



Mercedes-Benz

Press Information

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## Runs on Responsibility: the new Mercedes-Benz G-Class for rescue and special operations offers even more off-road and on-road potential, safety and comfort

The new G 350 d with powerful turbo diesel, new chassis and new safety features

Stuttgart/Paris. With the biggest redesign in its history, the G-Class for rescue and special operations now offers even more safety, comfort and mobility even under the most difficult conditions. With enhanced off-road and on-road performance, a more powerful turbo diesel engine and features such as EMC protection against electromagnetic interference signals and the Emergency Override System for emergency situations, the 464 model series will continue the success story of the robust off-road vehicle for government and authorities. Just as reliable as the vehicle is the new 183 kW (249 hp) 3.0-litre six-cylinder diesel engine, which makes no special demands on fuel quality. The new G 350 d is available as a five-door station wagon and as a chassis with a single cab. Mercedes-Benz will present the new model at the Eurosatory trade fair from 13 to 17 June 2022 in Villepinte near Paris.

"The new G-Class raises the bar in all areas relevant to forces engaged in highly demanding peacekeeping and security missions - in performance on and off the road as well as in safety and comfort. This makes our G more than ever a reliable partner in any terrain," says Dr Emmerich Schiller, Head of the Off-Road Vehicle Product Division at Mercedes-Benz AG and CEO Mercedes-Benz G GmbH.

### Increased performance on- and off-road

The new 464 model series is even more powerful off-road and significantly more dynamic and comfortable on the road than its predecessor. The new chassis with rigid axle front and rear allows 50 millimetres more suspension travel and greater articulation. In addition, Mercedes-Benz widened the track, which improves driving stability in bends and in an inclined position off-road, as well as facilitating the use of snow chains. The smoother and more direct steering also contributes to the optimised handling. Thus equipped, the G-Class with its stable ladder-type frame and three 100-percent differential locks offers plenty of potential for maximum assertiveness off-road: the fording depth increased by 60 millimetres to 660 millimetres. The ground clearance is 221 millimetres, the gradeability up to 100 percent and the inclined position up to 54 percent. A new, robust underride guard rounds off the list of innovations for off-road use. The developers were also able to significantly improve the driving experience on the road, with more agile handling, more dynamics when cornering and an overall significantly higher level of comfort.

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More information on the official fuel consumption and the official specific CO<sub>2</sub> emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO<sub>2</sub>-Emissionen und den Stromverbrauch neuer Personenkraftwagen" [Guide on the fuel economy, CO<sub>2</sub> emissions and power consumption of all new passenger car models], which is available free of charge at all sales outlets and from Deutsche Automobil Treuhand GmbH at [www.dat.de](http://www.dat.de).

With an output of 183 kW (249 hp), the common-rail turbo diesel develops 35 percent more engine power than its predecessor. The maximum torque of 600 Newton metres is even 50 percent higher. Despite the stronger performance, the six-cylinder is significantly more efficient and consumes up to eight percent less fuel, depending on the equipment, body variant and weight. With a tank capacity of up to 96 litres (optional, standard: 80 litres), ranges of more than 600 kilometres are possible. The high-torque engine can also cope with low-grade fuels or kerosene. Drive power is transmitted via a new nine-speed automatic transmission, which also allows crawl speed of 2 to 14 km/h in first gear (LOW RANGE mode).

#### **Ex works with protection against electromagnetic interference pulses and with motor emergency running function**

Furthermore, the G-Class is equipped ex works with EMC protection (EMC = electromagnetic compatibility) against interference signals from electrical installations, which can be installed by the customers themselves. The system also protects against external interference. The standard equipment of the vehicle, which is certified according to specific standards such as MIL-STD and STANAG, also includes infrared lights and camouflage lighting. LED technology, among other things, is used for the lighting.

The Emergency Override System (EOSys) is unique. The secured and sealed switch is activated in dangerous situations when the engine goes into emergency mode due to a malfunction, but the crew must immediately bring themselves and the vehicle to safety. In this case, all engine protection measures, such as overheating protection, are overridden in order to get out of the danger zone as quickly as possible. On request, the G-Class is also available with a 24-volt electrical system, which is usually installed in military vehicles.

#### **Ergonomically designed and comfortable interior**

The ergonomically placed and glove-friendly switches on the dashboard support intuitive operation. In addition, the instrument panel is splash-proof, which is a particular advantage when speeding through streams and rivers. In addition, the developers placed great emphasis on a high level of comfort when designing the new G-Class for rescue and special operations, so that the passengers can cope with strenuous operational journeys without tiring. In addition to cruise control, electric parking brake, height-adjustable steering wheel and more powerful air conditioning, the seats in particular provide support. Depending on the body variant, the crew sits on two or four individual seats, which are wider and more comfortable than those of the previous generation. This allows the teams to sit comfortably even when wearing body armour, even over long distances. The driver's seat is additionally adjustable for height and the seat cushion for inclination. Added to this is the lumbar support.

#### **Two body variants with high payload and towing capacity**

Mercedes-Benz is offering the G-Class for rescue and special operations in two variants at the market launch. The station wagon with four seats and closed, five-door body offers space in the rear for additional equipment and personal luggage. Integrated lashing points and C-rails allow safe storage of equipment. With a permissible gross weight of 3.5 tonnes, the payload is 1.0 tonne. Of this, 200 kilograms can be transported on the roof. In addition, there is a towing capacity of 3.5 tonnes.

The chassis with single cab is designed for a two-person team. The cab, which is larger and more comfortable than its predecessor, now also allows luggage and equipment to be carried. A double triangular suspension is fitted as standard on the rear axle for largely torsion-free and low-vibration pick-up of load carriers. An optional intermediate frame is available for bodies that twist easily when operating in extreme terrain, such as aluminium flatbeds. With a permissible gross weight of 4.9 tonnes, the chassis allows 2.5 tonnes of payload to be carried. In addition, it can hook up a 3.5-tonne trailer.

#### **G-Class models for rescue and special operations since 1979**

The new 464 model series is part of a long and successful tradition: Since 1979, G-Class models have been delivered for rescue and special operations, proving themselves in patrol and liaison service, in disaster relief

operations and in peacekeeping missions all over the world. More than 60 different equipment sets have been integrated into the off-road vehicle for users. The spectrum ranges from ambulances, fire engines, police and border patrol vehicles to radio cars and mobile technical aid stations.

In addition to the versatility and uncompromising off-road characteristics, professional users benefit above all from the durability of the G-Class. Individual vehicles have achieved a service life of over 30 years in tough customer use. With further optimised corrosion protection, Mercedes-Benz ensures that the new model generation leaves nothing to be desired in this respect either.

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**Mercedes-Benz AG at a glance**

Mercedes-Benz AG is responsible for the global business of Mercedes-Benz Cars and Mercedes-Benz Vans, with approximately 172,000 employees worldwide. Ola Källenius is Chairman of the Board of Management of Mercedes-Benz AG. The company focuses on the development, production and sales of passenger cars, vans and vehicle-related services. Furthermore, the company aspires to be the leader in the fields of electric mobility and vehicle software. The product portfolio includes the Mercedes-Benz brand with the Mercedes-AMG, Mercedes-Maybach, Mercedes-EQ and G-Class brands, as well as smart brand products. The Mercedes me brand offers access to the digital services from Mercedes-Benz. Mercedes-Benz AG is one of the world's largest manufacturers of luxury passenger cars. In 2021, it sold around 1.9 million passenger cars and nearly 386,200 vans. In these two business areas, Mercedes-Benz AG is continually evolving its worldwide production network of around 35 production locations on four continents, while gearing itself to meet the requirements of electric mobility. At the same time, the company is constructing and extending its global battery production network on three continents. Sustainability is the guiding principle of the Mercedes-Benz strategy and for the company this means creating lasting value for all stakeholders: for customers, employees, investors, business partners and society as a whole. The basis for this is the sustainable corporate strategy of the Mercedes-Benz Group. The company thus takes responsibility for the economic, ecological and social effects of its business activities and looks at the entire value chain.