



BECAUSE IT'S
MERCEDES-BENZ.

THE GLS EDIT

THE MERCEDES-BENZ GLS

For more than 70 years, the S-Class has defined what luxury feels like; the new GLS brings that same philosophy to the world of SUVs. Combining commanding presence with the kind of refinement, intelligence, comfort and safety usually reserved for the flagship saloon, it is offered with a range of advanced, future-ready powertrains – from smooth, responsive six-cylinder engines to a commanding V8¹, each engineered for effortless performance and lasting efficiency. Step inside, and there’s an immediate sense of arrival. “Welcome home.” It’s a phrase synonymous with Mercedes-Benz, and few vehicles embody it more completely than the GLS. Calm, reassuring and exceptionally spacious, it feels instinctively familiar from the moment the door closes. This is not simply a large SUV; it’s the S-Class, reimagined at scale.



The transformation is clear from the first glance. A larger, more upright grille, framed in chrome and subtly illuminated, gives the GLS an even more assured stance, while the upright Mercedes-Benz star on the bonnet adds a note of authority. That star alone – an astral adornment made from six precisely engineered layers, each assembled by a purpose-built robot using a microscopic needle – offers a glimpse of the extraordinary care and attention invested in every detail.

Beneath the surface, the story continues. From an AI-powered, water-cooled supercomputer to cloud-connected suspension, and advanced driver assistance systems² constantly monitoring the world around you, to headlights that can illuminate up to 600 metres – the length of about six football pitches – and seats that deliver a deep-tissue-style massage, the GLS is rich in sophisticated innovation. They don’t just enhance comfort and capability – they help keep you and your passengers protected, so every journey feels as secure as it is effortless.

These are not just features, but examples of how Mercedes-Benz goes the extra mile to create a vehicle that doesn’t simply impress, but elevates every journey.

Here are just some of the highlights ...

Mercedes-Benz GLS 580 4MATIC | energy consumption combined: 13.7-13.1 l/100 km | CO₂ emissions combined: 310-297 g/km | CO₂ class: G¹

Mercedes-Benz GLS 450 4MATIC | energy consumption combined: 10.9-9.9 l/100 km | CO₂ emissions combined: 248-225 g/km | CO₂ class: G¹

Mercedes-Benz GLS 350d 4MATIC | energy consumption combined: 8.5-7.8 l/100 km | CO₂ emissions combined: 223-205 g/km | CO₂ class: G¹

Mercedes-Benz GLS 450d 4MATIC | energy consumption combined: 8.5-7.8 l/100 km | CO₂ emissions combined: 223-205 g/km | CO₂ class: G¹



WITH AGE COMES WISDOM

With MB.OS you can enjoy the most intelligent GLS experience yet, courtesy of an AI-powered supercomputer that integrates and controls virtually every function in the car. So powerful that it has to be liquid cooled, it can perform 254 trillion operations every second – a number so vast it would take you tens of millions of years just to count to it. Connected to the Mercedes-Benz Intelligent Cloud, it constantly learns and evolves, staying current through over-the-air updates³ – with customers also able to add new features and extra tech long after they’ve driven it home.

This car doesn’t get older the longer you have it – it gets better.



BRAIN GAIN

Why settle for the brainpower of one AI assistant when you can effortlessly tap into the knowledge of several? By combining the strengths of Microsoft, Google, ChatGPT and Mercedes-Benz, the MBUX Virtual Assistant⁴ in the new GLS can call on the right expert at the right moment – whether you need help with navigation, vehicle functions or a random question that pops into your head. The result is the most personal, intuitive experience possible, with conversations that feel remarkably natural. Better still, it remembers what you’ve already said, so there’s no need to repeat yourself. And because intelligence doesn’t have to be invisible, one of three avatars – including the cheerful LittleBenz – appears on the Superscreen to put a friendly face to all that wizardry. Just ask, and it keeps up.



EYES FOR DETAIL

The GLS uses 10 cameras, up to five radar sensors and 12 ultrasonic sensors to build a precise picture of the world around it and help keep you safe when you’re on the road². The constant stream of data it gathers is interpreted by artificial intelligence in real time, helping the car read the road, anticipate what’s ahead and, when appropriate, assist – whether you’re nipping to the shops or crossing continents.



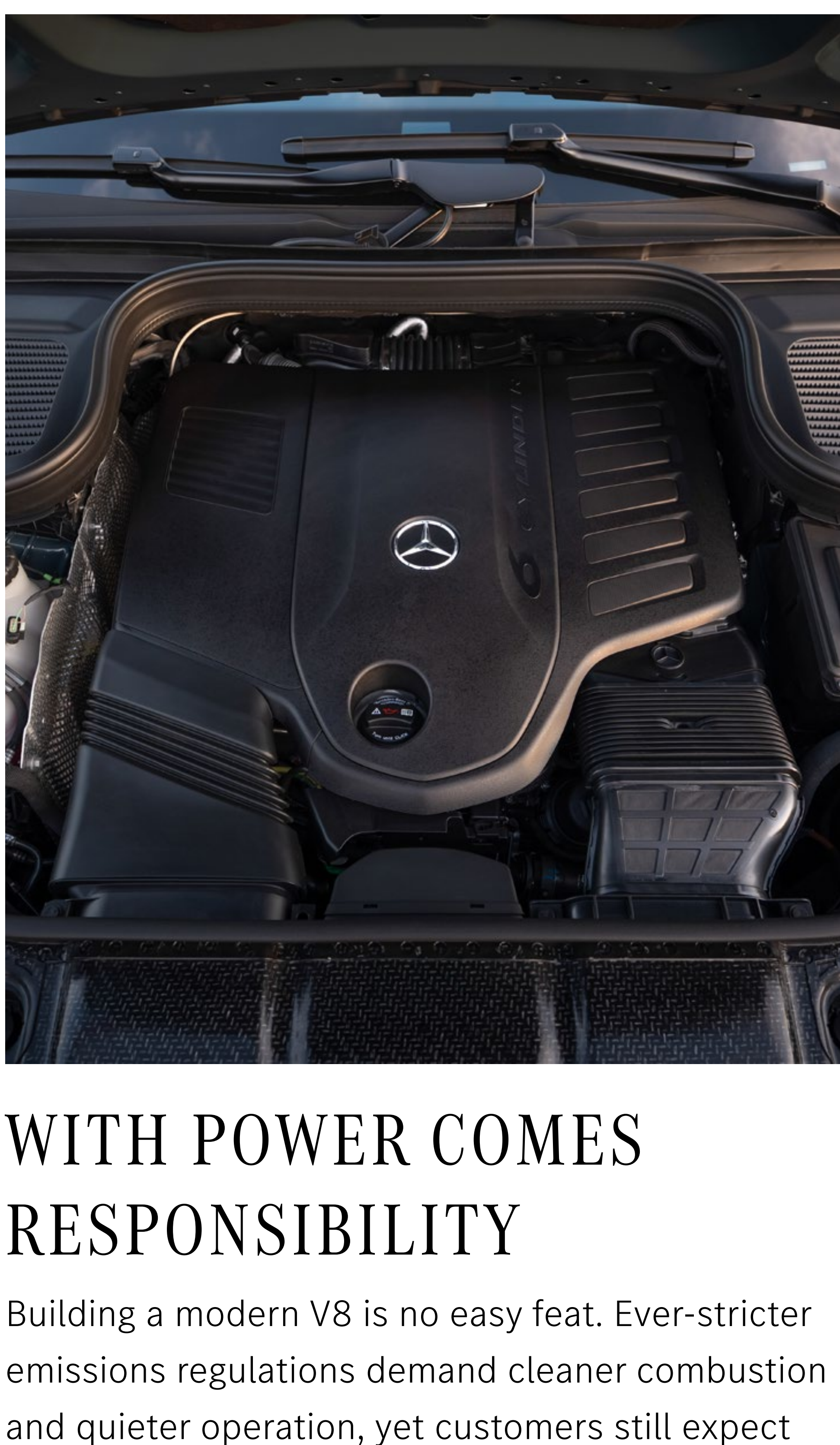
COMMUNITY SERVICE

Every ride in the GLS feels like gliding on air, thanks to cutting-edge suspension and a little help from other drivers. Using in-house-developed Car-to-X⁵ technology, Mercedes-Benz vehicles can anonymously share hazard data via the cloud, helping your GLS prepare for the long, rolling speed bumps that are common in southern Europe and the US. All it takes is one car up ahead to encounter the bump, and every connected GLS that follows can pre-adjust its intelligent damper control in advance. The result? A smoother ride for everyone on board – especially those sitting in the back.



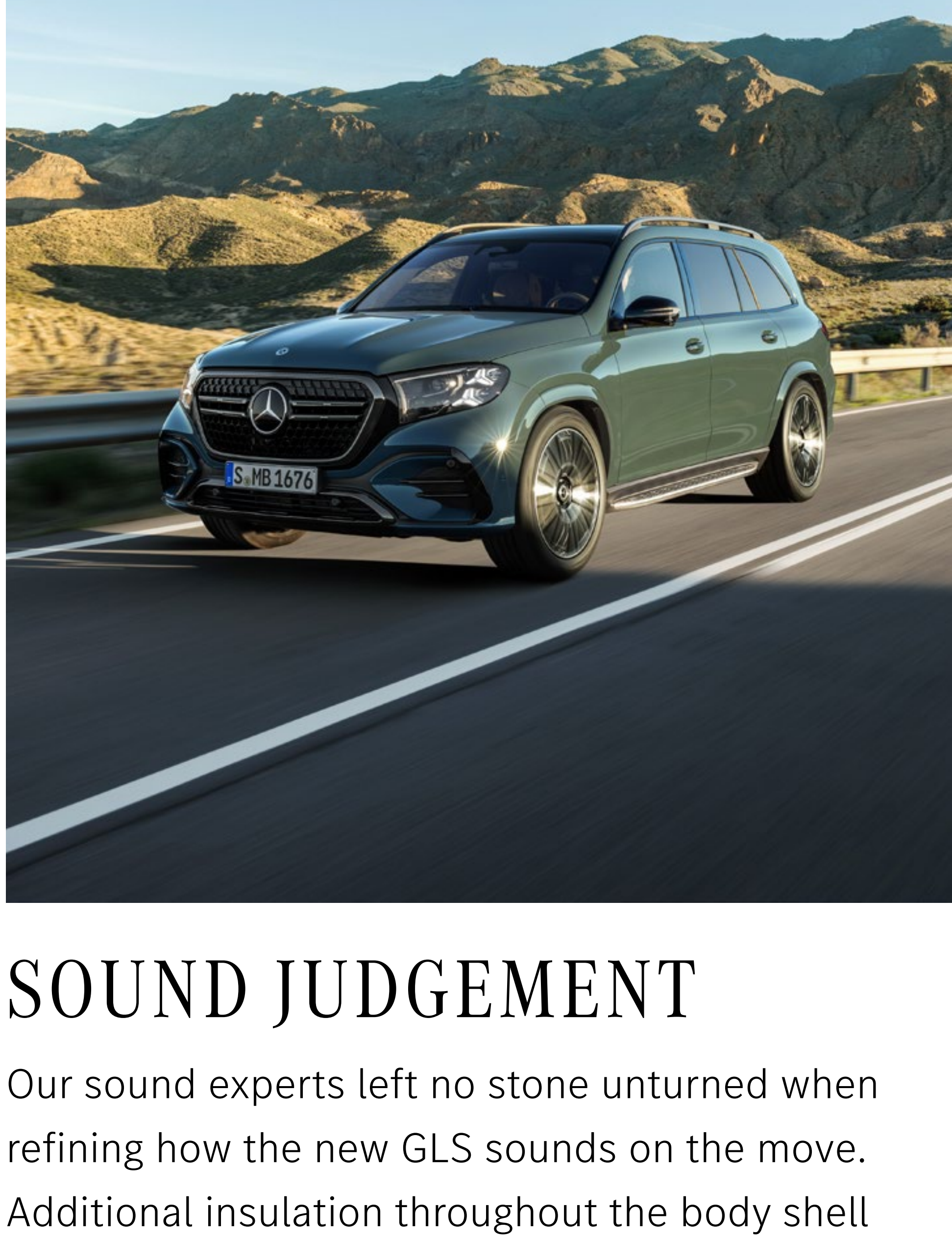
POSITIVE THINKING

Spec your GLS with E-ACTIVE BODY CONTROL and it’ll use five multi-core processors and more than 20 sensors to analyse the driving situation 1,000 times per second, constantly adapting the suspension to deliver exactly the right feel for the road – whether you want the comfort of a luxury saloon or the agility of a powerful SUV. By adjusting spring and damper forces individually at each wheel, the GLS can counteract roll, pitch and lift with remarkable precision, for a perfectly poised ride. Overthinking has never looked this elegant.



WITH POWER COMES RESPONSIBILITY

Building a modern V8 is no easy feat. Ever-stricter emissions regulations demand cleaner combustion and quieter operation, yet customers still expect the character, emotion and soundtrack that have defined Mercedes-Benz engines for decades. The new GLS delivers both. Our engineers went to extraordinary lengths to make the famous M 177 engine cleaner and more efficient – and even greater lengths to preserve its trademark characteristics. The M 177 Evo is an exceptionally efficient and well-balanced V8 with extremely symmetrical intake and exhaust gas flow in each cylinder bank. The catch? That even, symmetrical exhaust gas flow is the enemy of that quintessential low-rev V8 burble. So our team got to work, carefully tweaking the timing of the exhaust valves to tune the pressure waves travelling through the exhaust system. The result is a masterclass in having your cake and eating it.



SOUND JUDGEMENT

Our sound experts left no stone unturned when refining how the new GLS sounds on the move. Additional insulation throughout the body shell helps suppress unwanted noise, including a high-quality fleece-like material lining the transmission tunnel and engine bulkhead, plus acoustic foam hidden within key cavities to reduce road, wind and engine intrusion. Even the engine cover has been carefully engineered, using a special weighted mat made from acoustic fleece and a thin layer of silicone to absorb harsh high-frequency combustion sounds while allowing the powertrain's natural qualities to shine through.



TRICK OF THE LIGHT

The DIGITAL LIGHT headlamps on the new GLS don't just look good – they're driven by a microchip no bigger than your little fingernail. Inside, a dense network of individually controllable micro-LEDs is kept cool by a fan spinning at about 7,000 rpm. Shining through a high-tech lens, they expand the illumination field by around 40 per cent compared to previous versions of DIGITAL LIGHT. Partial High Beam⁶, meanwhile, reduces glare for other road users. The result is clearer, more precise vision ahead – delivered by a system that uses half the energy and is more than 25 per cent lighter than before. Proof that great things come in small packages.



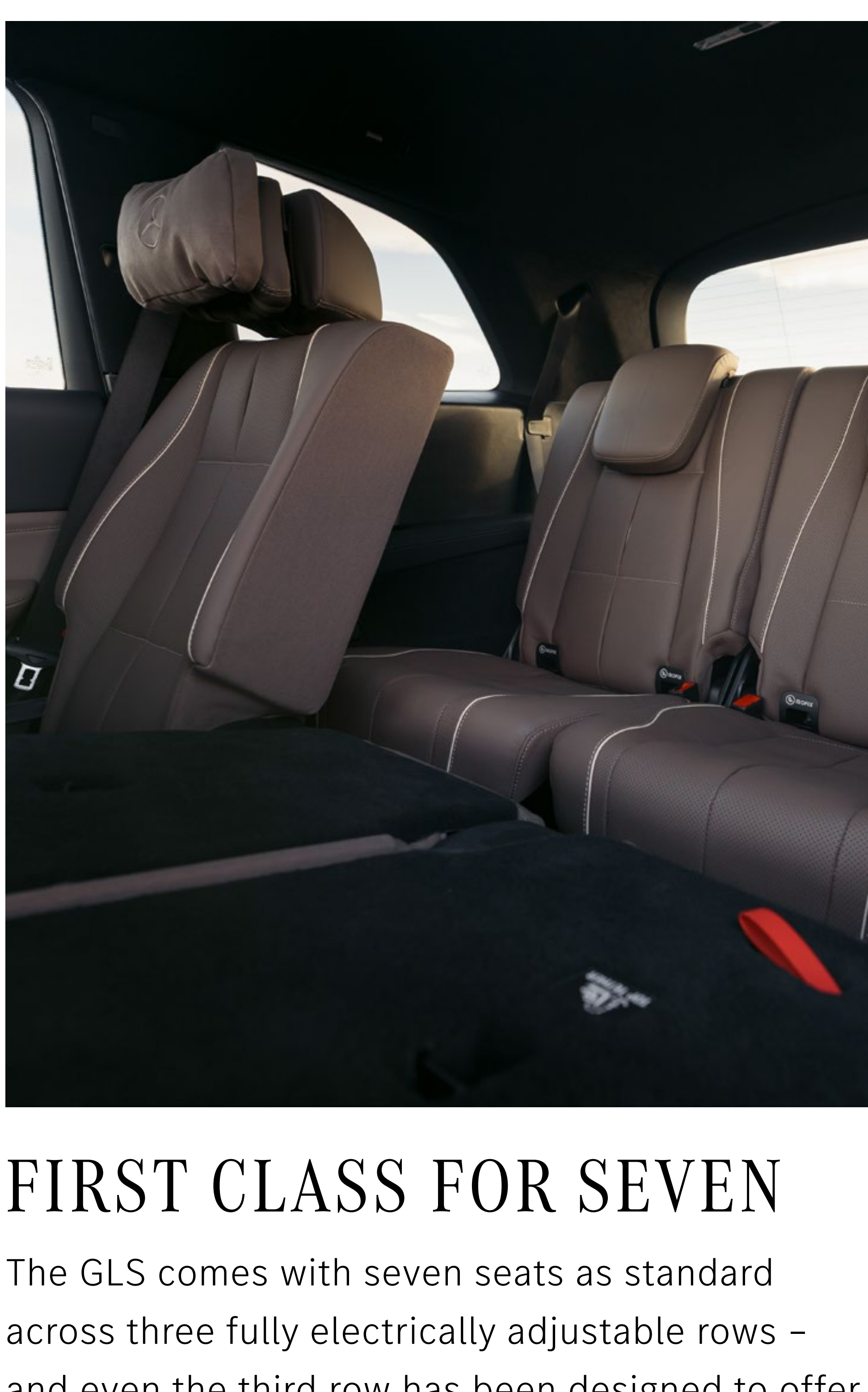
FIELD OF VISION

The dynamic ULTRA RANGE high beam in the GLS now swivels for optimal coverage and has a reach of up to 600 metres – that's roughly the length of six football pitches. Goal!



WHEN THE STARS ALIGN

Even the upright star on the bonnet of the GLS is an example of engineering excellence, designed to delight but never distract. Illuminated in some markets⁷, it is made up of six carefully developed layers, including a wafer-thin flexible circuit board with six LEDs, a precisely engineered light guide to ensure a homogeneous appearance, and a coating of chrome that works like a one-way mirror and measures just eight atoms thick. These are pieced together in a purpose-built vacuum test chamber to ensure the result is 100 per cent water- and air-tight. But not before a special robot glues the layers together using a microscopic needle to apply precisely 0.19 grams of adhesive. It's an exceptionally delicate process, but this astral adornment is engineered to last a lifetime.



FIRST CLASS FOR SEVEN

The GLS comes with seven seats as standard across three fully electrically adjustable rows – and even the third row has been designed to offer genuine space. Passengers up to 1.94 metres tall (six foot four inches in old money) can sit back there in comfort, with seat heating, comfort head restraints and sidebags enhancing the sense of wellbeing. Add the Rear Comfort Package Plus and the rear becomes something else entirely: part mobile office, part rolling retreat. Multi-contour seats with massage, climate control, wireless charging and adaptive lighting mean passengers can work on the move – or at least think with their eyes shut.



YOU'RE IN CONTROL

With optional five-zone climate control, even third-row passengers get their own dedicated climate zone, complete with roof-mounted air vents. So even when every seat in the GLS is filled, everyone can select their own temperature – without turning it into a debate. Democracy has never felt so luxurious.



KNOT ON ITS WATCH

A new vibration function adds extra depth to the massage seats in the GLS. Four motors are carefully positioned in the seat cushion to create what feels like a deep-tissue effect. It's the kind of feature that makes a long journey feel less like endurance and more like a treatment. Traffic? What traffic?



CLEARING THE AIR

The air inside the GLS is continuously checked by ENERGIZING AIR CONTROL⁸ and then purified by a new 'super filter' that can remove particles 1,200 times smaller than a single grain of salt. It does so by electrically charging fragments such as pollen, viruses and fine specks of dust, then traps them using the electro-static potential of the filter's fibres for cleaner, purer air. At the same time, granules of activated charcoal work to remove bad odours and harmful gases. Think of it like a nightclub bouncer: if it's not safe to breathe, it's not coming in.



NOT SHARING IS CARING

The cabin-spanning MBUX Superscreen comes as standard in the new GLS, offering three 12.3-inch displays beneath one sweeping glass surface with more than two million pixels. Front passengers can watch content on their display while the vehicle is moving, but if a camera-based system detects that the driver might be distracted, the screen is automatically dimmed from their viewpoint. Entertaining for one, invisible to the other, we love this sort of self control.



MOTION PICTURES

Friends and family will be queuing up for a ride in the new GLS, with a growing library of more than 40 apps available to install. Stream everything from leading news outlets and YouTube to Disney+ and IMAX Enhanced films via Sony Pictures Entertainment's RIDEVU⁶ app – and even group your favourites into folders for each user, for a more personal setup. All it takes is the Digital Extra MBUX Entertainment Package Plus⁹ and the relevant subscriptions, and your GLS becomes less

a car and more a first-class entertainment venue that just happens to move.



ON-BOARD MEETINGS

The GLS offers video conferencing apps including a new version of the 'Meetings for Teams' app, allowing drivers to use the car's camera while driving so other participants can see them. For safety, the driver can't view shared screens or slides once the camera is active. So it's a mobile office – but one that still insists you keep your eyes on the road.



PUT YOUR FINGER ON IT

It's a wonderful feeling when you don't have to lift a finger – but it's also nice to know that you can change all manner of settings if you do. In the rear of the GLS, passengers not only have two 11.6-inch full HD screens but a pair of detachable MBUX remote controls¹⁰. These sleek handsets can adjust volume, set the ambient lighting, configure the rear climate, and recline, heat or ventilate the seats. You can even activate a massage and close the roller blinds for privacy, all with a simple flex of the finger. Because life outside the GLS is hectic enough.



ALWAYS ROUTING FOR YOU

A close tech partnership with Google powers the navigation experience in the GLS. It works by integrating Google Cloud's new Automotive AI Agent for in-vehicle use, using bespoke data from Google Maps – but what sets it apart is the way it delivers the guidance via the trusted and familiar Mercedes-Benz interface. And thanks to Google Gemini, the MBUX Virtual Assistant can even offer detailed recommendations on where to go. Discreetly helpful, especially when date night has slipped your mind.



THE ART OF ARRIVAL

Finding a space is one thing – executing the manoeuvre beautifully is another. With MB.DRIVE PARKING ASSIST¹¹ as standard, the GLS handles both with quiet assurance. It can identify suitable spaces early – even without markings – then take over, guiding the vehicle in with smooth, measured precision at up to 5 km/h (around 60 per cent faster than before). And when it's time to leave, it can ease you back out again just as effortlessly – even if you took the wheel on the way in.



BACKTRACKER

A new ‘reversing function’ Digital Extra^{9, 11} can automatically retrace up to 150 metres of the route the GLS has just driven forwards, using the reversing camera view and a graphic of the planned path to guide the manoeuvre. It’s particularly handy when turning around isn’t an option – because sometimes the smartest way out is the way you came in.



GET A GRIP

Rain, snow, loose gravel or a surprise patch of ice – the GLS’s 4MATIC system is always one step ahead. Continuously adjusting power between the front and rear wheels, it finds grip when you need it, helping you move off smoothly and stay composed in challenging conditions.



ROCK AND ROLL

Stuck in soft sand? The GLS doesn’t wait for a push – it gets itself moving, using Free-wheel mode, which comes with E-ACTIVE BODY CONTROL. Activate it, and the car gently raises and lowers itself, shifting the pressure at each wheel to find grip. In effect, it rocks itself free. It’s a clever off-road trick that turns a tricky moment into a smooth getaway – and you can leave the shovel at home.

¹ The values stated were determined in accordance with the prescribed WLTP (Worldwide harmonised Light vehicles Test Procedure) measurement procedure. The ranges stated refer to the European market. The energy consumption and CO₂ emissions of a passenger car depend not only on the efficient use of the fuel or energy source by the car, but also on the driving style and other non-technical factors.

² The driver assistance and safety systems are aids and do not relieve the driver of their responsibility. The information in the operating instructions and the system limitations described therein must be observed.

³ Use of some Digital Extras requires the permanent acceptance of the Terms of Use for Digital Extras and the Mercedes me ID Terms of Use in their respectively current version, the permanent linking of the vehicle to the Mercedes-Benz user account, consent to the storage and retrieval of necessary information for the activation of certain Digital Extras in the linked vehicle and – where applicable – the activation of the Digital Extras. After limited terms expire, Digital Extras can be renewed for a fee in the Mercedes-Benz Store, provided that they are still offered for the corresponding vehicle at that time. In addition, the use of some Digital Extras may be subject to further conditions of use or restrictions, such as a separate customer-owned contract with a third-party provider (e.g. streaming, conclusion of a data contract for “Comfort Data Volume”, navigation functions), the activation of additional Digital Extras to ensure functionality, or selected third-party products (e.g. smartphone, smartwatch). As an alternative to “Comfort Data Volume”, customer-owned data volume (e.g. mobile hotspot) must be used depending on the generation of your multimedia system. Information on personal data processed for the use of Digital Extras can be found in the privacy notice for Digital Extras. The connection of the communication module to the mobile network, including the emergency call system, depends on the respective network coverage and availability of the network providers. Please also note any information in your vehicle’s Operating Instructions.

⁴ Available in selected languages.

⁵ In order to use the Car-to-X service, customers must have a Mercedes me ID. Only then will data be collected in the car and the vehicle-related Car-to-X data transmitted to the backend, where it will be anonymised. Mercedes-Benz drivers can easily activate or deactivate the service via their user accounts in the Mercedes me portal or in the Mercedes-Benz App. There they can also object to data being passed on.

⁶ In selected markets.

⁷ The upright Mercedes-Benz star is illuminated in some markets: in China, it lights up when the vehicle is stationary, while in the US it also shines while the car is being driven.

⁸ The specified air exchange rate is usually achieved when the automatic climate control is set to 22 °C in automatic mode. However, the actual air exchange rate and air purification performance may vary depending on environmental conditions, vehicle usage and individual settings.

⁹ Use of Digital Extras requires permanent acceptance of the Terms of Use for Digital Extras and the Mercedes me ID Terms of Use in their currently valid version, permanent linking of the vehicle to the Mercedes me user account and, where applicable, activation of Digital Extras. In addition, the vehicle must be linked to the corresponding user account. Information on the processing of personal data when using Digital Extras can be found in the Mercedes-Benz app privacy policy.

¹⁰ Available in the Rear Comfort Package Plus.

¹¹ The driver remains responsible for monitoring the parking manoeuvre and the surroundings at all times.

From a supercomputer that evolves with you to suspension that prepares for what lies ahead, the GLS blends powerful intelligence with exquisite craftsmanship and real capability. It builds on an already exceptional foundation, refining and enhancing every detail along the way. It's not just advanced – it's considered. And that's what we believe makes it so special.

