

## Automatic Transmission

The automatic transmission selects individual gears automatically, dependent upon

- Selector lever position
- Accelerator position
- Vehicle speed

### Important!

When parking the car or before working on the vehicle with the engine running, firmly depress the parking brake pedal and shift the selector lever into "P".

### Driving

The selector lever is automatically locked while in position "P". To move the selector lever out of position "P", the service brake pedal must be firmly depressed before the shift lock will release.

Shift selector lever to the desired driving position only when the engine is idling and the service brake is applied. Do not release

the brake until ready to drive. The vehicle may otherwise start creeping when the selector lever is in drive or reverse position.

### Warning!

**It is dangerous to shift the selector lever out of "P" or "N" if the engine speed is higher than idle speed. If your foot is not on the brake pedal, the car could accelerate quickly forward or in reverse. You could lose control of the car and hit someone or something. Only shift into gear when the engine is idling normally and when your right foot is firmly on the brake pedal.**

### Important!

After selecting any driving position from "N" or "P", wait a moment to allow the gear to fully engage before accelerating, especially when the engine is cold.

## Accelerator position

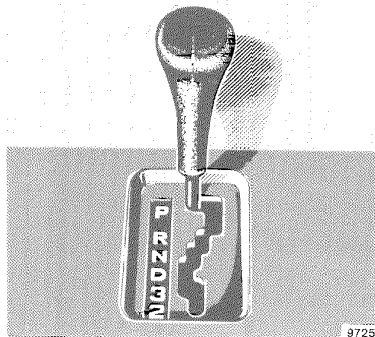
Partial throttle = early upshifting  
= normal acceleration.

Full throttle = later upshifting  
= rapid acceleration.

Kickdown (depressing the accelerator beyond full throttle) = downshifting to a lower gear = maximum acceleration. Once the desired speed is attained, ease up on the accelerator – the transmission shifts up again.



Driving



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### Selector lever positions

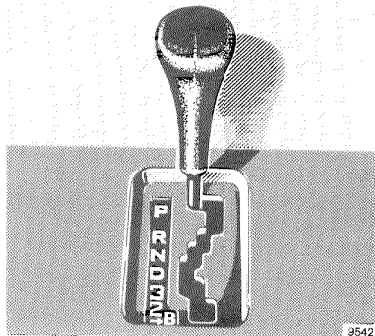
The automatic gear shifting process can be adapted to specific operating conditions using the selector lever.

#### **P** Parking lock.

The parking lock is an additional safeguard to the parking brake when parking the vehicle. Engage only with the car stopped.

#### Note:

The key can be removed from the steering lock only with the selector lever in position "P".



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The selector lever is locked in position "P" with the key removed.

#### **R** Reverse gear.

Shift to reverse gear only with the car stopped.

#### **N** Neutral.

No power is transmitted from the engine to the rear axle. When the brakes are released, the vehicle can be moved freely (pushed or towed). Do not engage "N" while driving except to coast when the vehicle is in danger of skidding (e.g. on icy

roads, see *Winter Driving Instructions* in Index).

### Important!

Coasting the vehicle, or driving for any other reason with selector lever in "N", can result in transmission damage that is not covered by the Mercedes-Benz Limited Warranty.

- D** The transmission automatically upshifts to 4th gear. Position "D" provides optimum driving characteristics under all normal operating conditions.
- 3** Upshift to 3rd gear only. Suitable for medium range up- or downgrades.
- 2** Upshift to 2nd gear only. For driving in mountainous regions. Since transmission will not shift up further, this gear selection will make use of the engine's braking power.
- B** E 420:  
In this position, the engine's braking effect is utilized by shifting into 1st gear. Use this position while descending very steep or lengthy downgrades and only at speeds below 40 mph (60 km/h).

### Important!

With selector lever in position "D" or "3", upshifting from 1st to 2nd to 3rd gear is delayed depending on vehicle speed and engine temperature. This allows the catalytic converter to heat up more quickly to operating temperatures.

During the brief warm-up period this delayed upshift and increased engine noise might be perceived as malfunction. However, neither the engine nor transmission are negatively affected by this mode of operation.

The delayed upshift is effective with vehicle speeds below 31 mph (50 km/h) at partial throttle and engine temperatures below 95° F (35° C).

Do not exceed the vehicle speed limits for individual gear selections, which are indicated by marks (I, II, III etc.) on the circumference of the speedometer.

Do not downshift to a lower gear (for example from "D" to "3") unless the speedometer needle is below the speed limit mark of that particular gear range. Overrevving could result in serious damage to the engine.

### Warning!

**On slippery road surfaces, never downshift in order to obtain braking action. This could result in rear wheel slip and reduced vehicle control. Your vehicle's ABS will not prevent this type of loss of control.**

To prevent the engine from laboring at low RPM, do not allow the engine speed to drop too low on uphill gradients.

Depending on the degree of the incline, shift selector lever to a lower gear range early enough to maintain engine RPM within the best torque range.

### Maneuvering

To maneuver in tight areas, e.g. when pulling into parking space, control the car speed by gradually releasing the brakes. Accelerate gently and never abruptly step on the accelerator.

To rock a car out of soft ground (mud or snow), alternately shift from forward to reverse, while applying slight partial throttle.

Rocking a car free in this manner may cause the ABS malfunction indicator lamp to come on. Turn off and restart the engine to clear the malfunction indication.



## Stopping

For brief stops, e.g. at traffic lights, leave the transmission in gear and hold vehicle with the service brake.

For longer stops with the engine idling, shift into "N" or "P".

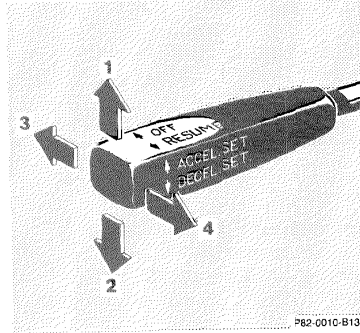
When stopping the car on an uphill incline, do not hold it with the accelerator, use the brake. This avoids unnecessary transmission heat build up.

### Warning!

**Getting out of your car with the selector lever not fully engaged in position "P" is dangerous. When parked on an incline, position "P" alone may not prevent your vehicle from moving, possibly hitting people or objects.**

**Always set the parking brake in addition to shifting to position "P".**

**When parked on an incline, also turn front wheel against curb.**



## Cruise Control

Any given speed above approximately 25 mph (40 km/h) can be maintained with the cruise control by operating the lever.

- 1 Accelerate and set:  
Lift lever briefly to set speed.  
Hold lever up to accelerate.
- 2 Decelerate and set:  
Depress lever briefly to set speed.  
Hold lever down to decelerate.

Normally the vehicle is accelerated to the desired speed with the accelerator.

Speed is set by briefly pushing the lever to position 1 or 2. The accelerator can be released.

The speed can be increased (e.g. for passing) by using the accelerator. As soon as the accelerator is released, the previously set speed will be resumed automatically.

If a set speed is to be increased or decreased slightly, e.g. to adapt to the traffic flow, hold lever in position 1 or 2 until the desired speed is reached, or briefly tip the control lever in the appropriate direction for increases or decreases in 0.6 mph (1 km/h) increments. When the lever is released, the newly set speed remains.