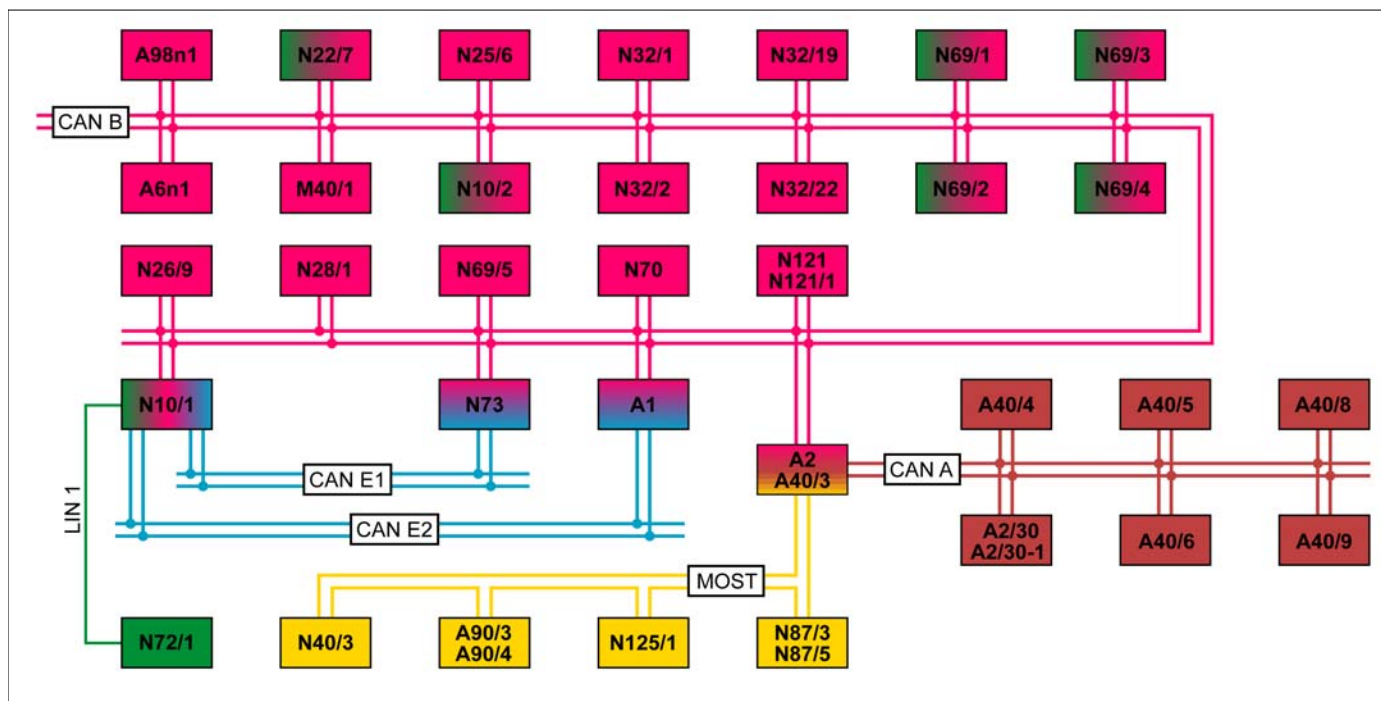


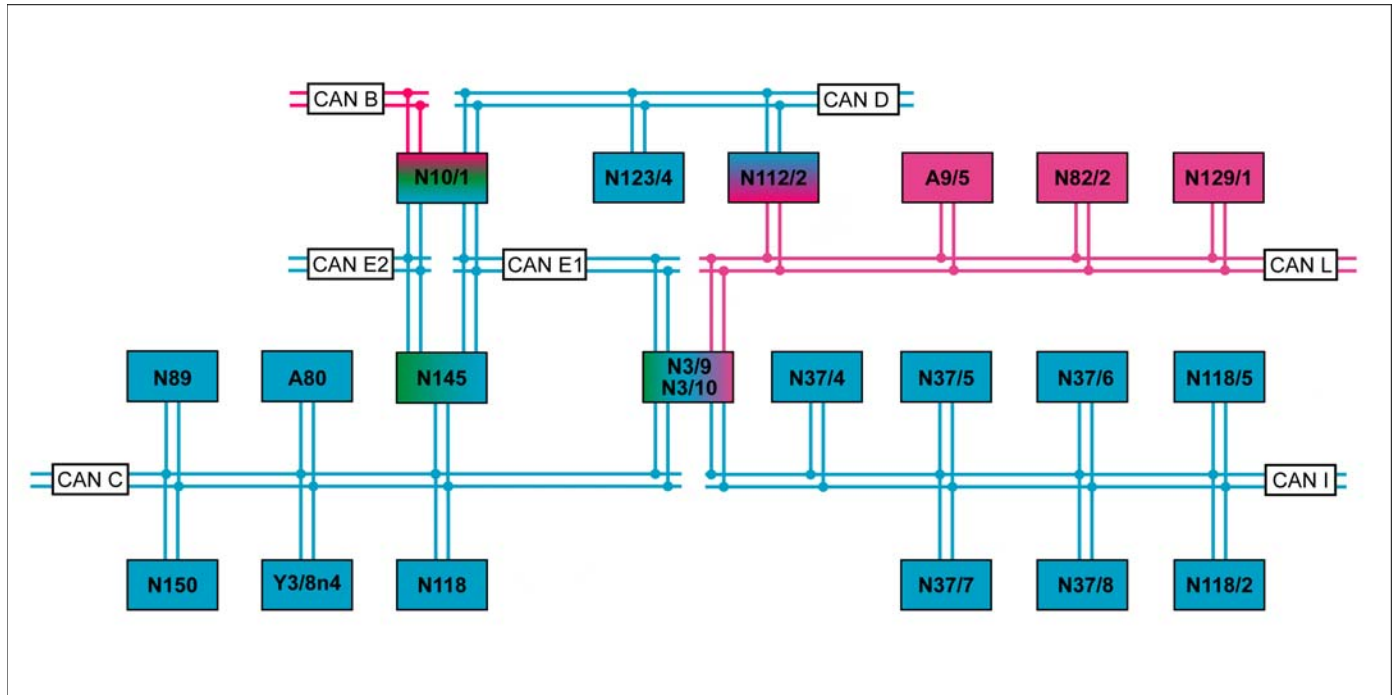
MODEL 212
as of model year 2014



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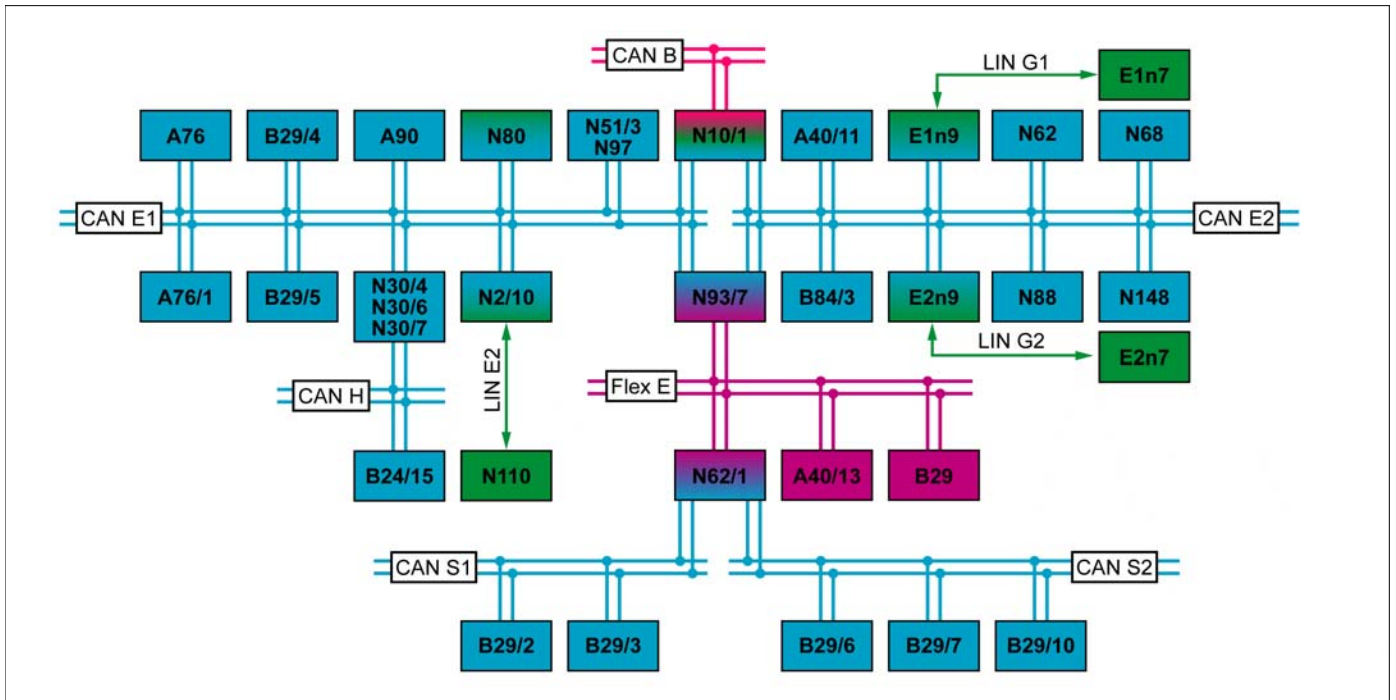
A1	Instrument cluster	N32/19	Left front dynamic multicontour seat control unit (with CODE 432 (Left and right dynamic multicontour seat))
A2	Radio (with CODE 505 (Radio 20 NTG5 without navigation capability) or CODE 510 (Audio 20 with CD changer) or CODE 522 (Audio 20 radio) or CODE 523 (MB Audio 20 radio))	N32/22	Right front dynamic multicontour seat control unit (with CODE 432 (Left and right dynamic multicontour seat))
A2/30	Navigation module (with CODE 509 (Navigation box))	N40/3	Sound system amplifier control unit (with CODE 810 (Sound system) or CODE 811 (Advanced sound system))
A2/30-1	Cradle for navigation module (with CODE 508 (Navigation box preinstallation) or CODE 509 (Navigation box))	N69/1	Left front door control unit
A6n1	Stationary heater control unit (with CODE 228 (Stationary heater))	N69/2	Right front door control unit
A40/3	COMAND controller unit (with CODE 512 (COMAND APS with DVD changer) or CODE 526 (COMAND with single DVD drive (without navigation)) or CODE 527 (COMAND APS with single DVD drive (with navigation)) or CODE 528 (COMAND with DVD changer) or CODE 531 (COMAND APS))	N69/3	Left rear door control unit
A40/4	DVD player (with CODE 864 (Rear entertainment system))	N69/4	Right rear door control unit
A40/5	Left rear display (with CODE 864 (Rear entertainment system))	N69/5	KEYLESS-GO control unit (with CODE 889 (Keyless-Go))
A40/6	Right rear display (with CODE 864 (Rear entertainment system))	N70	Overhead control panel control unit (with CODE 414 (Power glass tilting/sliding roof))
A40/8	Audio/COMAND display	N72/1	Upper control panel control unit
A40/9	Audio/COMAND control panel	N73	Electronic ignition switch control unit
A90/3	Digital TV tuner (with CODE 865 (TV tuner))	N87/3	Digital Audio Broadcasting control unit (up to 01.03.2015 with CODE 537 (Digital radio))
A90/4	Tuner unit (as of 02.03.2015 with CODE 536 (SIRIUS satellite radio) or CODE 537 (Digital radio) or CODE 865 (TV tuner))	N87/5	Satellite digital audio radio control unit (SDAR) (up to 01.03.2015 with CODE 536 (SIRIUS satellite radio))
A98n1	Panoramic sliding sunroof control unit (with CODE 413 (Panoramic glass sunroof with top sliding sunroof))	N121	Trunk lid control unit (model 212.0 with CODE 881 (Remote trunk closing (RTC [HDFS])))
M40/1	Pneumatic pump for dynamic multicontour seat (with CODE 432 (Left and right dynamic multicontour seat))	N121/1	Liftgate control unit (model 212.2)
N10/1	Front SAM control unit with fuse and relay module	N125/1	Media interface control unit (with CODE 518 (Media Interface))

N10/2	Rear SAM control unit with fuse and relay module	CAN A	Telematics CAN
N22/7	Automatic air conditioning control and operating unit	CAN B	Interior CAN
N25/6	Rear seat heater control unit (with CODE 872 (Electric seat heater for left and right rear seat))	CAN E1	Chassis CAN 1
N26/9	Special-purpose vehicle multifunction control unit (with CODE 965 (Electrical preinstallation for rental vehicles))	CAN E2	Chassis CAN 2
N28/1	Trailer recognition control unit (with CODE 550 (Trailer hitch))	LIN 1	Instrument panel LIN
N32/1	Driver seat control unit (with CODE 275 (Electrically adjustable front seat memory package))	MOST	Media Oriented System Transport
N32/2	Front passenger seat control unit (with CODE 275 (Memory package for electrically adjustable front seats))		



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A9/5	Electric refrigerant compressor (model 212.095/098/298)	N118/2	CNG control unit (engine 274.9 with CODE 924 (Bivalent natural gas drive))
A80	Intelligent servo module for DIRECT SELECT (transmission 722.9)	N118/5	AdBlue® control unit (engine 642 with CODE U42 (BlueTEC (SCR) diesel exhaust treatment))
N3/9	CDI control unit (with diesel engine)	N123/4	Emergency call system control unit (with code 348 (Emergency call/assist system))
N3/10	ME-SFI [ME] control unit (with gasoline engine)	N129/1	Power electronics control unit (model 212.095/098/298)
N10/1	Front SAM control unit with fuse and relay module	N145	Transmission mode control unit (transmission 722.931)
N37/4	NOx sensor control unit (engine 274.9 with CODE 920 (Gasoline direct injection with stratified charge))	N150	DIRECT SELECT INTERFACE (transmission 722.931)
N37/5	Left nitrogen oxides control unit (engine 276.9 with CODE 920 (Gasoline direct injection with stratified charge))	Y3/8n4	Fully integrated transmission control unit (transmission 724, 725, 722.9)
N37/6	Right nitrogen oxides control unit (engine 276.9 with CODE 920 (Gasoline direct injection with stratified charge))	CAN B	Interior CAN
N37/7	Nitrogen oxides control unit downstream of diesel particulate filter (engine 642.8 with CODE U42 (BlueTEC (SCR) diesel exhaust treatment))	CAN C	Drive train CAN
N37/8	Nitrogen oxides control unit downstream of SCR catalytic converter (engine 642.8 with CODE U42 (BlueTEC (SCR) diesel exhaust treatment))	CAN D	Diagnostic CAN
N82/2	Battery management system control unit (in model 212.095/098/298)	CAN E1	Chassis CAN 1
N89	Transmission oil auxiliary pump control unit (with code B03 (ECO start/stop function), except model 212.095/098/298)	CAN E2	Chassis CAN 2
N112/2	Telematics services communications module with CODE 350 (Ecall Europe emergency call system, gen. 2) or CODE B54 (Live Traffic Information))	CAN I	Drive train sensor CAN
N118	Fuel pump control unit	CAN L	Hybrid CAN (model 212.095/098/298)



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A40/11	Multifunction camera (with CODE 476 (Lane Keeping Assist) or CODE 513 (Traffic sign recognition) or CODE 628 (AUTOMATIC HIGH BEAM CONTROL PLUS (IHC+) and without CODE 23P (Driving assistance package Plus))	N30/6	Regenerative braking system control unit (model 212.095/098/298)
A40/13	Stereo multifunction camera (with CODE 628 (AUTOMATIC HIGH BEAM CONTROL PLUS (IHC+) or CODE 513 (Traffic sign recognition) and CODE 23P (Driving assistance package Plus))	N30/7	Premium Electronic Stability Program control unit (model 212 (except 212.095/098/298) with CODE 233 (DISTRONIC PLUS), model 212.074/075/076/092/274/275/276/292)
A76	Left front reversible emergency tensioning retractor	N51/3	AIRmatic control unit (with CODE 489 (AIRmatic (air suspension with continuously adjustable damping)) or CODE 488 (Steel/air suspension))
A76/1	Right front reversible emergency tensioning retractor	N62	Parking system control unit (with CODE 235 (Active Parking Assist))
A90	COLLISION PREVENTION ASSIST controller unit (up to 30.11.2014 with CODE 258 (Collision Prevention Assist), as of 01.12.2014 with CODE 258 (COLLISION PREVENTION ASSIST PLUS))	N62/1	Radar sensors control unit (with CODE 233 (DISTRONIC PLUS))
B24/15	Yaw rate, lateral and longitudinal acceleration sensor	N68	Electrical power steering control unit
B29	Front long-range radar sensor (with CODE 23P (Driving assistance package Plus))	N80	Steering column module control unit
B29/2	DISTRONIC (DTR) sensor, left front bumper (with CODE 233 (DISTRONIC PLUS) or CODE 237 (Active Blind Spot Assist))	N88	Tire pressure monitor control unit (with CODE 475 (Tire pressure monitor (Premium)), Schrader)
B29/3	DISTRONIC (DTR) sensor, right front bumper (with CODE 233 (DISTRONIC PLUS) or CODE 237 (Active Blind Spot Assist))	N93/7	Chassis gateway control unit (with CODE 23P (Driving assistance package Plus))
B29/4	Left rear bumper intelligent radar sensor system (with CODE 234 (Blind Spot Assist))	N97	Rear axle electronic level control control unit (model 212.2 without CODE 489 (AIRMATIC (Air suspension with continuous adjustment damping)) and without CODE 488 (Steel/air suspension))
B29/5	Right rear bumper intelligent radar sensor system (with CODE 234 (Blind Spot Assist))	N110	Weight sensing system (WSS) control unit (with CODE U10 (Front passenger seat with weight sensing))
B29/6	Left rear bumper radar sensor (with CODE 237 (Active Blind Spot Assist))	N148	360° camera control unit (with CODE 501 (360 degree camera))
B29/7	Right rear bumper radar sensor (with CODE 237 (Active Blind Spot Assist))	CAN B	Interior CAN
B29/10	Center rear bumper radar sensor (with CODE 253 (Rear collision warning and protection system))	CAN E1	Chassis CAN 1
B84/3	Reversing camera (with CODE 218 (Reversing camera))	CAN E2	Chassis CAN 2

E1n7 Left front actuation module, LED exterior lighting (with CODE 640 (Dynamic SAE right-hand traffic LED headlamp) or CODE 641 (Dynamic left-hand traffic LED headlamp) or CODE 642 (Dynamic right-hand traffic LED headlamp))

E1n9 Left headlamp control unit

E2n7 Right front actuation module, LED exterior lighting (with CODE 640 (Dynamic SAE right-hand traffic LED headlamp) or CODE 641 (Dynamic left-hand traffic LED headlamp) or CODE 642 (Dynamic right-hand traffic LED headlamp))

E2n9 Right headlamp control unit

N2/10 Supplemental restraint system control unit

N10/1 Front SAM control unit with fuse and relay module

N30/4 Electronic Stability Program control unit (model 212 (except 212.074/075/076/092/095/098/274/275/276/292/298) except CODE 233 (DISTRONIC PLUS))

CAN H Vehicle dynamics CAN

CAN S1 Radar CAN 1

CAN S2 Radar CAN 2

Flex E Chassis FlexRay

LIN E2 Seat occupied recognition LIN

LIN G1 Left headlamp LIN

LIN G2 Right headlamp LIN

Overall network, general

The heightened requirements placed on vehicle electronics, e.g. in the following areas:

- Vehicle safety,
- Comfort,
- Communication,
- Diagnosis,

CAN

The CAN is an electrical bus system for the transmission of data via two lines. The CAN consists of a twisted two-core data line that connects all CAN participants (control units) via a parallel connection. The two lines of the data line must not be swapped (low level/high level). Each connected control unit is able to transmit or receive data (bidirectional bus). The data is transmitted digitally on the CAN at various intervals. The individual data blocks are defined in a data protocol and it is specified which data are received or transmitted by a control unit. The sum of the data blocks, the short break between two transmission intervals and other properties of the CAN are checked constantly. Detected faults are stored and placed in the fault memory.

The CAN offers the following advantages:

- Data exchange between individual control units
- Provision of sensor signals for several systems
- Reduction of the number of electrical lines
- Improved electromagnetic compatibility (EMC)

The following CANs are involved in the overall network:

- Telematics CAN
- Interior CAN

Telematics CAN

The telematics CAN is used for the data exchange between the attached audio components. The telematics CAN operates at a transfer rate of 125 kBit/s.

The following control units are participants on the telematics CAN:

- Radio (with CODE 505 (Radio 20 NTG5 without navigation capability) or CODE 510 (Audio 20 with CD changer) or CODE 522 (Audio 20 radio) or CODE 523 (MB Audio 20 radio))
- Navigation module in navigation module cradle (with CODE 509 (Navigation box))
- COMAND controller unit (with CODE 512 (COMAND APS with DVD changer) or CODE 526 (COMAND with single DVD drive (without navigation)) or CODE 527 (COMAND APS with single DVD drive (with navigation)) or CODE 528 (COMAND with DVD changer) or CODE 531 (COMAND APS))

Interior CAN

The interior CAN is used for data exchange between the attached control units. The interior CAN operates at a transfer rate of 125 kBit/s.

The following control units are participants on the interior CAN:

- Instrument cluster
- Radio (with CODE 505 (Radio 20 NTG5 without navigation capability) or CODE 510 (Audio 20 with CD changer) or CODE 522 (Audio 20 radio) or CODE 523 (MB Audio 20 radio))

require networking of the existing systems in the vehicle so that the necessary information can be exchanged. This cannot be achieved using conventional data transfer since the amount of installation space is limited and a reduction of the weight of the vehicle is targeted. This is why bus systems are used.

The vehicle electronics are networked using the following bus systems:

- CAN
- Chassis FlexRay
- Media Oriented System Transport (MOST)

- Drive train CAN
- Diagnostic CAN
- Chassis CAN 1
- Chassis CAN 2
- Vehicle dynamics CAN
- Drive train sensor CAN
- Hybrid CAN (model 212.095/098/298)
- Radar CAN 1
- Radar CAN 2

- DVD player (with code 864 (Rear entertainment system))
- Left rear display (with CODE 864 (Rear entertainment system))
- Right rear display (with CODE 864 (Rear entertainment system))
- Audio/COMAND display
- Audio/COMAND control panel

Gateway: The radio or the COMAND controller unit forms the interface for data exchange with control units that are connected to other bus systems.

- Left front dynamic multicontour seat control unit (with CODE 432 (Left and right dynamic multicontour seat))
- Right front dynamic multicontour seat control unit (with CODE 432 (Left and right dynamic multicontour seat))
- Left front door control unit
- Right front door control unit
- Left rear door control unit

- COMAND controller unit (with CODE 512 (COMAND APS with DVD changer) or CODE 526 (COMAND with single DVD drive (without navigation)) or CODE 527 (COMAND APS with single DVD drive (with navigation)) or CODE 528 (COMAND with DVD changer) or CODE 531 (COMAND APS))
- Stationary heater control unit (with CODE 228 (Stationary heater))
- Panoramic sliding sunroof control unit (with CODE 413 (Panoramic glass sunroof with top sliding sunroof))
- Pneumatic pump for dynamic multicontour seat (with CODE 432 (Left and right dynamic multicontour seat))
- Front SAM control unit
- Rear SAM control unit
- Automatic air conditioning control and operating unit
- Rear seat heater control unit (with CODE 872 (Electric seat heater for left and right rear seat))
- Special-purpose vehicle multifunction control unit (with code 965 (Electrical preinstallation for rental vehicles))
- Trailer recognition control unit (with CODE 550 (Trailer hitch))
- Driver seat control unit (with CODE 275 (Electrically adjustable front seat memory package))
- Front passenger seat control unit (with CODE 275 (Memory package for electrically adjustable front seats))

Drive train CAN

The drive train CAN is used for data exchange between the attached control units. The drive train CAN operates at a transfer rate of 500 kBit/s.

The following control units are participants on the drive train CAN:

- Intelligent servo module for DIRECT SELECT (transmission 722.9)
- CDI control unit (diesel engine)
- ME-SFI [ME] control unit (gasoline engine)
- Transmission oil auxiliary pump control unit (with code B03 (ECO start/stop function), except model 212.095/098/298)

Diagnostic CAN

The diagnostic CAN is used for the data exchange of external diagnostic devices or external communication devices with the control units in the vehicle. The diagnostic CAN operates at a transfer rate of 500 kBit/s

The following control units are participants on the diagnostic CAN:

- Telematics services communications module (with CODE 350 (Ecall Europe emergency call system, gen. 2) or CODE B54 (Live Traffic Information))

Chassis CAN 1

Chassis CAN 1 is used for data exchange between the connected control units. The chassis CAN operates at a transfer rate of 500 kBit/s.

The following control units are chassis CAN 1 subscribers:

- Left front reversible emergency tensioning retractor
- Right front reversible emergency tensioning retractor
- COLLISION PREVENTION ASSIST controller unit (up to 30.11.2014 with CODE 258 (Collision Prevention Assist), as of 01.12.2014 with CODE 258 (COLLISION PREVENTION ASSIST PLUS))
- Left rear bumper intelligent radar sensor system (with CODE 234 (Blind Spot Assist))
- Right rear bumper intelligent radar sensor system (with CODE 234 (Blind Spot Assist))
- Supplemental restraint system control unit
- CDI control unit (diesel engine)
- ME-SFI [ME] control unit (gasoline engine)
- Front SAM control unit
- Electronic Stability Program control unit (model 212 (except 212.074/075/076/092/095/098/274/275/276/292/298) except CODE 233 (DISTRONIC PLUS))
- Regenerative braking system control unit (model 212.095/098/298)

Chassis CAN 2

Chassis CAN 2 is used for data exchange between the connected control units. The chassis CAN 2 operates at a transfer rate of 500 kBit/s.

The following control units are chassis CAN 2 subscribers:

- Instrument cluster

- Right rear door control unit
- KEYLESS-GO control unit (with CODE 889 (Keyless-Go))
- Overhead control panel control unit (with CODE 414 (Power glass tilting/sliding roof))
- Electronic ignition switch control unit
- Trunk lid control unit (model 212.0 with CODE 881 (Remote trunk closing (RTC [HDFS])))
- Liftgate control unit (model 212.2)

Gateway: The following control units form the interface for data exchange between control units connected to other bus systems:

- Front SAM control unit
- Radio or COMAND controller unit

i Electronic ignition lock control unit is also connected to chassis CAN 1. The instrument cluster is also connected to chassis CAN 2.

i The upper control panel control unit is connected to the front SAM control unit via instrument panel LIN.

- Fuel pump control unit
- Transmission mode control unit (transmission 722.931)
- DIRECT SELECT INTERFACE (transmission 722.931)
- Fully integrated transmission control unit (transmission 724, 725, 722.9)

Gateway: The following control units form the interface for data exchange between control units connected to other bus systems:

- CDI control unit or ME-SFI [ME] control unit
- Transmission mode control unit

- Front SAM control unit
- Emergency call system control unit (with code 348 (Emergency call/assist system))

Gateway: The front SAM control unit forms the interface for data exchange with control units connected to other bus systems and external devices.

i MODEL 212.095/098/298 as of model year 2014

The telematics services communications module is also connected to the hybrid CAN.

- Premium Electronic Stability Program control unit (model 212 (except 212.095/098/298) with CODE 233 (DISTRONIC PLUS), model 212.074/075/076/092/274/275/276/292)
- AIRmatic control unit (with CODE 489 (AIRmatic (air suspension with continuously adjustable damping)) or CODE 488 (Steel/air suspension))
- Electronic ignition switch control unit
- Steering column module control unit
- Chassis gateway control unit (with CODE 23P (Driving assistance package Plus))
- Rear axle electronic level control control unit (model 212.2 without CODE 489 (AIRMATIC (Air suspension with continuous adjustment damping)) and without CODE 488 (Steel/air suspension))
- Transmission mode control unit (transmission 722.931)

Gateway: The following control units form the interface for data exchange between control units connected to other bus systems:

- Front SAM control unit
- CDI control unit or ME-SFI [ME] control unit
- Electronic Stability Program control unit or regenerative braking system control unit or Premium Electronic Stability Program control unit
- Chassis gateway control unit

i The weight sensing system (WSS) control unit is connected to the supplemental restraint system control unit via the seat occupied LIN.

i Electronic ignition lock control unit is also connected to interior CAN. The transmission mode control unit is also connected to chassis CAN 2 and drive train CAN.

- Electrical power steering control unit
- Tire pressure monitor control unit (with CODE 475 (Tire pressure monitor (Premium)), Schrader)
- Chassis gateway control unit (with CODE 23P (Driving assistance package Plus))
- Transmission mode control unit (transmission 722.931)

- Stereo multifunction camera (with CODE 476 (Lane Keeping Assist) or CODE 513 (Traffic sign recognition) or CODE 628 (AUTOMATIC HIGH BEAM CONTROL PLUS (IHC+)) and without CODE 23P (Driving assistance package Plus))
- Reversing camera (with CODE 218 (Reversing camera))
- Left headlamp control unit
- Right headlamp control unit
- Front SAM control unit
- Parking system control unit (with CODE 235 (Active Parking Assist))

Vehicle dynamics CAN

The vehicle dynamics CAN is used for data exchange between the attached control units. The vehicle dynamics CAN operates at a transfer rate of 500 kBit/s.

The following control units are participants on the vehicle dynamics CAN:

- Yaw rate, lateral and longitudinal acceleration sensor

Drive train sensor CAN

The drive train sensor CAN is used for data exchange between the attached control units. The drive train sensor CAN operates at a transfer rate of 500 kBit/s.

The following control units are participants on the drive train sensor CAN:

- CDI control unit (diesel engine)
- ME-SFI [ME] control unit (gasoline engine)
- NOx sensor control unit (engine 274.9 with CODE 920 (Gasoline direct injection with stratified charge))
- Left nitrogen oxides control unit (engine 276.9 with CODE 920 (Gasoline direct injection with stratified charge))

Hybrid CAN (model 212.095/098/298)

The hybrid CAN is used for data exchange between the connected control units. The hybrid CAN operates at a transfer rate of 500 kBit/s.

The following control units are subscribers to the hybrid CAN:

- Electric refrigerant compressor
- Telematics services communications module with CODE 350 (Ecall Europe emergency call system, gen. 2) or CODE B54 (Live Traffic Information))
- CDI control unit (model 212.098/298)

Radar CAN 1

Radar CAN 1 is used for data exchange between the connected control units. Radar CAN 1 operates at a transfer rate of 500 kBit/s.

The following control units are participants of radar CAN 1:

- DISTRONIC (DTR) sensor, left front bumper (with CODE 233 (DISTRONIC PLUS) or CODE 237 (Active Blind Spot Assist))

Radar CAN 2

Radar CAN 2 is used for data exchange between the connected control units. Radar CAN 2 operates at a transfer rate of 500 kBit/s.

The following control units are participants of radar CAN 2:

- Left rear bumper radar sensor (with CODE 237 (Active Blind Spot Assist))

Chassis FlexRay

Chassis FlexRay: The chassis FlexRay is a quick, deterministic and fault-tolerant bus system. Signals are not transmitted based on an event but during fixed defined time windows. As a result, the bus load can be reduced. The time windows are divided into static and dynamic sections.

The chassis FlexRay consists of a twisted two-core data line that transmits differential signals in order to improve the interference resistance. Each connected control unit is able to transmit or receive data in the form of voltage pulses.

The chassis FlexRay is used for the data exchange of the attached control units with one another. The chassis FlexRay operates at a transfer rate of up to 10 MBit/s.

The following control units are participants of the chassis FlexRay:

- 360° camera control unit (with CODE 501 (360 degree camera))

Gateway: The following control units form the interface for data exchange with control units connected to other bus systems:

- Front SAM control unit
- Chassis gateway control unit

i The instrument cluster is also connected to the interior CAN. The transmission mode control unit is also connected to chassis CAN 1 and drive train CAN.

i The left front exterior lights LED actuation module is connected via left headlamp LIN to the left headlamp control unit. The right front exterior lights LED actuation module is connected via right headlamp LIN to the right headlamp control unit.

-
- Electronic Stability Program control unit (model 212 (except 212.074/075/076/092/095/098/274/275/276/292/298) except CODE 233 (DISTRONIC PLUS))
 - Regenerative braking system control unit (model 212.095/098/298)
 - Premium Electronic Stability Program control unit (model 212 (except 212.095/098/298) with CODE 233 (DISTRONIC PLUS), model 212.074/075/076/092/274/275/276/292)

Gateway: The Electronic Stability Program control unit or the regenerative braking system control unit or the Premium Electronic Stability Program control unit forms the interface for data exchange with control units connected to other bus systems.

-
- Right nitrogen oxides control unit (engine 276.9 with CODE 920 (Gasoline direct injection with stratified charge))
 - Nitrogen oxides control unit downstream of diesel particulate filter (engine 642.8 with CODE U42 (BlueTEC (SCR) diesel exhaust treatment))
 - Nitrogen oxides control unit downstream of SCR catalytic converter (engine 642.8 with CODE U42 (BlueTEC (SCR) diesel exhaust treatment))
 - CNG control unit (engine 274.9 with CODE 924 (Bivalent natural gas drive))
 - AdBlue® control unit (engine 642 with CODE U42 (BlueTEC (SCR) diesel exhaust treatment))

Gateway: The CDI control unit or the ME-SFI [ME] control unit forms the interface for data exchange with control units connected to other bus systems.

-
- ME-SFI [ME] control unit (model 212.095)
 - Battery management system control unit
 - Power electronics control unit

Gateway: The CDI control unit or the ME-SFI [ME] control unit forms the interface for data exchange with control units connected to other bus systems.

i The telematics services communications module is also connected to the diagnostic CAN.

-
- DISTRONIC (DTR) sensor, right front bumper (with CODE 233 (DISTRONIC PLUS) or CODE 237 (Active Blind Spot Assist))
 - Radar sensors control unit (with CODE 233 (DISTRONIC PLUS))

Gateway: The radar sensors control unit forms the interface for data exchange with control units connected to other bus systems.

-
- Right rear bumper radar sensor (with CODE 237 (Active Blind Spot Assist))
 - Center rear bumper radar sensor (with CODE 253 (Rear collision warning and protection system))
 - Radar sensors control unit (with CODE 233 (DISTRONIC PLUS))

Gateway: The radar sensors control unit forms the interface for data exchange with control units connected to other bus systems.

-
- Front long-range radar sensor (with CODE 23P (Driving assistance package Plus))
 - Radar sensors control unit (with CODE 233 (DISTRONIC PLUS))
 - Chassis gateway control unit (with CODE 23P (Driving assistance package Plus))

Gateway: The following control units form the interface for data exchange with control units connected to other bus systems:

- Radar sensors control unit
- Chassis gateway control unit

- Stereo multifunction camera (with CODE 628 (AUTOMATIC HIGH BEAM CONTROL PLUS (IHC+)) or CODE 513 (Traffic sign recognition) and CODE 23P (Driving assistance package Plus))

MOST

The MOST is an optical bus system.

Here, data are transferred via fiber optic cable to the connected information, navigation, and communication components. The MOST operates with a transfer rate of 22 Mbits/s.

The following control units are participants on the MOST:

- Radio (with CODE 505 (Radio 20 NTG5 without navigation capability) or CODE 510 (Audio 20 with CD changer) or CODE 522 (Audio 20 radio) or CODE 523 (MB Audio 20 radio))
- COMAND controller unit (with CODE 512 (COMAND APS with DVD changer) or CODE 526 (COMAND with single DVD drive (without navigation)) or CODE 527 (COMAND APS with single DVD drive (with navigation)) or CODE 528 (COMAND with DVD changer) or CODE 531 (COMAND APS))
- Digital TV tuner (with CODE 865 (TV tuner))

- Tuner unit (as of 02.03.2015 with CODE 536 (SIRIUS satellite radio) or CODE 537 (Digital radio) or CODE 865 (TV tuner))
 - Sound system amplifier control unit (with CODE 810 (Sound system) or CODE 811 (Advanced sound system))
 - Digital Audio Broadcasting control unit (up to 01.03.2014 with CODE 537 (Digital radio))
 - Satellite digital audio radio control unit (SDAR) (up to 01.03.2014 with CODE 536 (SIRIUS satellite radio))
 - Media interface control unit (with CODE 518 (Media Interface))
- Gateway: The radio or the COMAND controller unit forms the interface for data exchange with control units that are connected to other bus systems.

	Overview of system components for overall network (GVN)		GF00.19-P-9997FLM
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