

## Axles and suspension

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### **Suspension and damping**

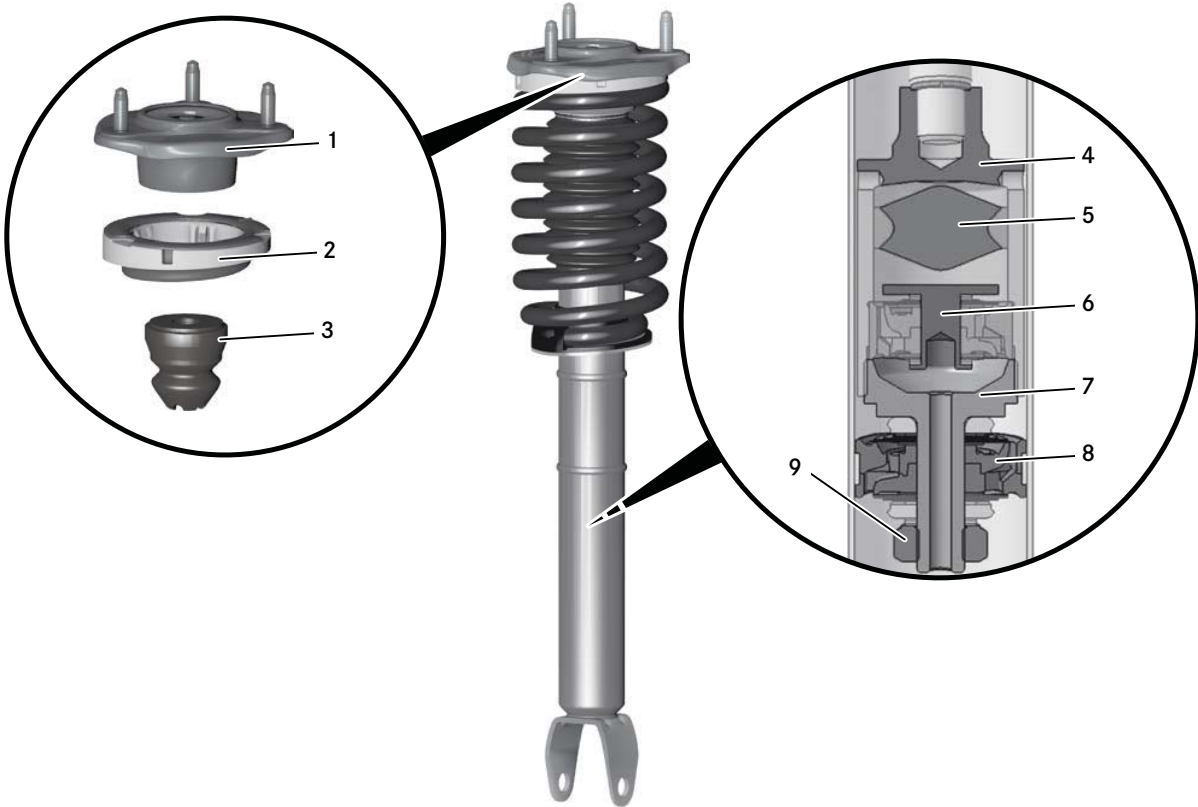
The new E-Class is equipped as standard with conventional steel suspension with a road surface-dependent, passive damping system.

The multi-chamber air spring with AIR BODY CONTROL continuous adjustable damping system is available optionally. The suspension components comprise non-wheel-controlling suspension struts on the front axle, springs and dampers on the rear axle and torsion bars with torsion bar linkages for each axle. In combination with AIR BODY CONTROL, four level sensors and three acceleration sensors are implemented on the front and rear axles as of the market launch. Here, the level sensors are installed on the wheel control assemblies and the acceleration sensors are installed on the body.

### **AGILITY CONTROL suspension with selective damping system**

The comfortably tuned, conventional suspension/damping of the E-Class is designed as a road surface-dependent damping system. The front axle suspension strut is attached to the body with a triple-path head bearing. With this system, the static carrying forces are transmitted directly to the body via a plastic shim. Large forces (e.g. when shock absorbers bottom out) are absorbed by a jounce buffer.

The function module consists of a small elastomer piston, which reduces the damping effect in the event of minor road surface excitations. This considerably improves the driving comfort and the response of the suspension in particular. For heavier road surface excitation, the full damping effect is available.



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**AGILITY CONTROL suspension strut**

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| <ul style="list-style-type: none"> <li>1 Head bearing</li> <li>2 Plastic shim</li> <li>3 Jounce buffer</li> <li>4 Working housing</li> <li>5 Elastomer piston</li> </ul> | <ul style="list-style-type: none"> <li>6 Comfort valve with bypass separation</li> <li>7 Restrictor</li> <li>8 Working piston with bypass separation</li> <li>9 Nut</li> </ul> |
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