'S WAY

In an offset-frontal collision, the brake pedal assembly, shown above, is designed to pivot forward to help reduce

# BEYOND DUAL AIR BAGS

Designed to deploy in certain frontal collisions that exceed the preset deployment threshold, the air bags fully inflate



in milliseconds, and rapidly deflate after they deploy. The illustration above depicts the air bags at maximum deployment. In frontal impacts that exceed a preset threshold, the Emergency Tensioning



Retractors (ETR) deploy, instantaneously tightening the front seat belts to limit the forward movement of the front-seat occupants. Padded knee bolsters fitted to the lower part of the dashboard are designed to help prevent front-seat occupants from sliding out from under their seat belts and into the footwell.

EVERY E-CLASS AUTOMOBILE ENJOYS THE BENEFIT OF MORE THAN 50 YEARS OF SYSTEMATIC SAFETY RESEARCH BY MERCEDES-BENZ.



## The POWER of E-Class PERFORMANCE.

AN E-CLASS AUTOMOBILE IS ENGINEERED TO GIVE YOU TOTAL PERFORMANCE:

NOT JUST POWERFUL ACCELERATION OR HANDLING PRECISION, BUT A  
BALANCE OF THE MOST DESIRABLE CHARACTERISTICS A CAR CAN POSSESS.

### DURABLE PRECISION

The engines that power E-Class automobiles are among the most sophisticated ever placed in production cars. Yet their innovative technology is backed by rugged simplicity. Example: a durable chain, rather than the rubber belts used by some other manufacturers, drives the dual overhead camshafts of an E-Class powerplant.

### DEEP RESERVES OF POWER

A high-performance engine like that of an E-Class automobile needs to breathe — the deeper and faster, the better the performance. Each E-Class engine uses four valves per cylinder, an



advanced cylinder head design that allows deep breathing. The improved airflow helps summon a reassuring reserve of power whenever it's required. Four-valve technology also creates more efficient combustion and reduces emissions.



### WIDENING THE TORQUE BAND

To give gasoline-powered E-Class engines torque-rich response at lower rpm, where most normal driving occurs, the engines feature automatic intake-cam adjustment. At engine speeds of around 1,500 rpm, the intake valves open earlier in the combustion cycle. The result? Even at the lower rpm of everyday driving, the engines of the E320 and E420 can provide throttle response that is immediate and substantial.

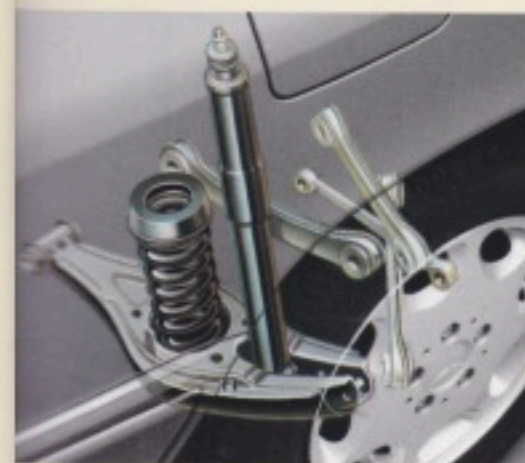


### THE TRANSFER OF POWER

An E-Class engine transfers its power to the road through a 4-speed automatic transmission. To ensure silky-smooth shifts even under full-throttle acceleration, the transmission is geared to the engine's torque curve. Power loss between gear changes is minimal, giving the E-Class automobiles near-seamless acceleration. The unique notched shift gate, shown here, allows the driver of an E-Class the opportunity to engage in spirited manual-style shifting with intuitive precision not possible with conventional automatic transmission shift levers.

### THE PATENTED MULTILINK

The rear suspension of every Mercedes-Benz E-Class is a patented design breakthrough in wheel control. Five separate links preserve the geometric relationship between the tire and the road. The system creates handling so precise and a ride so smooth that other car makers are still trying to emulate it.



### OPTIMIZED RIDE AND HANDLING

The front suspension design of an E-Class automobile uses a separate coil spring and shock absorber. Yet unlike MacPherson struts, each of these suspension components is positioned individually to maximize both ride comfort and handling response.





# The ENDURING *E-Class* ENGINEERING.

THE DEVELOPMENT OF AN E-CLASS FROM PROTOTYPE TO FINAL ASSEMBLY IS A PROCESS

DRIVEN BY THE DEMANDING STANDARDS OF MERCEDES-BENZ RELIABILITY, DURABILITY AND QUALITY. STANDARDS THAT EVERY E-CLASS AUTOMOBILE IS ENGINEERED TO UPHOLD.



## CONSTANT SCRUTINY

Every Mercedes-Benz E-Class is the result of both innovation and evolution. Details of its design were scrutinized

to find even more reliable engineering solutions. For example, electronic controls are located between double bulkheads to help shield these vital components from engine heat. And the engine itself undergoes intense testing before it is authorized for placement in an E-Class car. Each engine is thoroughly bench tested, and a certain number of tested engines are torn down to verify longer-term performance.



## AN INTOLERANCE FOR IMPRECISION

An E-Class engine is built with precision more common to race cars than passenger cars. Pistons are individually hand-matched to cylinders to help ensure microfine tolerances are met. This precise fit results in improved power and efficiency, while reducing both exhaust emissions and engine wear.

## SEATS DESIGNED TO ENDURE

A prototype E-Class seat's upholstery is rubbed through 8,000 cycles. A seat edge is pressure-tested 100,000 times. And front seats are subjected to more than 1,000,000 test sittings. The result is a seat built to fight not only driver fatigue, but its own as well.



## HANDCRAFTSMANSHIP AND HIGH TECH

Mercedes-Benz automobiles are produced with the aid of advanced robotics, yet there is still much hand-finishing work involved. Many of the body panel seams are hand-smoothed, and wood trim and upholstery are painstakingly hand-finished. And to pass on the tradition of handcraftsmanship, apprentices study the old-world ways from the seasoned master artisans of Mercedes-Benz. The result is an automobile built to a timeless standard of quality.

## TESTING THE EXTREMES

Mercedes conducts extensive testing on its vehicles each year to probe the limits of reliability. In the lab, performance is tested in a deep



freeze. In Death Valley, prototypes are subjected to temperatures that can exceed 125 degrees Fahrenheit (52 degrees Celsius) to prove the performance of engine cooling, air conditioning and lubrication systems.

## AN UNSHAKEN COMMITMENT

To gauge the durability of a Mercedes-Benz design, prototypes undergo grueling sessions on "shake" machines that simulate 200,000 test-track miles for every 70 hours of actual testing. This gives Mercedes-Benz engineers valuable data to determine the stress tolerances of the total system.



The Mercedes-Benz standard of quality, reliability and durability produces automobiles of lasting value and satisfaction. Each year, Mercedes-Benz awards grille badges to owners whose cars reach 250,000 km, 500,000 km or 1,000,000 km.



*With the E 300 DIESEL, Mercedes-Benz establishes  
a higher form of diesel-powered passenger car.*





## *The* PERFORMANCE *of an* *E-Class* DIESEL.

THE E300 DIESEL SEDAN IS THE RESULT OF AN UNWAVERING MERCEDES-BENZ ENGINEERING GOAL:

TO RECONCILE THE CONFLICTING AGENDAS OF LUXURY, SAFETY, RELIABILITY,  
DURABILITY AND PERFORMANCE. IN THE MOST EFFICIENT MANNER POSSIBLE.



Inherent in the E300 Diesel Sedan's in-line 6-cylinder engine configuration, in its aerodynamic form, and in the ergonomic logic of its controls is a driving experience of poise and precision.



It's easy to forget that a Mercedes-Benz E-Class sedan is first and foremost a machine. The satisfaction, comfort, security and pride of ownership it offers seem to take their inspiration from something more spiritual than mechanical.

Yet it was a series of technical exercises — including a series of groundbreaking safety advances — that produced the E-Class automobile shown here: the 1995 Mercedes-Benz E300 Diesel Sedan.

This is a machine that wastes little effort in the discharge of its duties. Its in-line 6-cylinder engine is inherently smooth and full of stamina, achieving performance that is at once responsive and responsible. The E300 Diesel Sedan meets the clean air emissions requirements of all 50 states, including the

character. Suspension systems operate with geometric precision, translating your steering input into an economy of motion — without sacrificing the coveted Mercedes-Benz ride quality.

The cabin of an E300 Diesel is equally efficient. Slip into the driver's seat and you will instantly sense the ergonomic logic. This is an environment designed not to bedazzle, but to help minimize distraction and fatigue while maximizing critical driver control. Aerodynamic efficiency is at work, too; turbulent air is made to slip quietly across the car's surface, leaving the occupants inside blissfully undisturbed.

The E300 Diesel Sedan fulfills the highest mission of a Mercedes-Benz: to



### **E 300 DIESEL SEDAN**

The most advanced diesel-powered passenger car in the world, the E300 Diesel Sedan rewards its owner with an uncommon luxury car experience.

EFFICIENCY AND ELEGANCE COMBINE IN THE E300 DIESEL TO CREATE AN EXPERIENCE LIKE NO OTHER.

stringent standards of California, Massachusetts and New York. This is a diesel-powered luxury sedan of refined driving

translate technical precision into an ownership experience of enduring satisfaction and lasting value.



*The World's* **FIRST** *Production*  
*Four-valve* **DIESEL.**

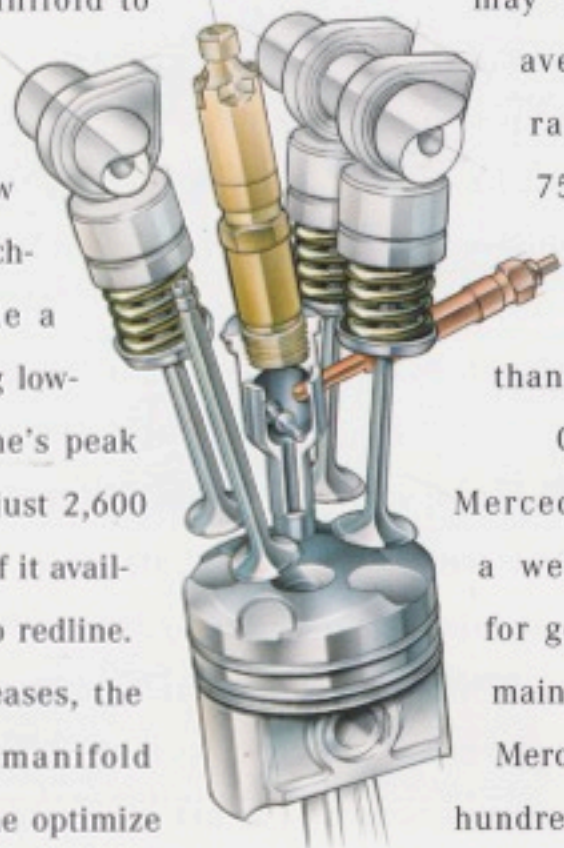
THE LATEST IN A SERIES OF MERCEDES-BENZ DIESELS DATING TO THE INTRODUCTION OF

THE FIRST DIESEL-POWERED PRODUCTION CAR IN 1936, THE E 300 DIESEL IS THE FIRST  
DIESEL-POWERED AUTOMOBILE TO REAP THE BENEFITS OF 4-VALVE-PER-CYLINDER TECHNOLOGY.



The E 300 Diesel Sedan currently meets the emissions certification standards of all 50 states, even California, Massachusetts and New York. With an exhaust gas recirculation system (EGR) and an oxidation catalyst, hydrocarbons and carbon monoxide are cut by as much as 70 percent from previous diesels.

The E 300 Diesel is powered by a 3.0-liter in-line 6-cylinder engine that uses four valves per cylinder and a 3-stage resonance intake manifold to enhance performance across a wide range of engine speeds. At low engine speeds, this technology helps provide a smooth idle and strong low-end torque. The engine's peak torque is 155 lb-ft at just 2,600 rpm, with 90 percent of it available from 1,500 rpm to redline. As engine speed increases, the change in effective manifold length helps the engine optimize both torque and combustion.



offers a greater highway driving range.<sup>1</sup> With an EPA estimated 26 mpg city and 32 mpg highway,<sup>2</sup> the E 300 Diesel may provide its owner an average highway driving range of approximately 750 miles per tank. Your actual highway mileage will probably be less than the highway estimate.

Of course, diesel-powered Mercedes automobiles enjoy a well-deserved reputation for going the distance: well-maintained, routinely serviced Mercedes diesels with several hundred thousand miles on the odometer are not uncommon. What is

The 3.0-liter 6-cylinder diesel engine uses four valves per cylinder to increase both power and fuel economy, while cutting exhaust emissions.

THE USE OF FOUR VALVES PER CYLINDER GIVES THE E 300 DIESEL SEDAN SPIRITED RESPONSE WITHOUT A TURBOCHARGER.

The dividends of this innovative engineering are both immediate and deferred. Fuel efficiency is exceptional for a luxury sedan: in fact, no automobile

uncommon is the driving response of this automobile: the E 300 Diesel may singlehandedly transform your expectations of diesel-powered performance.

<sup>1</sup> Comparison based on 1994 models. 1995 competitor information unavailable at time of printing.  
<sup>2</sup> 1995 EPA estimates. Use for comparison only. Your actual highway mileage will probably be less.





## The DRIVING Environment of an E300 DIESEL.

THE EFFICIENCIES OF MERCEDES-BENZ E-CLASS ENGINEERING CAN BEST

BE APPRECIATED FROM WITHIN AN EQUALLY EFFICIENT ENVIRONMENT:

THE LUXURIOUSLY APPOINTED INTERIOR OF AN E300 DIESEL SEDAN.



Shaped like the seat itself, the ingenious Mercedes seat-adjustment switch allows for precise control with minimal effort.



Long-wearing, easy-to-maintain M-B Tex is the standard upholstery on the E300 Diesel Sedan.

You sense it the moment you slide behind the wheel, and everything instantly seems to fit. Seat adjustments — fore and aft, seat back angle, cushion height and tilt, and head restraint height — provide tailored comfort at the touch of a switch. Your seat provides gentle support, yet the firmness necessary for hours of alert driving is present, too. Thick side bolsters help hold you in place during cornering.

And a wedge-shaped squab under the seat cushion helps prevent front-seat occupants from "submarining" — the tendency to slide out from under the seat belts in a frontal collision.

Beneath the seat cushions, a network of coil springs is precisely tuned to match the E300 Diesel Sedan's suspension system. And each front seat back is

Set the automatic climate control system. It helps maintain a constant preselected temperature throughout the cabin, virtually eliminating driver distraction. And as in all 1995 Mercedes-Benz automobiles, the climate control system's air conditioning is CFC-free.

By now, you may sense another efficiency at work — the hushed whisper of air moving past the cabin along its



preordained aerodynamic path. Listen to the quiet hum of the engine, or feel free to generate soundwaves of your own choosing. The E300 Diesel Sedan in-

On the E300 Diesel, Option Package E2 includes a 10-speaker High Performance sound system in place of the standard 6-speaker Active Bass sound system.



THE INTUITIVE LOGIC OF ERGONOMIC DESIGN SILENTLY ACCOMMODATES YOUR NATURAL INSTINCTS.

supported by a strong steel frame that's designed to withstand the force of a 30-mph car-to-car rear impact.

cludes a standard 6-speaker Active Bass sound system and is prewired for an optional integrated compact disc changer.



**ENGINE AND DRIVETRAIN**

**Engine:** DOHC 24-valve in-line 6-cylinder diesel.  
Mechanical fuel injection. Compression ignition.  
3-stage tuned-resonance intake manifold.

**Displacement:** 182.2 cu in/2,996 cc

**Net power:** 134 hp @ 5,000 rpm

**Net torque:** 155 lb-ft @ 2,600 rpm

**Compression ratio:** 22.0:1

**Acceleration:**<sup>1</sup> 0-60 mph in 12.6 seconds  
0-100 km/h in 13.4 seconds

**Transmission:** 4-speed automatic

**Traction control:** Optional Automatic Locking  
Differential (ASD) (part of Option Package E1).

**Rear axle ratio:** 2.87:1

**STEERING AND SUSPENSION**

**Steering:** Power-assisted recirculating-ball with  
hydraulic damper.

**Front suspension:** Independent gas-pressurized  
damper struts with separate coil springs, triangular  
lower control arms, antidive geometry, antiroll bar.

**Rear suspension:** Independent multilink with  
geometry for antilift, antisquat and alignment  
control, coil springs, antiroll bar, single-tube  
gas-pressurized shock absorbers.

**BRAKES**

**Configuration:** 2-circuit power-assisted 4-wheel  
disc brakes. Antilock Braking System (ABS).

**Parking brake:** Foot-operated.

**WHEELS AND TIRES**

**Wheels:** 6.5J x 15" aluminum-alloy

**Tires:** 195/65R15 91H steel-belted radial

<sup>1</sup> Stated rates of acceleration are based upon manufacturer's  
track results and may vary depending upon model, environmental  
and road surface conditions, driving style, altitude above sea  
level and vehicle load.

<sup>2</sup> Dealer-installed.

**EXTERIOR FEATURES**

**Visibility:** Eccentric-sweep windshield wiper with  
heated washer system. Electrically heated rear  
window. Halogen headlamps and front foglamps.  
Rear foglamp. Dual heated electrically operated  
outside mirrors.

**Amenities:** Sliding electric sunroof with rear  
pop-up feature. Central locking of doors, trunk and  
fuel filler, with key-operated window and sunroof  
closing capability. Antitheft alarm system with  
starter interlock.

**INTERIOR FEATURES**

**Safety systems:** Supplemental Restraint System  
(SRS) with an air bag, knee bolster and Emergency  
Tensioning Retractor (ETR) for both driver and front  
passenger. 3-point outboard seat belts. Height-  
adjustable front shoulder belts. Automatically  
height-adjusting rear shoulder belts.

**Seating and trim:** 10-way electrically adjustable  
front seats. Remote-retractable dual rear head  
restraints. M-B Tex upholstery. Leather-trimmed  
steering wheel and gearshift. Zebrano wood trim.

**Comfort and convenience:** Automatic climate  
control. Power windows with front express down.  
Cruise control. Delayed shutoff front courtesy light.  
Rear courtesy light. Entrance lamps. Front reading  
lamp. Illuminated visor vanity mirrors. Lockable  
roll-top front storage compartment. Front center  
armrest with internal storage (fits optional  
telephone handset). Rear center armrest. Front  
door storage pockets.

**INSTRUMENTATION**

Analog speedometer and tachometer. Fuel, coolant  
temperature and oil pressure gauges. Resettable  
trip meter. Analog quartz chronometer. Digital  
outside temperature indicator.

**SOUND SYSTEM**

Active Bass sound system with 6 speakers.  
Automatic speed-dependent volume adjustment.  
Antitheft-coded AM/FM stereo/weatherband radio  
and autoreverse cassette player.  
Automatic electric AM/FM/cellular antenna.  
Prewiring for optional compact disc changer and  
cellular telephone.

**OPTIONAL EQUIPMENT****VALUE-ADDED OPTION PACKAGES**

**Package E1:** Automatic Locking Differential (ASD),  
heated front seats, and heated washing system  
with wipers for headlamps and front foglamps.

**Package E2:** Electrically adjustable telescoping  
steering column, 2-position memory for driver's  
seat (includes steering column), High Performance  
sound system with 10 speakers.

**INDIVIDUALLY AVAILABLE OPTIONS**

Metallic paint.

Leather upholstery.

Electrically adjustable telescoping steering column.

Electric rear-window sunshade.

Multicontour driver and/or front passenger seats.

Rear-seat reading lamps.

Integrated cellular telephone.<sup>2</sup>

Integrated trunk-mounted compact disc changer.<sup>2</sup>

**DIMENSIONS**

EXTERIOR	E 300 DIESEL SEDAN
Wheelbase (in/mm)	110.2/2,800
Length (in/mm)	187.2/4,755
Height (in/mm)	56.3/1,431
Width (in/mm)	68.5/1,740
Track, front (in/mm)	59.1/1,501
Track, rear (in/mm)	58.7/1,491
Turning circle (ft/m)	37.0/11.3
Coefficient of drag	0.31
Curb weight (lbs/kg)	3,485/1,580
INTERIOR	
Headroom, front (in/mm)	36.9/938
Headroom, rear (in/mm)	36.9/937
Legroom, front (in/mm)	41.7/1,058
Legroom, rear (in/mm)	33.5/851
Trunk capacity (cu ft/cu m)	14.6/0.414



*When you drive an E320 SEDAN for the first time,  
you discover a feeling no other car maker has captured.*





## *The* **BALANCED** *Rewards* *of an E320* **SEDAN.**

THE 6-CYLINDER E-CLASS SEDAN HAS LONG BEEN THE BENCHMARK FOR THE REST OF THE WORLD'S

CAR MAKERS. WITH ITS POWERFUL YET EFFICIENT ENGINE, BANK-VAULT SOLIDITY  
AND PROFOUND SAFETY ENGINEERING, THE E320 SEDAN REMAINS UNEQUALLED.

In a luxury-car marketplace crowded with alternatives, the E320 Sedan remains an unrivaled combination of what Mercedes-Benz owners value most in an automobile: quality, safety engineering, reliability and performance.

Every automobile is to some degree a compromise. The challenge is to achieve a balanced portfolio of automotive capabilities. The Mercedes-Benz E320 strikes this balance as few automobiles ever before. Acceleration, handling, ride comfort, reliability, ergonomics, aerodynamics — in every area of performance, this automobile provides a level of achievement that has brought pride of ownership and the envy of the automotive world.

If you have yet to sample an E320 Sedan on the road, it's here you'll discover what this car is really all about. Your integration with the car feels complete. A reassuring sense of substance and solidity pervades the passenger cabin.

Yet the driver is not, as in many luxury sedans, isolated from all feeling

of the road. Driving is once again a calm, coherent act. There's a seamless flow of power at the command of your right foot. Despite its potent in-line 6-cylinder engine, the E320 Sedan is not merely an exercise in power. No other car in its class delivers better gas mileage.<sup>1</sup>

The unnerving precision you've experienced in lesser luxury cars is absent here, replaced by the reassuring exactitude of Mercedes-Benz engineering. This pure, almost instinctive driving sensation is the result of a carefully balanced engineering equation.

This is an automobile true to the tenets of the century-old Mercedes-Benz engineering philosophy: the best automobile is the most complete automobile.



**E 320 SEDAN**

A sedan of refined driving character, the E320 possesses a balance of luxury and performance unique in the automotive world.

<sup>1</sup> EPA estimated fuel economy is rated at 20 mpg city, 26 mpg highway. Your actual highway mileage will probably be less than the highway estimate. Compare the estimated mpg to the estimated mpg of other vehicles. Best-in-class claim based on comparison of base-transmission 1994 models. 1995 competitor information unavailable at time of printing.





## *The SMOOTHNESS of an IN-LINE Engine.*

INHERENTLY SMOOTH AND QUIET, THE E 320 SEDAN'S IN-LINE 6-CYLINDER ENGINE

OFFERS PERFORMANCE THAT SURPASSES SOME V-8s. YET ITS SOPHISTICATED ELECTRONIC CONTROLS

MAKE IT AMONG THE MOST FUEL-EFFICIENT LUXURY-CAR POWERPLANTS.



An E 320 Sedan's engine improves torque at low engine speeds by using a tuned-resonance intake manifold that controls airflow with a butterfly valve. At low rpm, the butterfly valve permits the airflow to accelerate, thereby generating more torque.

One of the most advanced engines ever placed in a production Mercedes-Benz powers the E 320 Sedan. Velvety-smooth, profoundly powerful and responsive, it gives the E 320 Sedan a driving character unique among luxury cars. Using sophisticated control systems and painstaking methods of construction, this engine elevates the in-line configuration to a new realm of mechanical refinement.

**PRESS THE THROTTLE, AND THE 6-CYLINDER ENGINE'S RESPONSE IS ANYTHING BUT SEDATE.**

An E 320 Sedan's 6-cylinder engine improves torque at low engine speeds by using a tuned-resonance intake manifold that accelerates airflow at low rpm to increase torque. At high rpm, it increases air volume for higher power output.

The E 320 Sedan's 3.2-liter in-line 6-cylinder engine is both ruggedly built

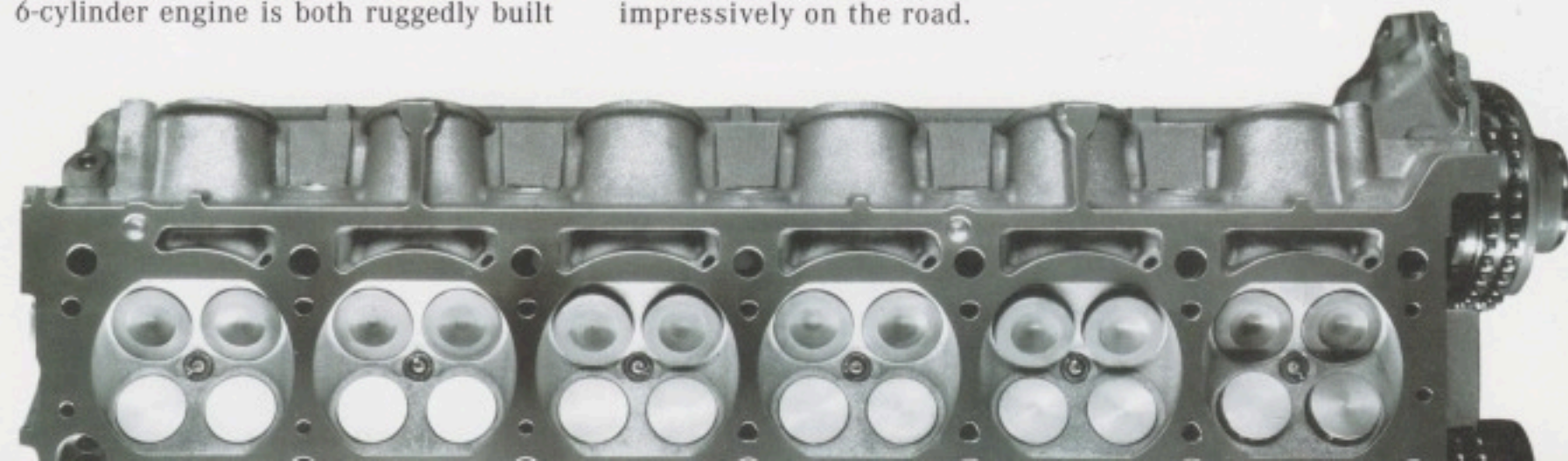
and precisely managed. The cast-iron engine block is extremely rigid and resistant to vibration. Computer-balanced counterweights ensure that the crankshaft spins smooth and true.

Precise monitoring of engine functions is via HFM, a reliable electronic system that regulates ignition, fuel injection, antiknock control and idle speed for optimum performance. The HFM system

uses a hot-film air mass sensor to measure the air flowing through the engine intake, allowing fine-tuning of the air/fuel mixture to produce surprising fuel efficiency.

What is the point of all this esoteric engineering? Not merely to sound impressive on paper, but to perform impressively on the road.

The E 320's 3.2-liter in-line 6-cylinder engine uses dual overhead cams, four valves per cylinder and a host of innovations to produce 217 horsepower. The zero-to-60 mph test-track time is about 8.0 seconds. (0-100 km/h in approximately 8.3.)





## *The* STABILITY *of an* *E320 Sedan at* SPEED.

THERE'S NO SINGLE EXPLANATION FOR THE WAY A MERCEDES-BENZ CONDUCTS ITSELF OVER THE ROAD.

THE CALM DRIVING DEMEANOR AND CONFIDENT RESPONSE OF AN E320 SEDAN IS THE RESULT OF A SYSTEMATIC EFFORT TO BALANCE THE CONFLICTING FORCES OF PHYSICS.



The Mercedes-Benz E320 Sedan's patented independent multilink rear suspension system masterfully balances the dynamic forces of squat, dive, pitch and roll.

The Mercedes E320 Sedan's patented independent suspension has been widely imitated but never equalled — perhaps because others fail to share the systematic engineering approach of its maker.

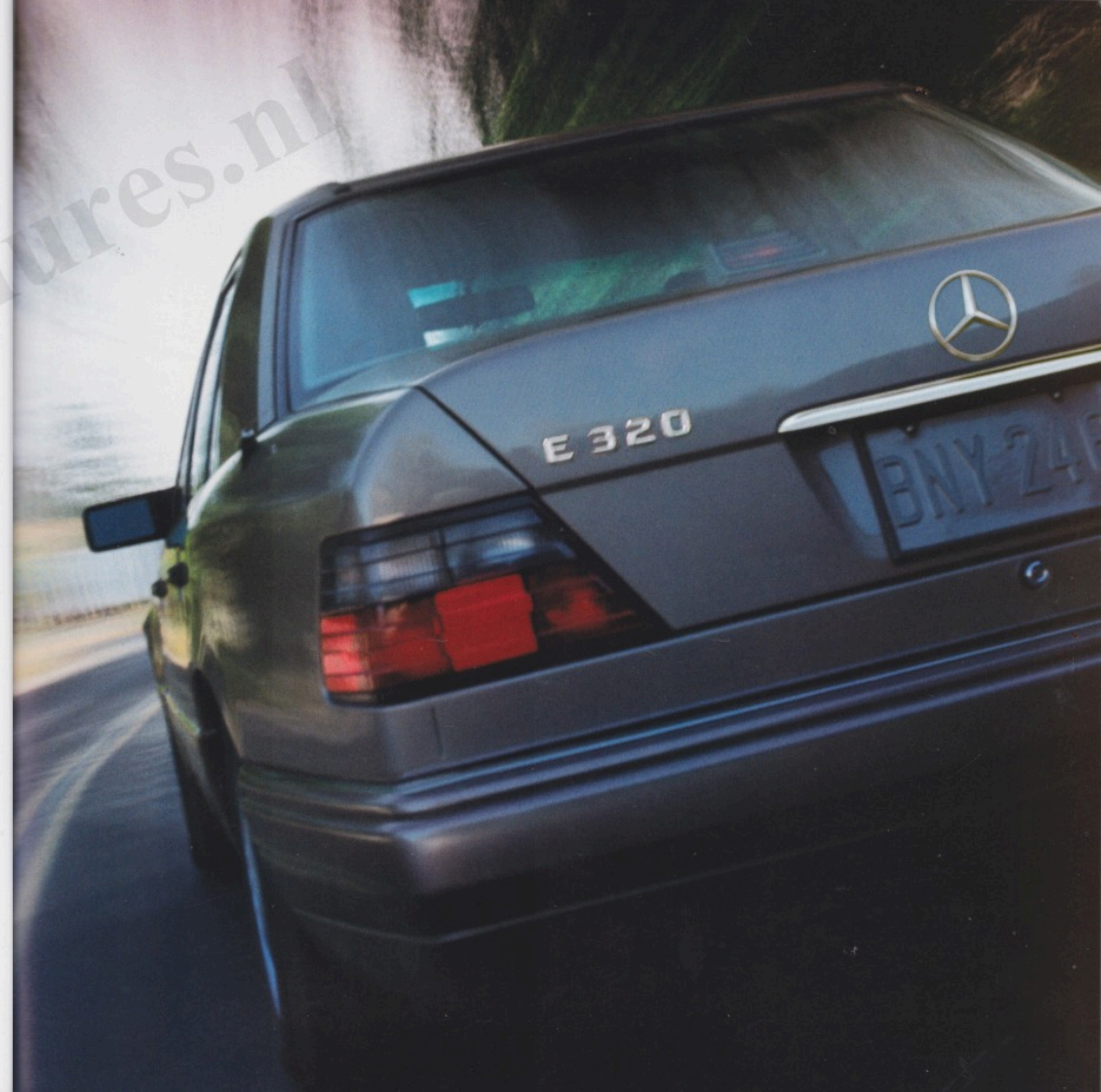
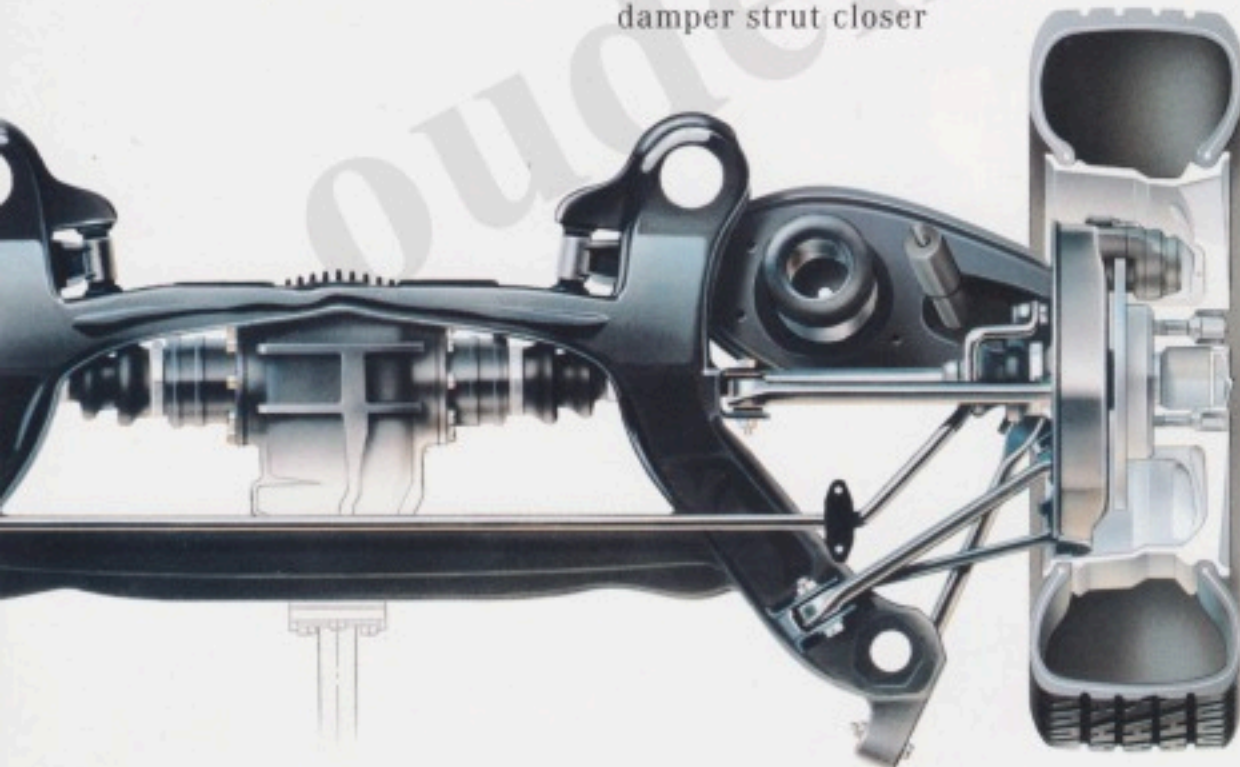
Simply put, the front suspension has gas-pressurized damper struts with separate coil springs. Separating the components produces two benefits: wheel travel is longer, resulting in a more comfortable ride, and positioning the damper strut closer

to the wheel creates precise directional stability. At each rear wheel, the suspension system uses five separate links to virtually eliminate unwanted steering effects. The "self-steer" tendencies of the rear wheels are significantly reduced, replaced by a direct response to your steering input.

The suspension is attached to a monocoque body that is a rigid platform designed to resist the twisting, jolting punishment dished out by the dynamics of driving and by the pavement. Welded at more than 4,500 points, it has greatly reduced the opportunity for squeaks and rattles to gain a foothold.

You drive in a civilized environment, free from the distraction of unwelcome sounds. Little except the hum of the engine permeates the cabin. Even the steering wheel in your hands adds to the feeling of solidity. The lower portion of the steering system is fitted with a hydraulic damper to further absorb shock.

You may not wish to absorb yourself in the engineering logic of the E320 Sedan's suspension system. You may wish instead to simply drive this magnificent Mercedes sedan and revel in the pure emotional delight.











*Designed to help eliminate distraction, a logically arranged instrument panel gives the driver all vital operating data at a glance. The emphasis on safety engineering even extends to the zebrano wood veneer trim; in critical areas, the wood is laminated with a layer of aluminum to help it resist splintering in a severe collision.*



*The leather upholstery in an E320 Sedan isn't limited to the seating surfaces. The entire seat, even the map pocket, is covered in soft leather selected for its uniform grain and thickness. The zebrano wood trim is worked, polished, finished and fitted by artisans dedicated to a standard of craftsmanship unique to Mercedes-Benz.*



**ENGINE AND DRIVETRAIN**

**Engine:** DOHC 24-valve in-line 6-cylinder. HFM sequential multiport fuel injection and ignition with antiknock feature. Variable intake-valve timing. Tuned-resonance intake manifold. Control Area Network (CAN) data management system.

**Displacement:** 195.2 cu in/3,199 cc

**Net power:** 217 hp @ 5,500 rpm

**Net torque:** 229 lb-ft @ 3,750 rpm

**Compression ratio:** 10.0:1

**Acceleration:**<sup>1</sup> 0-60 mph in 8.0 seconds  
0-100 km/h in 8.3 seconds

**Transmission:** 4-speed automatic

**Traction control:** Optional Automatic Slip Control (ASR) (part of Option Package E1).

**Rear axle ratio:** 2.65:1

**STEERING AND SUSPENSION**

**Steering:** Power-assisted recirculating-ball with hydraulic damper.

**Front suspension:** Independent gas-pressurized damper struts with separate coil springs, triangular lower control arms, antidive geometry, antiroll bar.

**Rear suspension:** Independent multilink with geometry for antilift, antisquat and alignment control, coil springs, antiroll bar, single-tube gas-pressurized shock absorbers.

**BRAKES**

**Configuration:** 2-circuit power-assisted 4-wheel disc brakes. Antilock Braking System (ABS).

**Parking brake:** Foot-operated.

**WHEELS AND TIRES**

**Wheels:** 6.5J x 15" aluminum-alloy

**Tires:** 195/65R15 91H steel-belted radial

<sup>1</sup> Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, altitude above sea level and vehicle load.  
<sup>2</sup> Dealer-installed.

**EXTERIOR FEATURES**

**Visibility:** Eccentric-sweep windshield wiper with heated washer system. Electrically heated rear window. Halogen headlamps and front foglamps. Rear foglamp. Dual heated electrically operated outside mirrors.

**Amenities:** Sliding electric sunroof with rear pop-up feature. Central locking of doors, trunk and fuel filler, with key-operated window and sunroof closing capability. Antitheft alarm system with starter interlock.

**INTERIOR FEATURES**

**Safety systems:** Supplemental Restraint System (SRS) with an air bag, knee bolster and Emergency Tensioning Retractor (ETR) for both driver and front passenger. 3-point outboard seat belts. Height-adjustable front shoulder belts. Automatically height-adjusting rear shoulder belts.

**Seating and trim:** 10-way electrically adjustable front seats. Remote-retractable dual rear head restraints. Leather upholstery. Leather-trimmed steering wheel and gearshift. Zebrano wood trim.

**Comfort and convenience:** Automatic climate control. Power windows with front express down. Cruise control. Delayed shutoff front courtesy light. Rear courtesy light. Entrance lamps. Front reading lamp. Illuminated visor vanity mirrors. Lockable roll-top front storage compartment. Front center armrest with internal storage (fits optional telephone handset). Rear center armrest. Front door storage pockets.

**INSTRUMENTATION**

Analog speedometer and tachometer. Fuel, coolant temperature and oil pressure gauges. Resettable trip meter. Analog quartz chronometer. Digital outside temperature indicator.

**SOUND SYSTEM**

Active Bass sound system with 6 speakers. Automatic speed-dependent volume adjustment. Antitheft-coded AM/FM stereo/weatherband radio and autoreverse cassette player. Automatic electric AM/FM/cellular antenna. Prewiring for optional compact disc changer and cellular telephone.

**OPTIONAL EQUIPMENT****VALUE-ADDED OPTION PACKAGES**

**Package E1:** Automatic Slip Control (ASR), heated front seats, and heated washing system with wipers for headlamps and front foglamps.

**Package E2:** Electrically adjustable telescoping steering column, 2-position memory for driver's seat (includes steering column), High Performance sound system with 10 speakers.

**INDIVIDUALLY AVAILABLE OPTIONS**

Metallic paint.

Electrically adjustable telescoping steering column.

Electric rear-window sunshade.

Multicontour driver and/or front passenger seats.

Rear-seat reading lamps.

Integrated cellular telephone.<sup>2</sup>

Integrated trunk-mounted compact disc changer.<sup>2</sup>

Sportline Package (please see page 80).

**DIMENSIONS**

EXTERIOR	E 320 SEDAN
Wheelbase (in/mm)	110.2/2,800
Length (in/mm)	187.2/4,755
Height (in/mm)	56.3/1,431
Width (in/mm)	68.5/1,740
Track, front (in/mm)	59.1/1,501
Track, rear (in/mm)	58.7/1,491
Turning circle (ft/m)	37.0/11.3
Coefficient of drag	0.31
Curb weight (lbs/kg)	3,525/1,600
INTERIOR	
Headroom, front (in/mm)	36.9/938
Headroom, rear (in/mm)	36.9/937
Legroom, front (in/mm)	41.7/1,058
Legroom, rear (in/mm)	33.5/851
Trunk capacity (cu ft/cu m)	14.6/0.414



*The E320 WAGON: arguably the most  
capable vehicle ever to be called a station wagon.*





## *The* PRACTICAL *Side* of E-Class PRESTIGE.

STATION WAGONS HAVE RARELY BEEN THE SORT OF VEHICLES THAT FOSTER DRIVING PLEASURE.

YET THE MERCEDES-BENZ E 320 STATION WAGON IS CAPABLE OF OVER-THE-ROAD RESPONSE AS REFINED AS ANY SEDAN, EVEN AN E-CLASS SEDAN.

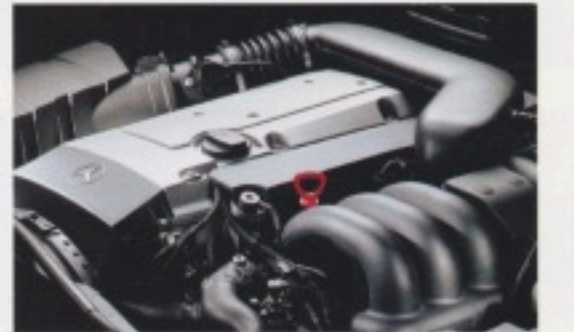
This station wagon handles itself with all the poise of an E-Class sedan. Even with a full load, it doesn't feel like a wagon. It feels like a Mercedes-Benz. To ensure a degree of ride comfort and handling precision comparable to that of an E-Class sedan, the E 320 Wagon is equipped with a load leveling system that automatically adjusts the rear suspension to compensate for varying cargo weights.

It may seem, at first, a curious interpretation of E-Class engineering. But the fact that the E 320 also happens to be a station wagon is purely a matter of practicality.

An E 320 Wagon's first duty is, of course, to uphold the Mercedes-Benz standard of passive safety engineering. Its steel-girded crumple-zone body structure is designed to help absorb energy from offset-frontal as well as full-frontal collisions. A Supplemental Restraint System (SRS), which includes an air bag, Emergency Tensioning Retractor (ETR) and knee bolster

An E 320 Station Wagon must also meet the same exacting standards of active safety that are applied to every Mercedes-Benz passenger car. Handling agility, steering and braking response are remarkable, due in part to the E 320 Wagon's nearly ideal weight distribution. And the ride quality is smooth and well controlled, a quality assured by the E 320 Wagon's load-leveling suspension system. Inside, standard amenities include

The E 320 Wagon's 3.2-liter in-line 6-cylinder engine is both potent and poised. 217 horsepower and 229 lb-ft of torque ensure reserves of power in virtually any driving situation.



PRACTICALITY IS A VIRTUE THAT'S NEVER CONFLICTED WITH THE MERCEDES-BENZ IDEA OF COMFORT.

for both the driver and front-seat passenger, is standard.

10-way electrically adjustable front seats, a 6-speaker Active Bass sound system and automatic climate control.





## Mercedes REFINEMENT in Wagon FORM.

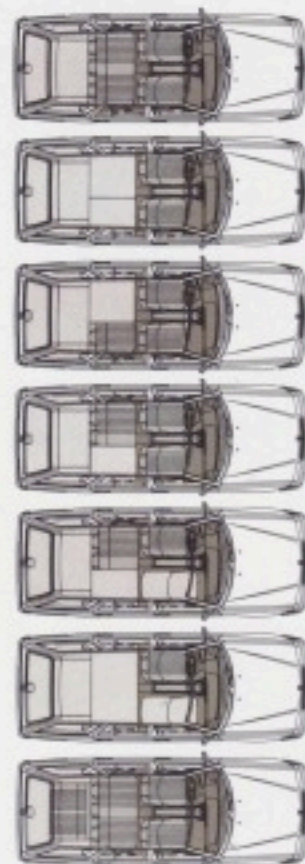
WITH THE THIRD SEAT RAISED, THE VERSATILE MERCEDES-BENZ E 320 STATION WAGON IS A 7-PASSENGER CAR. WITH THE FRONT-PASSENGER SEAT RECLINED, YOU CAN CARRY LONG ITEMS THAT SPAN FROM THE DASHBOARD TO THE TAILGATE.

There is one important point concerning the Mercedes-Benz E320 Wagon that you may wish to consider here and now: the car's practicality is known to inspire acts of pure whimsy. Antiques that you happen upon while on a Sunday drive have a way of coming home with you. You could find yourself at the nursery, loading a

A folding, rear-facing third seat increases passenger capacity to a total of seven. In the 5-seat configuration, cargo capacity is 42.3 cubic feet and expands to a total of 76.8 cubic feet when both portions of the rear seat are folded down. And the E320's cavernous cargo area is easy to reach. Its rear pillar angle permits the large tailgate to swing open even when another car has parked close behind you. An electromechanical closing assist draws the tailgate firmly closed once it is latched.

A 2-speed wiper clears 74 percent of the rear window for excellent visibility; it automatically turns on if you shift into reverse while the front wiper is on. Should you require additional luggage

As many as seven different seating configurations offer a wide range of opportunities for carrying bulky or long items and practically any combination of passengers and their cargo. A rear-facing third seat is standard.



The standard cargo net prevents shifting cargo from moving forward in the passenger compartment. The luggage cover lets you hide valuable cargo from view.



CLOSING THE TAILGATE OF THE E 320 WAGON DOESN'T REQUIRE EXTRA EFFORT OR AN EMPHATIC SLAM.

dozen flats of impatiens into the cargo space. Or when half the team needs a ride home from practice, you might suddenly hear yourself saying, "Sure, no problem."

capacity, the E320 Station Wagon features a roof-mounted cargo rack with adjustable and removable crossbars.





**ENGINE AND DRIVETRAIN**

**Engine:** DOHC 24-valve in-line 6-cylinder. HFM sequential multiport fuel injection and ignition with antiknock feature. Variable intake-valve timing. Tuned-resonance intake manifold. Control Area Network (CAN) data management system.

**Displacement:** 195.2 cu in/3,199 cc

**Net power:** 217 hp @ 5,500 rpm

**Net torque:** 229 lb-ft @ 3,750 rpm

**Compression ratio:** 10.0:1

**Acceleration:**<sup>1</sup> 0-60 mph in 8.2 seconds  
0-100 km/h in 8.6 seconds

**Transmission:** 4-speed automatic

**Traction control:** Optional Automatic Slip Control (ASR) (part of Option Package E1).

**Rear axle ratio:** 2.65:1

**STEERING AND SUSPENSION**

**Steering:** Power-assisted recirculating-ball with hydraulic damper.

**Front suspension:** Independent gas-pressurized damper struts with separate coil springs, triangular lower control arms, antidive geometry, antiroll bar.

**Rear suspension:** Independent multilink with geometry for antilift, antisquat and alignment control, coil springs, antiroll bar, hydropneumatic shock absorbers. Automatic rear-axle level control.

**BRAKES**

**Configuration:** 2-circuit power-assisted 4-wheel disc brakes. Antilock Braking System (ABS).

**Parking brake:** Foot-operated.

**WHEELS AND TIRES**

**Wheels:** 6.5J x 15" aluminum-alloy

**Tires:** 195/65R15 91H steel-belted radial

<sup>1</sup> Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, altitude above sea level and vehicle load.

<sup>2</sup> Dealer-installed.

<sup>3</sup> Second seat up, third seat folded.

<sup>4</sup> Second and third seats folded.

**EXTERIOR FEATURES**

**Visibility:** Eccentric-sweep windshield wiper with heated washer system. Rear wiper with constant and intermittent speeds, automatic activation in reverse gear when front wiper is on, and heated washer. Electrically heated rear window. Halogen headlamps and front foglamps. Rear foglamp. Dual heated electrically operated outside mirrors.

**Amenities:** Sliding electric sunroof with rear pop-up feature. Central locking of doors, tailgate and fuel filler, with key-operated window and sunroof closing capability. Tailgate closing assist. Protective-coated roof rack with adjustable/removable crossbars. Antitheft alarm system with starter interlock.

**INTERIOR FEATURES**

**Safety systems:** Supplemental Restraint System (SRS) with an air bag, knee bolster and Emergency Tensioning Retractor (ETR) for both driver and front passenger. 3-point outboard seat belts (includes third seat). Height-adjustable front shoulder belts. Automatically height-adjusting rear shoulder belts (not including third seat).

**Seating and trim:** 10-way electrically adjustable front seats. 60/40-split fold-down rear seat with 3 adjustable head restraints. Fold-down rear-facing third seat. M-B Tex upholstery. Leather-trimmed steering wheel and gearshift. Zebrano wood trim.

**Comfort and convenience:** Automatic climate control. Power windows with front express down. Cruise control. Delayed shutoff front courtesy light. Rear courtesy/cargo area lights. Entrance lamps. Front reading lamp. Illuminated visor vanity mirrors. Lockable roll-top front storage compartment. Front center armrest with internal storage (fits optional telephone handset). Front door storage pockets. Retractable partition net/luggage cover.

**INSTRUMENTATION**

Analog speedometer and tachometer. Fuel, coolant temperature and oil pressure gauges. Resettable trip meter. Analog quartz chronometer. Digital outside temperature indicator.

**SOUND SYSTEM**

Active Bass sound system with 6 speakers. Automatic speed-dependent volume adjustment. Antitheft-coded AM/FM stereo/weatherband radio and autoreverse cassette player. Automatic electric AM/FM/cellular antenna. Prewiring for optional compact disc changer and cellular telephone.

**OPTIONAL EQUIPMENT****VALUE-ADDED OPTION PACKAGES**

**Package E1:** Automatic Slip Control (ASR), heated front seats, and heated washing system with wipers for headlamps and front foglamps.

**Package E3:** Electrically adjustable telescoping steering column, and 2-position memory for driver's seat (includes steering column).

**INDIVIDUALLY AVAILABLE OPTIONS**

Metallic paint.

Leather upholstery.

Electrically adjustable telescoping steering column.

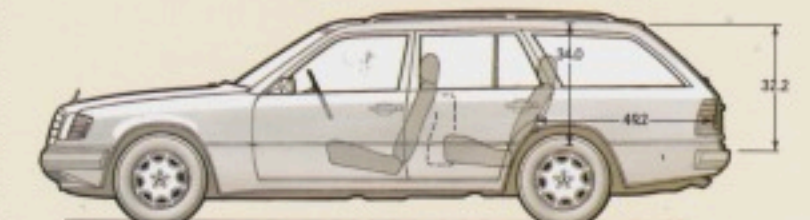
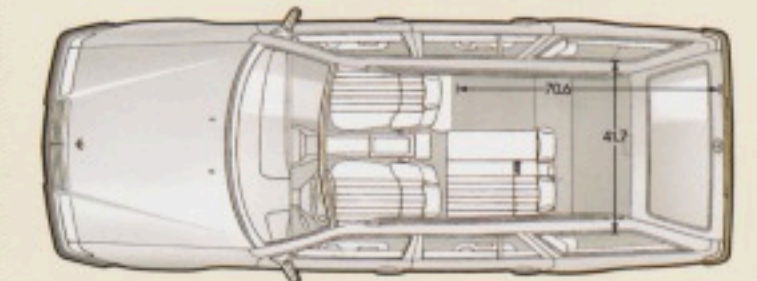
Multicontour driver and/or front passenger seats.

Integrated cellular telephone.<sup>2</sup>

Integrated cargo-area mounted compact disc changer.<sup>2</sup>

**DIMENSIONS**

EXTERIOR	E 320 STATION WAGON
Wheelbase (in/mm)	110.2/2,800
Length (in/mm)	188.2/4,780
Height (in/mm)	59.8/1,521
Width (in/mm)	68.5/1,740
Track, front (in/mm)	58.9/1,497
Track, rear (in/mm)	58.6/1,488
Turning circle (ft/m)	37.0/11.3
Coefficient of drag	0.34
Curb weight (lbs/kg)	3,750/1,700
INTERIOR	
Headroom, front (in/mm)	37.4/950
Headroom, rear (in/mm)	36.6/930
Legroom, front (in/mm)	41.7/1,058
Legroom, rear (in/mm)	33.9/860
Cargo capacity <sup>3</sup> (cu ft/cu m)	42.3/1,199
Cargo capacity <sup>4</sup> (cu ft/cu m)	76.8/2,176





*In the E420 SEDAN, V-8 power and Mercedes-Benz  
substance combine to create an automobile without equal.*





## The CHARACTER of a V-8 Powered MERCEDES.

COMPARE THE E 420 SEDAN TO ANY OTHER CAR IN ITS CLASS AND YOU'LL DISCOVER THIS:

NO OTHER CAR MAKER HAS SO THOROUGHLY WOVEN THE QUALITIES OF A  
POWERFUL V-8 ENGINE INTO THE CHARACTER OF AN ENTIRE AUTOMOBILE.

It takes more than just a  
large, powerful V-8 to make  
the quintessential luxury  
sedan. It takes the feeling of  
deep substance that's built  
into every Mercedes-Benz.

One thing quickly  
becomes apparent  
when you drive  
an E 420 Sedan:  
there's a feeling  
of substance, solid-  
ity and boundless stamina that's unique  
to a V-8 powered Mercedes-Benz.

It is a sense of security that ema-  
nates from the durable foundation of the  
E 420 Sedan's monocoque body — a body  
built to endure not merely the roads of  
this country, but of 170 others. The V-8  
engine is attached to the E 420 Sedan's rigid  
body by hydraulic mounts that help in-  
tercept noise and vibration long before they  
have a chance to disturb the occupants.

It is a sense of driving confidence,

"When you challenge the E 420, its  
long-legged autobahn heritage shines.  
For fast touring, it's unflappable,  
with that bank-vault solidity we've  
come to love from Mercedes-Benz."  
— Automobile Magazine

stopping distances  
on a par with some  
of the world's most  
notable sports cars.

Inclement  
weather ceases to un-  
nerve you: the E 420 Sedan keeps its  
driver engaged in a direct dialog with  
the road, not sequestered from  
it as in some luxury cars. Your  
ability to clearly see what lies  
ahead is aided by an eccentric-  
sweep wiper that clears 86 percent  
of the windshield in a single pass.

The E 420 Sedan surrounds you  
not merely with stylish trappings or slick  
packaging, but with an engineering  
integrity that has made Mercedes-Benz



**E 420 SEDAN**

The responsiveness of  
a 275-horsepower V-8,  
the pure quality of an  
E-Class Mercedes-Benz —  
you will find few equals  
to the E 420 Sedan.

THE ROBUST FEELING OF AN E 420 SEDAN GOES FAR BEYOND THE PERFORMANCE OF ITS V-8 ENGINE.

the result of powerful 4-wheel disc  
brakes, augmented by an advanced  
Antilock Braking System, that produce

a benchmark of the automotive world  
for more than a century.



## Eight-Cylinder POWER, Mercedes PRECISION.

USING A CONSTRUCTION METHOD PROVEN IN MORE THAN A DECADE OF ENGINE

PRODUCTION, THE MERCEDES-BENZ V-8 INGENUOUSLY PROVIDES  
THE DURABILITY OF CAST IRON IN AN ALUMINUM-ALLOY ENGINE.

The E 420 Sedan's 4.2-liter V-8 engine is rated at 275 horsepower and 295 lb-ft of torque. With 32 valves, dual overhead camshafts and variable intake-valve timing, the engine's performance is optimized across a wide range of engine speeds.

There are a number of car makers who currently market V-8 powered luxury sedans. Part of what makes the Mercedes-Benz E 420 Sedan unique among these cars is the engine itself.

Many modern V-8 engines are made from aluminum alloy, a material chosen to save weight versus traditional cast-iron engines. The difference lies in what Mercedes-Benz does to ensure its aluminum-alloy engine wears like iron.

of the hardest and lowest-friction materials known to exist. After the engine block has been bored to a microfine tolerance, the walls of each cylinder are etched. This process exposes the silicon crystals and allows the piston rings to glide up and down inside the cylinders with hardly a trace of wear.

The result is an engine whose torque-rich, 275 horsepower performance is matched by proven

How responsive is an E 420 Sedan? 0 to 60 mph runs approximately 7.1 seconds.<sup>1</sup>



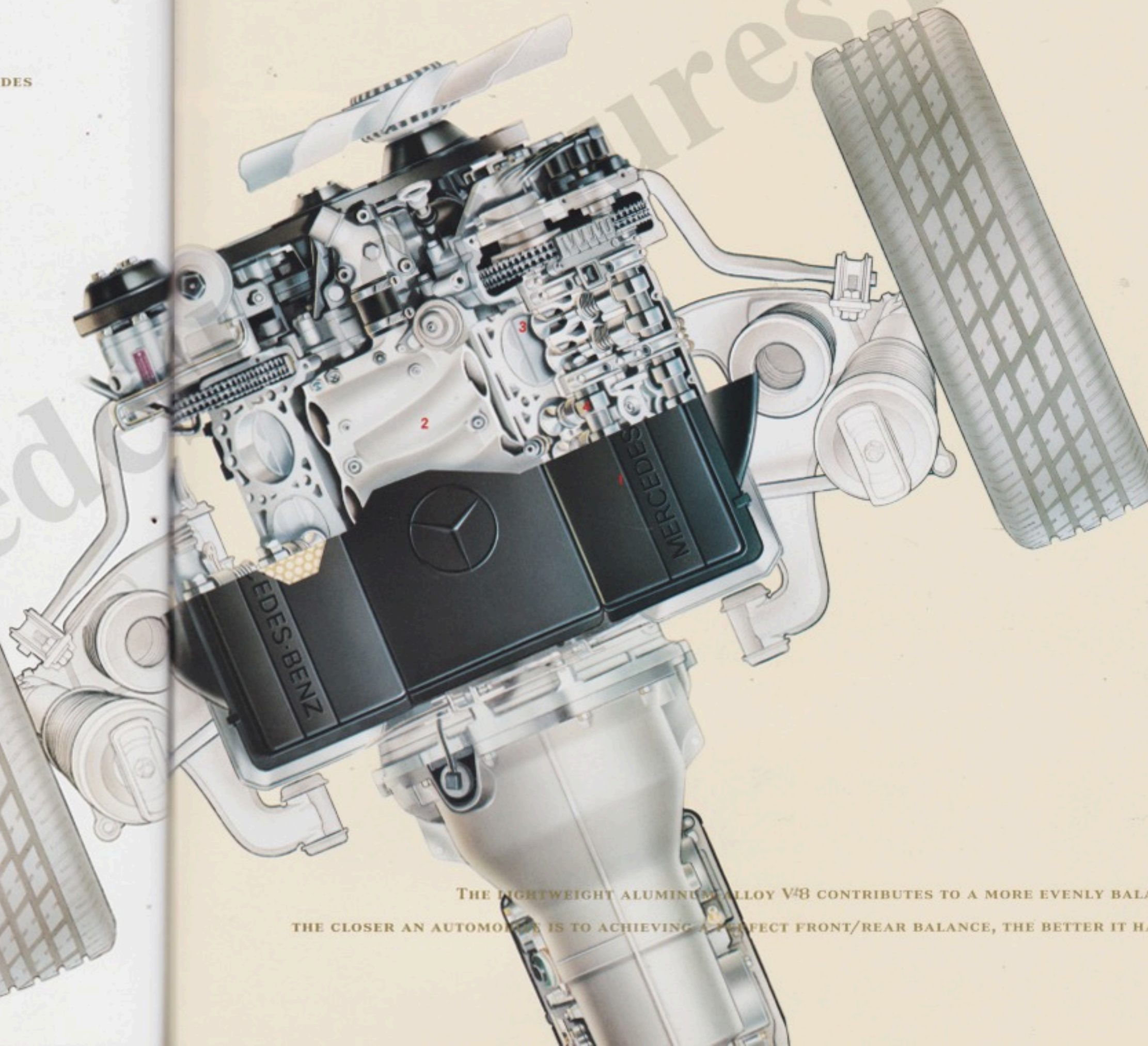
Rather than settle for the compromise solution of inserting cast-iron sleeves in the cylinders, as most other car makers do, Mercedes-

Benz V-8 engine blocks are impregnated with pure silicon crystals, one

of durability and longevity. The result is an engine whose light weight and sophisticated computer management contribute to responsible fuel consumption few other V-8 powered luxury sedans can equal.<sup>2</sup>

<sup>1</sup> 0-100 km/h in 7.5 seconds.  
<sup>2</sup> Claim based on comparison of EPA mileage of base-transmission 1994 models. 1995 competitor information unavailable at time of printing. EPA estimated fuel economy for the 1995 E 420 is rated at 18 mpg city, 24 mpg highway. Your actual highway mileage will probably be less than the highway estimate. Compare the estimated mpg to the estimated mpg of other vehicles.

Cradled within the reinforced engine bay is a 4.2-liter, 275-hp all-alloy V-8 [1] producing 295 lb-ft of torque, 90 percent of which is available at 1,500 rpm. Long intake runners [2] allow the 32 valves [3] to breathe deeply, while computers monitor each cylinder for detonation and firing quality, responding to each change instantly and individually. Computer controls also alter timing of the intake camshafts [4], delaying the valve opening at low engine speeds for reduced emissions, improved economy and a remarkably smooth idle.



THE LIGHTWEIGHT ALUMINUM-ALLOY V-8 CONTRIBUTES TO A MORE EVENLY BALANCED CAR:

THE CLOSER AN AUTOMOBILE IS TO ACHIEVING A PERFECT FRONT/REAR BALANCE, THE BETTER IT HANDLES.







## The COMFORT of the E420 INTERIOR.

THE INTERIOR OF A MERCEDES-BENZ E420 SEDAN IS AN ELEGANT YET UNDERSTATED

ENVIRONMENT DESIGNED TO WELCOME ITS OCCUPANTS WITH CRAFTSMANSHIP AND COMFORT, AND REWARD THEM WITH YEARS OF FAITHFUL ATTENTION.

The interior of a Mercedes-Benz E420 Sedan greets you with the aroma of fine leather. The spacious passenger cabin is lavished in yards of soft leather upholstery hand-tailored to each seat and door panel. Its appearance is rich and handsome; each seam is sewn with a regard for impossibly straight, smooth lines; each inch of material is uniformly thick and textured. (Mercedes-Benz quality is a highly studied affair.

Apprentice workers spend years learning old-world ways from master craftsmen.)

Your eye may carry to the generous fittings of deeply lacquered burl walnut inlaid into the dash, the console and along the door panels, both front and rear. The wood itself was carefully chosen from dozens of candidates.

You may recall an item intentionally left out — noise. The passenger cabin of this sedan is uncommonly quiet, the result of acoustics testing that systematically sought to reduce interior noise.

The optional integrated cellular phone is specifically designed for the E-Class. It automatically mutes the 10-speaker High Performance sound system while a call is in progress. For security and convenience, the cellular phone handset is placed inside the center armrest. A microphone integrated with the overhead control unit allows hands-free operation during conversation.<sup>1</sup>

<sup>1</sup> For safety reasons, the driver should not use the cellular telephone while the vehicle is in motion. We encourage the driver to stop the vehicle in a safe location before answering or placing a call.



The patented seat-shaped control allows you to move the front seats and head restraints by touch. A memory function can be preset to recall either of two positions for the driver's seat, head restraint and telescoping steering column.

The optional cellular phone features an overhead control unit (pictured at right) that can be programmed to store twelve telephone numbers, each for recall at the touch of a button.









**ENGINE AND DRIVETRAIN**

**Engine:** Twin-DOHC 32-valve V-8. Aluminum-alloy block and head. LH sequential multiport fuel injection. Electronic ignition. Antiknock control. Variable intake-valve timing. Control Area Network (CAN) data management system.

**Displacement:** 256.1 cu in/4,196 cc

**Net power:** 275 hp @ 5,700 rpm

**Net torque:** 295 lb-ft @ 3,900 rpm

**Compression ratio:** 11.0:1

**Acceleration:**<sup>1</sup> 0-60 mph in 7.1 seconds  
0-100 km/h in 7.5 seconds

**Transmission:** 4-speed automatic

**Traction control:** Optional Automatic Slip Control (ASR) (part of Option Package E1).

**Rear axle ratio:** 2.24:1

**STEERING AND SUSPENSION**

**Steering:** Power-assisted recirculating-ball with hydraulic damper.

**Front suspension:** Independent gas-pressurized damper struts with separate coil springs, triangular lower control arms, antidive geometry, antiroll bar.

**Rear suspension:** Independent multilink with geometry for antilift, antisquat and alignment control, coil springs, antiroll bar, single-tube gas-pressurized shock absorbers.

**BRAKES**

**Configuration:** 2-circuit power-assisted 4-wheel disc brakes. Antilock Braking System (ABS).

**Parking brake:** Foot-operated.

**WHEELS AND TIRES**

**Wheels:** 6.5J x 15" aluminum-alloy

**Tires:** 195/65R15 91H steel-belted radial

<sup>1</sup> Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, altitude above sea level and vehicle load.

<sup>2</sup> Dealer-installed.

**EXTERIOR FEATURES**

**Visibility:** Eccentric-sweep windshield wiper with heated washer system. Electrically heated rear window. Halogen headlamps and front foglamps, including heated washing system with wipers. Rear foglamp. Dual heated electrically operated outside mirrors.

**Amenities:** Sliding electric sunroof with rear pop-up feature. Central locking of doors, trunk and fuel filler, with key-operated window and sunroof closing capability. Antitheft alarm system with starter interlock.

**INTERIOR FEATURES**

**Safety systems:** Supplemental Restraint System (SRS) with an air bag, knee bolster and Emergency Tensioning Retractor (ETR) for both driver and front passenger. 3-point outboard seat belts. Height-adjustable front shoulder belts. Automatically height-adjusting rear shoulder belts.

**Seating and trim:** 10-way electrically adjustable front seats. Remote-retractable dual rear head restraints. Leather upholstery. Leather-trimmed steering wheel and gearshift. Burl walnut trim.

**Comfort and convenience:** Electrically adjustable telescopic steering column. 2-position memory for driver's seat (includes steering column). Automatic climate control. Power windows with front express down. Cruise control. Delayed shutoff front courtesy light. Rear courtesy light. Entrance lamps. Front reading lamp. Illuminated visor vanity mirrors. Lockable roll-top front storage compartment. Front center armrest with internal storage (fits optional telephone handset). Rear center armrest. Front door storage pockets.

**INSTRUMENTATION**

Analog speedometer and tachometer. Fuel, coolant temperature and oil pressure gauges. Resettable trip meter. Analog quartz chronometer. Digital outside temperature indicator.

**SOUND SYSTEM**

High Performance sound system with 10 speakers. Automatic speed-dependent volume adjustment. Antitheft-coded AM/FM stereo/weatherband radio and autoreverse cassette player. Automatic electric AM/FM/cellular antenna. Prewiring for optional compact disc changer and cellular telephone.

**OPTIONAL EQUIPMENT****VALUE-ADDED OPTION PACKAGE**

**Package E1:** Automatic Slip Control (ASR) and heated front seats.

**INDIVIDUALLY AVAILABLE OPTIONS**

Electric rear-window sunshade.  
Multicontour driver and/or front passenger seats.  
Rear-seat reading lamps.  
Integrated cellular telephone.<sup>2</sup>  
Integrated trunk-mounted compact disc changer.<sup>2</sup>

**DIMENSIONS**

EXTERIOR	E 420 SEDAN
Wheelbase (in/mm)	110.2/2,800
Length (in/mm)	187.2/4,755
Height (in/mm)	56.3/1,431
Width (in/mm)	68.5/1,740
Track, front (in/mm)	59.1/1,501
Track, rear (in/mm)	58.7/1,491
Turning circle (ft/m)	37.0/11.3
Coefficient of drag	0.31
Curb weight (lbs/kg)	3,745/1,700
INTERIOR	
Headroom, front (in/mm)	36.9/938
Headroom, rear (in/mm)	36.9/937
Legroom, front (in/mm)	41.7/1,058
Legroom, rear (in/mm)	33.5/851
Trunk capacity (cu ft/cu m)	14.6/0.414







IN AN AGE WHEN MANY LUXURY CARS SEEM TO BE NOTHING MORE THAN MERE MARKETING OPPORTUNITIES, THE COUPES

AND CABRIOLETS OF MERCEDES STAND APART. AUTOMOBILES LIKE THE E320 COUPE AND E320 CABRIOLET EXIST FOR ONE

## *The E320*

REASON ONLY: BECAUSE MERCEDES-BENZ EXISTS. LOOK AROUND: YOU ARE NOT LIKELY TO FIND ANOTHER MANUFACTURER

## *Coupe and*

BUILDING CARS QUITE LIKE THESE. THE TRUTH IS, ONLY A HANDFUL OF CAR MAKERS AND COACH BUILDERS *EVER* BUILT

## *Cabriolet*

CARS LIKE THESE. DESCENDED FROM SOME OF THE MOST HIGHLY COVETED MERCEDES-BENZ MODELS — THE 280SE COUPE

AND CABRIOLET OF THE 1960S — THE E320 COUPE AND CABRIOLET ARE TRUE GRAND TOURING AUTOMOBILES. THEIRS IS

A RARE CHARACTER, REWARDING THE OCCUPANTS WITH SUPERB COMFORT, PERFORMANCE AND SAFETY ENGINEERING.













BOTH THE E320 COUPE AND E320 CABRIOLET ARE POWERED BY A SOPHISTICATED 3.2-LITER, IN-LINE 6-CYLINDER ENGINE. ITS

RESPONSE TO YOUR RIGHT FOOT IS IMMEDIATE AND LIQUID-SMOOTH; 217 HORSEPOWER AND 229 LB-FT OF TORQUE

ARE TRANSLATED INTO BRISK ACCELERATION — NOT JUST FROM A STANDSTILL BUT AT CRUISING SPEED — THROUGH A

4-SPEED AUTOMATIC TRANSMISSION.



THE EXHILARATING QUICKNESS OF

THESE CARS IS ACCOMPANIED BY THE ACTIVE SAFETY CAPABILITY OF THEIR SUPERB BRAKING, STEERING AND SUSPENSION

SYSTEMS. AND BY A REGARD FOR OCCUPANT PROTECTION THAT HAS LONG DISTINGUISHED THE CARS OF MERCEDES-BENZ.

THE RESULT IS A FEELING OF CONFIDENCE THAT MAKES THESE AMONG THE MOST ENJOYABLE AUTOMOBILES IN THE WORLD.



CREATING A MERCEDES-BENZ CONVERTIBLE IS NOT A CASUAL EXERCISE. THE DESIRE FOR DRIVING PLEASURE

IS BALANCED BY PROFOUND SAFETY ENGINEERING. IN THIS REGARD, THE E-CLASS CABRIOLET REPRESENTS AN

IMPORTANT ADVANCE. THE LEVEL OF SAFETY



ENGINEERING AND STRUCTURAL INTEGRITY

IS REMARKABLE FOR AN OPEN-TOP CAR.



EQUALLY REMARKABLE IS HOW EASILY

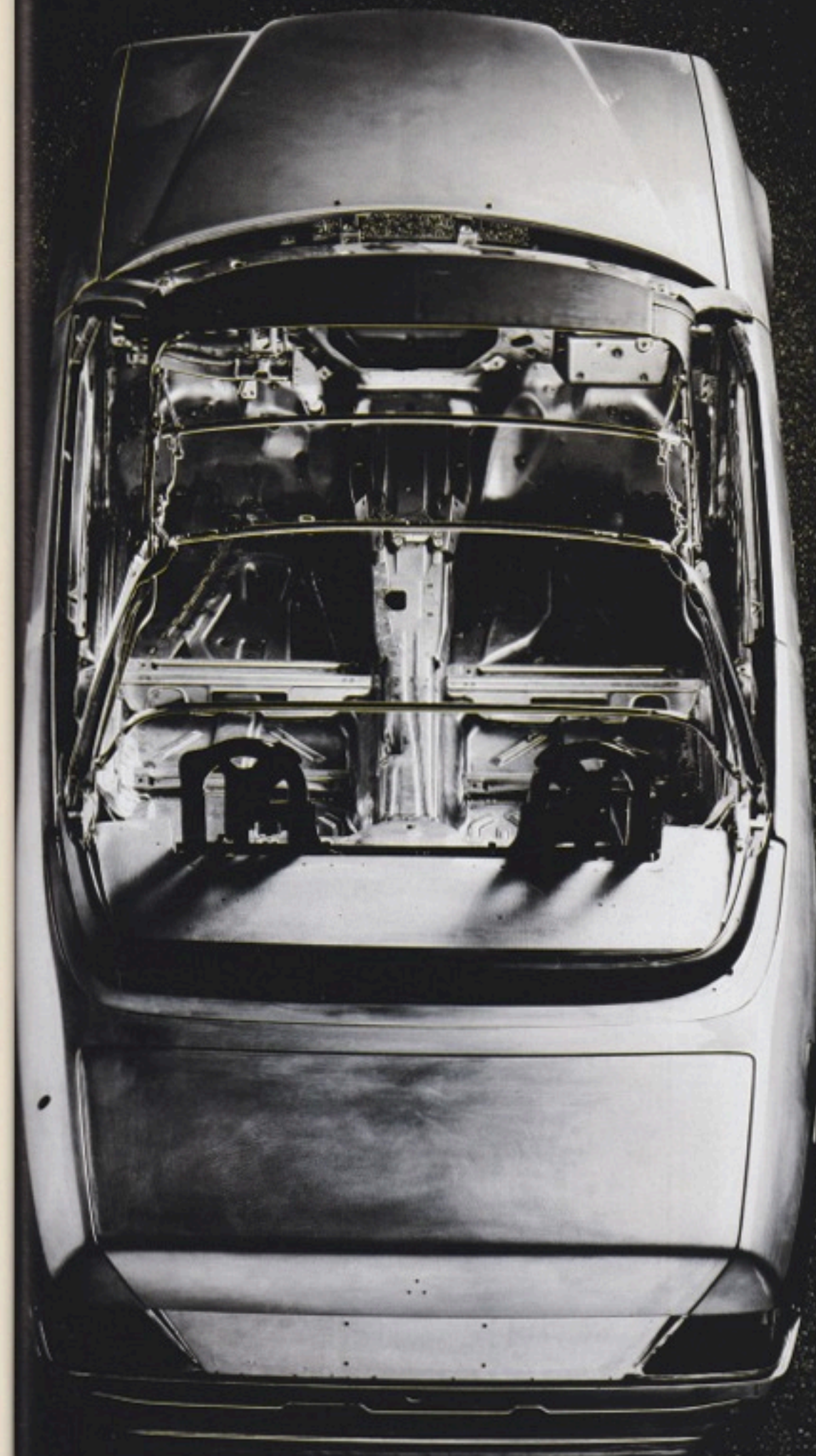
THE E320 CABRIOLET'S FULLY INSULATED



CONVERTIBLE SOFT TOP CAN BE LOWERED. YOU

SIMPLY RELEASE TWO FLIP-DOWN LOCKING LEVERS AND TOUCH A BUTTON ON THE CONSOLE. IN ABOUT 20 SECONDS, THE

INSULATED SOFT TOP AUTOMATICALLY RETRACTS AND FOLDS INTO POSITION BENEATH THE INTEGRATED COVER, AS SHOWN ABOVE.



THE HEAD RESTRAINTS FOR THE REAR-SEAT PAS-

SENGERS CONCEAL TUBULAR STEEL ROLL BARS

DESIGNED TO AUTOMATICALLY DEPLOY WITHIN



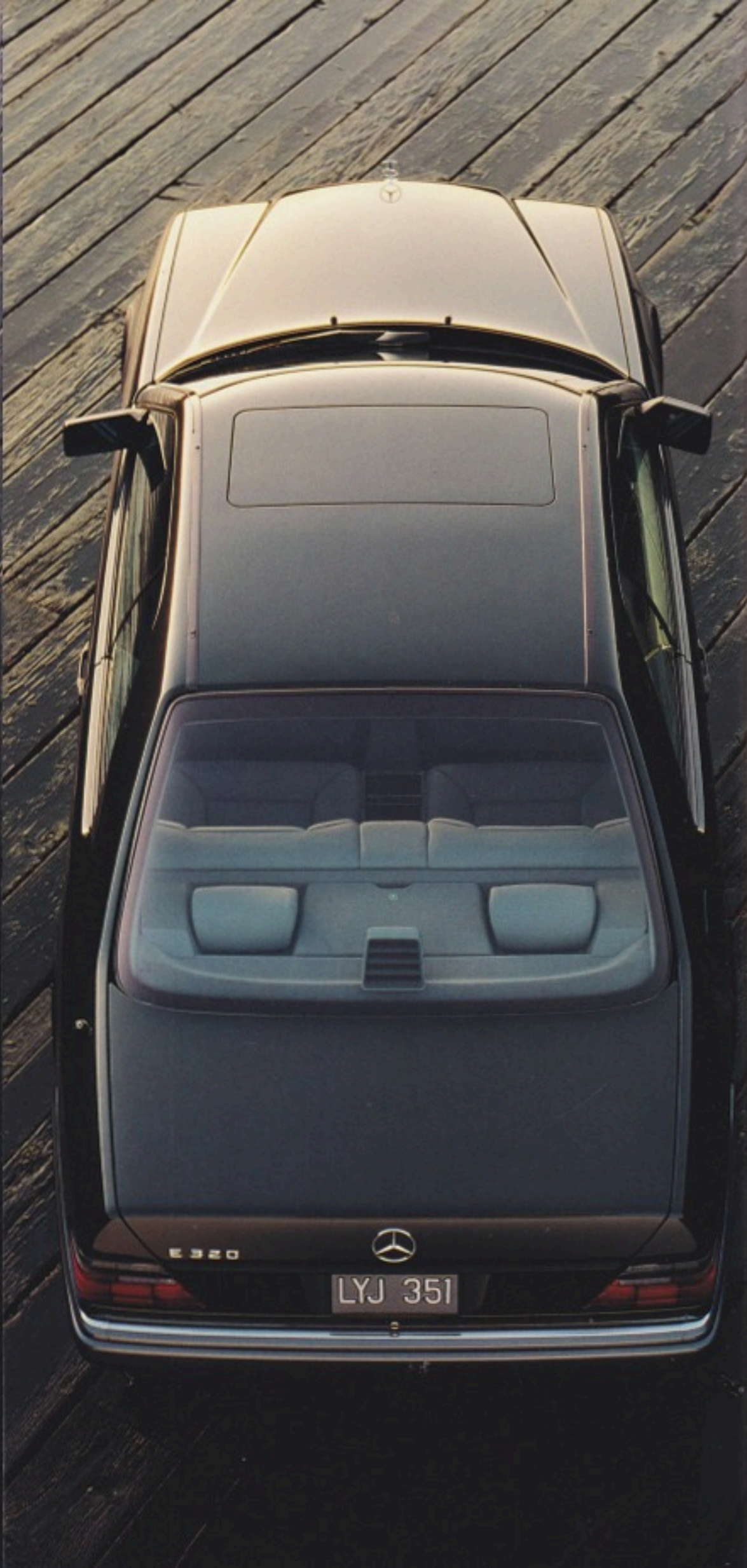
0.3 SECONDS OF SENSING AN IMMINENT ROLLOVER.

THE EFFECTIVENESS OF THIS FEATURE RELIES ON

THE PROPER USE OF THE 3-POINT SEAT BELTS.<sup>1</sup>

<sup>1</sup> The roll bar can improve the level of rollover protection compared to an open vehicle without one, but no system, regardless of how sophisticated, can eliminate the chance of injury in an accident. Always wear your seat belt.



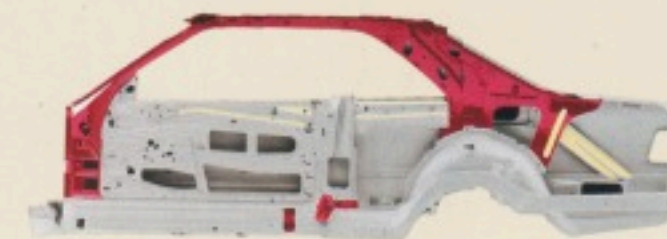


BOTH THE E320 COUPE AND CABRIOLET MONOCOQUE BODIES ARE BUILT TO SATISFY THE MERCEDES-BENZ

STANDARD OF CRASHWORTHINESS. THE COUPE'S PILLARLESS HARDTOP DESIGN USES HIGH-STRENGTH LOW-ALLOY

STEEL TO RESIST TORSIONAL FORCES. THE CABRIOLET'S ENTIRE WINDSHIELD FRAME, FLOOR, TRANSMISSION

TUNNEL, DOOR STRUCTURES AND



CONVERTIBLE TOP STORAGE AREA

ARE ALL DESIGNED TO PROVIDE EXTRA RIGIDITY. A CAST-ALUMINUM BRACE BEHIND THE INSTRUMENT PANEL

PROVIDES ADDED STRENGTH. AND SPECIALLY TUNED, PRECISELY PLACED COUNTERWEIGHTS HELP CANCEL OUT

VIBRATIONS THAT COULD RESONATE FROM THE CABRIOLET'S TRUNK, WINDSHIELD FRAME OR ENGINE COMPARTMENT.





*The E320 Coupe and Cabriolet interiors are a study in comfort and craftsmanship. Hand-finished burl walnut veneer graces the cabin. Each seat is entirely covered in soft, hand-fitted leather. Safety engineering is paramount: dual air bags, padded knee bolsters, and Emergency Tensioning Retractors (ETR) for the front seat belts are standard equipment.*



TRAVELING IN AN E320 COUPE OR CABRIOLET,



THE AMBIENCE IS SERENE. YOU HAVE NO

DOUBTS THAT THE PURPOSE OF YOUR TRIP IS NOT SIMPLY TO ARRIVE AT A DESTINATION, BUT TO HAVE SAVORED EVERY

MOMENT EN ROUTE. FRONT SEAT BELTS ARE OFFERED TO DRIVER AND FRONT-SEAT PASSENGER BY MEANS OF

AUTOMATIC ELECTRIC PRESENTERS WHICH



RETRACT ONCE THE BELTS ARE FASTENED.

THE FRONT ARMREST IS PREWIRED FOR THE OPTIONAL MERCEDES-BENZ CELLULAR TELEPHONE HANDSET. AND THE

E320 COUPE AND E320 CABRIOLET ARE TRUE 4-PLACE AUTOMOBILES. REAR-SEAT PASSENGERS ENJOY A MEASURE

OF INDIVIDUAL COMFORT AND CONVENIENCE THAT

MAKES EVEN LONG TRIPS A LASTING PLEASURE.



E320 Coupe shown above.





**ENGINE AND DRIVETRAIN**

**Engine:** DOHC 24-valve in-line 6-cylinder. HFM sequential multiport fuel injection and ignition with antiknock feature. Variable intake-valve timing. Tuned-resonance intake manifold. Control Area Network (CAN) data management system.  
**Displacement:** 195.2 cu in/3,199 cc  
**Net power:** 217 hp @ 5,500 rpm  
**Net torque:** 229 lb-ft @ 3,750 rpm  
**Compression ratio:** 10.0:1  
**Acceleration:**<sup>1</sup> Coupe: 0-60 mph in 8.0 seconds  
 0-100 km/h in 8.2 seconds  
 Cabriolet: 0-60 mph in 8.5 seconds  
 0-100 km/h in 8.9 seconds

**Transmission:** 4-speed automatic

**Traction control:** Optional Automatic Slip Control (ASR) (part of Option Package E1 on Coupe).

**Rear axle ratio:** 2.65:1

**STEERING AND SUSPENSION**

**Steering:** Power-assisted recirculating-ball with hydraulic damper.

**Front suspension:** Independent gas-pressurized damper struts with separate coil springs, triangular lower control arms, antidive geometry, antiroll bar.

**Rear suspension:** Independent multilink with geometry for antilift, antisquat and alignment control, coil springs, antiroll bar, single-tube gas-pressurized shock absorbers.

**BRAKES**

**Configuration:** 2-circuit power-assisted 4-wheel disc brakes. Antilock Braking System (ABS).

**Parking brake:** Foot-operated.

**WHEELS AND TIRES**

**Wheels:** 6.5J x 15" aluminum-alloy

**Tires:** 195/65R15 91H steel-belted radial

<sup>1</sup> Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, altitude above sea level and vehicle load.

<sup>2</sup> Also includes sunroof closing capability on Coupe.

<sup>3</sup> Dealer-installed.

**EXTERIOR FEATURES**

**Visibility:** Eccentric-sweep windshield wiper with heated washer system. Electrically heated rear window. Halogen headlamps and front foglamps, including heated washing system with wipers. Rear foglamp. Dual heated electrically operated outside mirrors.

**Amenities:** Sliding electric sunroof with rear pop-up feature (Coupe). Electrically operated soft top with flush-mounted glass rear window (Cabriolet). Wind deflector (Cabriolet). Central locking of doors, trunk and fuel filler, with key-operated window closing capability.<sup>2</sup> Antitheft alarm system with starter interlock.

**INTERIOR FEATURES**

**Safety systems:** Supplemental Restraint System (SRS) with an air bag, knee bolster and Emergency Tensioning Retractor (ETR) for both driver and front passenger. 3-point seat belts. Automatic front seat belt presenters. Automatically height-adjusting rear shoulder belts (Coupe). Pop-up roll bar with integrated dual rear head restraints (Cabriolet).

**Seating and trim:** 10-way electrically adjustable front seats with automatic seat back latches. Heated front seats (Cabriolet). Remote-retractable dual rear head restraints (Coupe). Electrically adjustable dual rear head restraints (integrated with roll bar, Cabriolet). Leather upholstery. Leather-trimmed steering wheel and gearshift. Burl walnut trim.

**Comfort and convenience:** Electrically adjustable telescopic steering column. 2-position memory for driver's seat (includes steering column). Automatic climate control. Power windows with front express down. One-button (two-touch) automatic raising and lowering of all side windows (Cabriolet). Cruise control. Delayed shutoff front courtesy light. Rear courtesy light. Entrance lamps. Front reading lamp. Illuminated visor vanity mirrors. Lockable roll-top front storage compartment. Front center armrest with internal storage (fits optional telephone handset). Rear center armrest. Rear storage console (Coupe). Door storage pockets.

**INSTRUMENTATION**

Analog speedometer and tachometer. Fuel, coolant temperature and oil pressure gauges. Resettable trip meter. Analog quartz chronometer. Digital outside temperature indicator.

**SOUND SYSTEM**

High Performance sound system with 10 speakers (Coupe). Active Bass sound system with 6 speakers (Cabriolet). Automatic speed-dependent volume adjustment. Antitheft-coded AM/FM stereo/weatherband radio and autoreverse cassette player. Automatic electric AM/FM/cellular antenna. Prewiring for optional compact disc changer and cellular telephone.

**OPTIONAL EQUIPMENT****VALUE-ADDED OPTION PACKAGE**

**Package E1 (Coupe):** Automatic Slip Control (ASR) and heated front seats.

**INDIVIDUALLY AVAILABLE OPTIONS**

Automatic Slip Control (ASR) (Cabriolet; available only as part of Option Package E1 on Coupe). Electric rear-window sunshade (Coupe). Multicontour driver and/or front passenger seats. Integrated cellular telephone (with voice activation on Cabriolet).<sup>3</sup> Integrated trunk-mounted compact disc changer.<sup>3</sup> Sportline Package (Coupe; please see page 80).

**DIMENSIONS**

EXTERIOR	COUPE	CABRIOLET
Wheelbase (in/mm)	106.9/2,715	106.9/2,715
Length (in/mm)	183.9/4,670	183.9/4,670
Height (in/mm)	54.9/1,395	54.8/1,391
Width (in/mm)	68.5/1,740	68.5/1,740
Track, front (in/mm)	59.1/1,501	59.1/1,501
Track, rear (in/mm)	58.7/1,491	58.7/1,491
Turning circle (ft/m)	36.1/11.0	36.1/11.0
Coefficient of drag	0.31	0.33
Curb weight (lbs/kg)	3,550/1,610	3,990/1,810
INTERIOR		
Headroom, front (in/mm)	36.0/914	37.6/954
Headroom, rear (in/mm)	35.5/902	36.8/934
Legroom, front (in/mm)	41.9/1,063	41.9/1,063
Legroom, rear (in/mm)	29.6/752	24.8/629
Trunk capacity (cu ft/cu m)	14.4/0.410	8.1/0.233



## The SPORTLINE *Tuning* PACKAGE.

SPORTLINE IS AN OPTION PACKAGE DESIGNED TO ENHANCE THE SPORTING CHARACTER OF THE E320 SEDAN AND E320 COUPE. SPORT SEATING AND WIDER, LOW-PROFILE TIRES COMPLEMENT A CHASSIS SPECIALLY TUNED FOR THE DRIVING ENTHUSIAST.



### A CHASSIS TUNED FOR SPORT

The soul of the Sportline option package is its specially tuned suspension. The suspension includes progressive-rate springs that provide increasingly firmer control as the dynamic forces of cornering take effect.

### KEEPING A LOW PROFILE

With the Sportline Package, the springs also lower the ride height for a more athletic stance. Higher-rate dampers provide greater feedback and more direct response over a variety of road surfaces, while maintaining a well-controlled and comfortable ride quality.

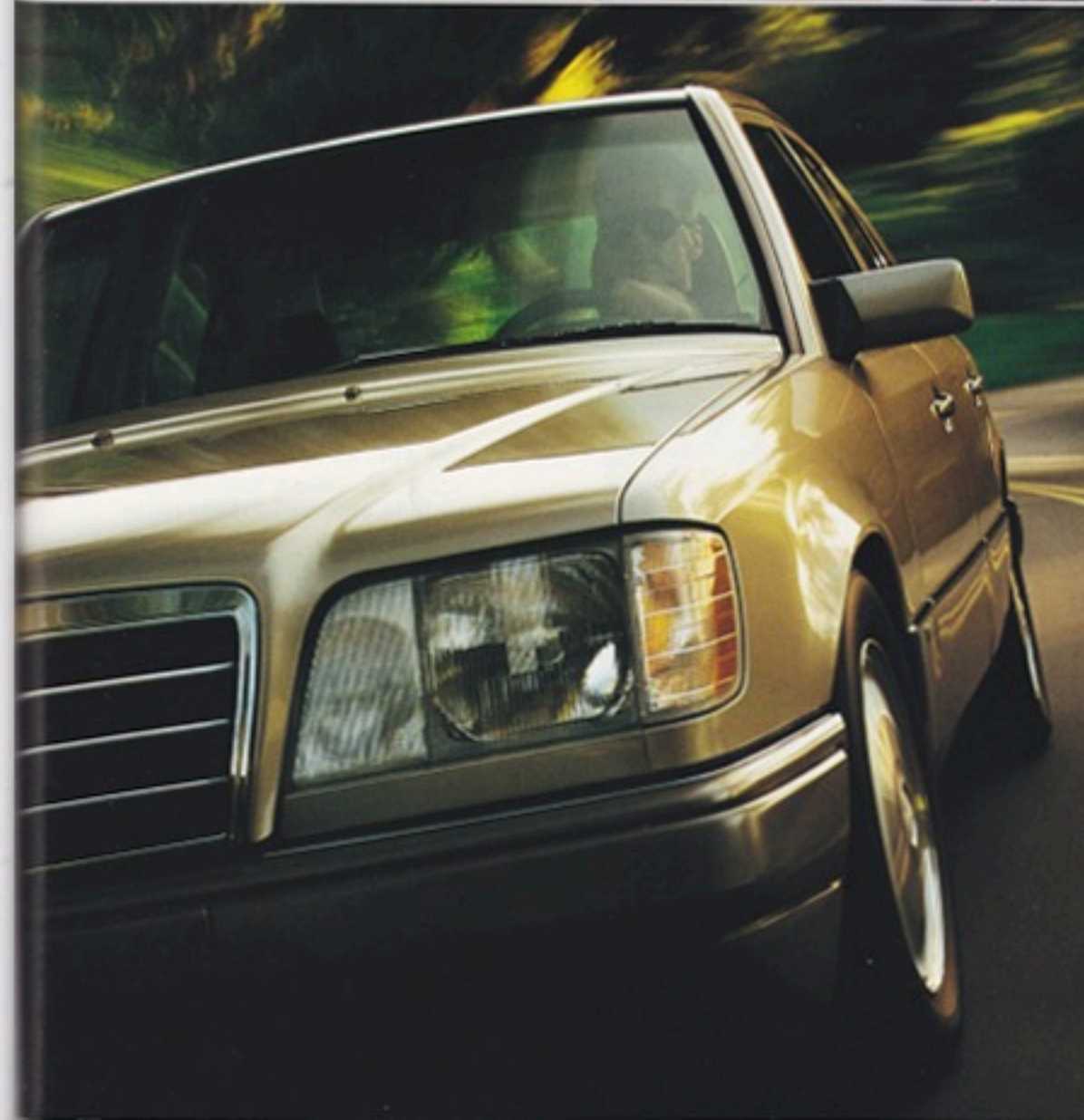
### FOUR INDIVIDUAL SEATS

On E320 Sedans, the Sportline option package includes four individual sport seats divided by wood-trimmed front and rear center consoles.<sup>1</sup> Deep seat contours, firm side bolsters and leather seat upholstery provide comfort and support. Both Coupe and Sedan get a reduced-diameter leather-

wrapped steering wheel. And at the driver's right hand, the contoured, leather-covered shift knob features an inlaid Sportline badge.

### SPORT-TUNED STEERING

Enthusiast drivers will enjoy Sportline's faster steering ratio. Total number of turns lock-to-lock is reduced to 3.0, providing quicker response to the driver's steering input. Sportline's responsiveness is further augmented by 7.0-inch wide alloy wheels and low-profile 205/60R15 tires.



<sup>1</sup> E320 Coupe 4-place seating configuration and upholstery unchanged with Sportline Package.

E320 Sportline Sedan shown at right.



## The OPTIONAL E-Class EQUIPMENT.

EACH OF THE SIX GENEROUSLY EQUIPPED E-CLASS MODELS ALSO OFFERS INDIVIDUAL OPTIONS AND VALUE-ADDED OPTION PACKAGES DESIGNED TO FIT YOUR CLIMATE, YOUR NEEDS OR SIMPLY YOUR WISHES. SOME OF THESE ARE STANDARD ON CERTAIN E-CLASS MODELS.

### INDIVIDUALLY AVAILABLE OPTIONS



### INTEGRATED CD CHANGER

For hours of continuous music, this dealer-installed CD changer holds six compact discs. Operated via the standard in-dash radio controls, the CD changer mounts discreetly in the trunk (or in the cargo area of the Wagon).

### MULTICONTOUR FRONT SEATS

Orthopedically designed front seat backs inflate to provide support where you need it most. (Not available on E320 Sedan with Sportline Package.)

### ADJUSTABLE STEERING COLUMN

An electrically adjustable telescoping steering column lets you further tailor your driving position on the E300 Diesel, E320 Sedan or E320 Station Wagon. (Standard on all other E-Class models.)

### LEATHER-TRIMMED INTERIOR

The richness of genuine leather can be added to the E300 Diesel or E320 Wagon. (Standard on other models.)

### ELECTRIC REAR-WINDOW SUNSHADE

A mesh sunshade extends at the touch of a switch to help keep rear-seat passengers cool. (Not available on Station Wagon or Cabriolet.)



### REAR-SEAT READING LAMPS

Dual, focused reading lamps are available for rear passengers in all E-Class sedans.



### INTEGRATED CELLULAR TELEPHONE

Every E-Class is factory pre-wired for a cellular phone system created exclusively for Mercedes-Benz. The phone is designed for hands-free operation during conversation,<sup>1</sup> and is fully integrated with the audio system. Features include automatic radio mute and an antenna which is hidden within the radio's standard power antenna. The E320 Cabriolet offers its own cellular phone (not shown), featuring voice activation.

### VALUE-ADDED OPTION PACKAGES

Several E-Class options are available in the conveniently grouped Option Packages listed on this page.

#### — PACKAGE E1 —

Designed for additional comfort and security in the cold or wet, Package E1 is available on all E-Class models except the E320 Cabriolet and includes these items:



### HEATED FRONT SEATS

The soothing warmth of electrically heated front seats is an appreciated addition to any E-Class model. They feature normal or rapid heating modes and automatic shutoff. (Standard on E320 Cabriolet.)

### HEADLAMP WASHING SYSTEM WITH WIPERS

Help keep your headlamps and foglamps at peak performance. Wipers cycle with

heated washers when you wash the windshield while the lights are on. (Standard on the E420 Sedan and the E320 Coupe and Cabriolet.)

### TRACTION CONTROL SYSTEMS

Automatic Slip Control (ASR) (offered on E320 models and the E420) electronically detects rear-wheel slip and counters it by reducing the throttle and/or applying the brakes to one or both rear wheels. An Automatic Locking Differential (ASD) is optional on the E300 Diesel Sedan. When the ASD detects rear-wheel slip, a computer controlled locking differential redistributes power away from the slipping rear wheel.



#### — PACKAGE E2 —

Available on the E300 Diesel and E320 Sedan, Package E2 features these items:

### ADJUSTABLE STEERING COLUMN

The steering column can be telescopically adjusted at the touch of a switch. (Standard on Coupe, Cabriolet and E420.)

### TWO-POSITION DRIVER'S SEAT MEMORY

Program up to two driver-seat positions for recall at the touch of a button. The memory also includes the setting for the electrically adjustable steering column. (Standard on Coupe, Cabriolet and E420.)

### HIGH PERFORMANCE SOUND SYSTEM

This high-output sound system creates rich, full and faithful sound reproduction through ten optimally placed speakers. (Not available on E320 Wagon or E320 Cabriolet; standard on all other E-Class models.)

#### — PACKAGE E3 —

Available only on the E320 Station Wagon, Package E3 consists of the electrically adjustable steering column and 2-position driver's seat memory system, as described within Option Package E2.

<sup>1</sup> For safety reasons, the driver should not use the cellular telephone while the vehicle is in motion. We encourage the driver to stop the vehicle in a safe location before answering or placing a call.



## The E-CLASS Customer SUPPORT.

FROM THE PROFESSIONALISM OF THE MERCEDES-BENZ SALES CONSULTANTS TO THE REASSURING PRESENCE OF MERCEDES-BENZ ROADSIDE ASSISTANCE, THE E-CLASS OWNERSHIP EXPERIENCE IS MARKED BY THE VALUABLE ASSETS OF MERCEDES-BENZ CUSTOMER SUPPORT.

### A CENTURY-OLD COMMITMENT

Mercedes-Benz has never believed that the obligation to its owners ends with the car itself. In fact, the very name of the company stems from an effort to satisfy the request of one of its first customers, a man named Emil Jellinek. It seems he wished only that the company might name a model he had purchased in quantity after his 12-year-old daughter, Mercedes.



### A SYSTEM DESIGNED TO SATISFY

Today, the commitment to satisfy Mercedes-Benz owners continues with a comprehensive system of support that includes the Mercedes-Benz 4-year, 50,000-mile New Car Limited Warranty,<sup>1</sup> the extensive training of Mercedes-Benz Sales Consultants, and the parts and service support that can be provided by nearly 400 authorized Mercedes-Benz dealers nationwide.

### THE CUSTOMER ASSISTANCE CENTER

The need to further serve your needs has led to the creation of the Mercedes-Benz Customer Assistance Center. Adjacent to the headquarters of Mercedes-Benz of North America in Montvale, New Jersey, it is set up to handle your inquiries as quickly as possible. The center also handles all calls to the Mercedes-Benz Roadside Assistance Program. The first manufacturer-sponsored roadside assistance plan introduced in the United States, it is still one of the most comprehensive roadside assistance programs available today.<sup>2</sup>



### MERCEDES-BENZ ROADSIDE ASSISTANCE

Mercedes-Benz Roadside Assistance (1-800-222-0100) is available 24 hours a day, 365 days a year, to anyone in

the United States driving a Mercedes-Benz automobile, regardless of the car's age or mileage. If a breakdown covered by the MBNA New Car Limited Warranty occurs more than 100 miles from home, renders your Mercedes inoperable or unsafe to drive and requires an overnight stay, Trip Interruption Service

will reimburse you up to \$300 for documented and actual expenses per day for up to three days for meals, lodging and substitute transportation while your car is being serviced at an authorized Mercedes-Benz dealership.

### SIGN AND DRIVE

You can use Roadside Assistance to change a flat tire with your existing spare tire, jump-start a dead battery, or add some fuel to an empty tank, free of charge. You simply sign and drive away.<sup>3</sup>

### MERCEDES-BENZ CREDIT CORPORATION

Once you've decided to acquire a Mercedes-Benz, competitive financing and leasing options are available from Mercedes-Benz Credit Corporation at your authorized dealer. Ask your Sales Consultant to explain the financial services of Mercedes-Benz Credit Corporation.

<sup>1</sup> Please see your dealer for details of the Mercedes-Benz New Car Limited Warranty.  
<sup>2</sup> Roadside Assistance repairs may involve charges for services and parts.  
<sup>3</sup> For full details of Sign and Drive services as well as the Roadside Assistance Program, please see your dealer. Depending on the circumstances, these services may be provided by an outside service, courtesy of Mercedes-Benz Roadside Assistance.







#### C-CLASS



C 220 Sedan  
C 280 Sedan

#### E-CLASS



E 300 Diesel Sedan  
E 320 Sedan  
E 420 Sedan



E 320 Station Wagon



E 320 Coupe



E 320 Cabriolet

#### S-CLASS



S 350 Turbodiesel Sedan<sup>†</sup>



S 320 Long-wheelbase Sedan  
S 420 Long-wheelbase Sedan  
S 500 Long-wheelbase Sedan



S 500 Coupe

#### SL-CLASS



SL 320 Coupe/Roadster  
SL 500 Coupe/Roadster

#### THE 600's



S 600 Long-wheelbase Sedan



S 600 Coupe



SL 600 Coupe/Roadster

<sup>†</sup> Not available in California, Massachusetts or New York, ork.





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The E300 Diesel Sedan on page 20, the E320 Sedan on page 35, the E320 Station Wagon on page 43 and the E420 Sedan on pages 55 and 57 are all shown with Option Package E1. The E420 is also shown on page 55 with the optional cellular telephone. The E320 Cabriolet is shown on page 77 with optional Automatic Slip Control (ASR).



In an effort to minimize the environmental impact of this brochure, Mercedes-Benz challenged several of the world's paper manufacturers to create a premium text sheet that would surpass the 10% post-consumer waste premium text stock currently being produced in the United States. The result is the only recycled #1 grade of coated paper produced in Europe and North America that is guaranteed in writing to contain a minimum of 25% pre- and 25% post-consumer wastes.

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