Introduction of the New GLK-Class (USA)

Introduction into Service Manual for Model Series 204

Mercedes-Benz

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Introduction into Service Manual
for Model Series 204

Daimler AG · Technical Information and Workshop Equipment (GSP/OI) · D-70546 Stuttgart

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Preface

Dear Reader,

This Introduction into Service Manual presents the new GLK-Class in model series 204 for the US market.

The purpose of this manual is to inform you of the technical highlights featured in this new vehicle in advance of its market launch.

This brochure is mainly intended to provide information for people employed in service, maintenance and repair as well as for aftersales staff. It is assumed here that the reader is already familiar with the Mercedes-Benz model series currently on the market.

In terms of the contents, the emphasis in this Introduction into Service manual is on presenting the new and modified systems.

This Introduction into Service Manual is not intended as an aid for repairs or for the diagnosis of technical problems. For such needs, more extensive information is available in the Diagnosis Assistance System (DAS) and in the Workshop Information System (WIS).

WIS is updated monthly. Therefore, the information available there reflects the latest technical status of our vehicles.

The Introduction into Service Manual presents initial information relating to the GLK-Class in model series 204 and, as such, is not stored in WIS. The contents of this brochure are not updated. No provision is made for supplements.

We will publicize modifications and new features in the relevant WIS documents. The information presented in this Introduction into Service Manual may therefore differ from the more up-to-date information found in WIS.

All of the information relating to specifications, equipment and options are valid as of the publication deadline in October 2008 and may therefore differ from the current production configuration.

Daimler AG

Technical Information and Workshop Equipment (GSP / OI)

Models and major assemblies

Sales designation	Model	Engine	7-speed automatic transmission	Launch
GLK 350 4MATIC	204.987	272.971	722.960	01 / 09
GLK 350	204.956	272.991	722.906	04 / 09

Mercedes-Benz GLK-Class

Vehicle concept

The market launch of the new GLK-Class will take place in January 2009. This vehicle has no predecessor. It is the entry-level variant of the model range.

With the GLK, Mercedes-Benz is offering a cross-country vehicle in the compact SUV segment for the first time.

With its striking design, the GLK clearly distinguishes itself from the pack of compact SUVs on the market. Particular emphasis was also placed on the haptics and visual appearance of the interior when implementing the design. The new GLK has a dramatic, expressive image with plenty of style and independence.

The GLK is equipped with the exterior sport package, which underscores the characteristics of the vehicle in a sporty manner.

Technical highlights

- 4MATIC
- AGILITY CONTROL suspension with selective damping system
- ADAPTIVE BRAKE
- Trailer hitch
- ESP® trailer stabilization
- Weight Sensing System
- EASY-PACK liftgate
- Reversing camera
- Integrated compass in inside rearview mirror
- Rear entertainment
- NECK-PRO head restraints
- PRE-SAFE® system, occupant protection system

GLK with exterior sport package

Brief description

Dimensional concept

The dimensional concept of the new GLK-Class is significantly different to that of the M-Class in several respects.

The GLK-Class with exterior sport package

Dimensions in comparison

Dimensions	Unit	GLK-Class	M-Class	Difference
Vehicle length (with license plate adapter)	mm	4,528	4,788	- 260
Vehicle width (with outside mirrors folded out)	mm	2,016	2,124	- 108
Vehicle height (including roof railing)	mm	1,698	1,815	- 117

Please refer to available sales literature for the latest equipment information

Equipment

	GLK 350	GLK 350 4MATIC
Equipment lines / variants		
Exterior sport package	Standard	
Offroad styling	U 89	
Chrome package	Standard	
Aluminum trim	Code 739	
"Burred walnut" wooden trim	Standard	
Black inner headliner	Code U14	
Leather upholstery	Code 200A	
"Artico" imitation leather upholstery	Standard	
Leather-trim steering wheel and selector lever	Standard	

Equipment

	GLK 350	GLK 350 4MATIC
Brakes, drivetrain		
7-speed automatic transmission	Standard	
Cruise control including SPEEDTRONIC	Standard	
Hill Start Assist	Standard	
ADAPTIVE BRAKE	Standard	
Vehicle dynamics control systems ESP®, ASR with ABS, BAS	Standard	
Adaptive brake lights	Standard	
Brake wear indicator	Standard	
Suspension		
Front axle: 3-link axle	Standard	
Rear axle: Independent multilink suspension	Standard	
AGILITY CONTROL suspension with selective damping system	Standard	

	GLK 350	GLK 350 4MATIC
Steering		
Speed-sensitive power steering	Standard	
Electric steering lock (ELV)	Standard	
Comfort multifunction steering wheel	Standard	
Manual longitudinal and vertical steering column adjustment	Standard	
Wheels / tires		
Collapsible spare wheel	Standard	
Tire pressure monitor (TPM)	Standard	
Safety and anti-theft protection		
Two-stage front airbags	Standard	
Front side airbag (left and right)	Standard	
Window airbag	Standard	
Knee airbag (driver)	Standard	
Pelvis airbag (driver and front passenger)	Standard	
Anti-theft alarm system (ATA)	Standard	

Equipment

	GLK 350	GLK 350 4MATIC
Radio remote control with panic switch	Standard	
Front NECK-PRO head restraints	Standard	
3 head restraints in rear	Standard	
3-point seat belts with belt force limiter for driver and front passenger	Standard	
Automatic dimming inside rearview and outside mirror, fold-in outside mirrors (in combination with code 232 and 245)	Code 249	
Manually dimming inside rearview mirror	Standard	
Weight Sensing System	Standard	
ISOFIX child seat attachment in rear	Standard	
Climate control		
THERMATIC 2-zone automatic air conditioning	Standard	

	GLK 350	GLK 350 4MATIC
Light systems		
Bi-xenon headlamps with Intelligent Light System	Code 622	
Front fog lamps	Standard	
Center high-mounted stop lamp	Standard	
Daytime running lamps	Standard	
Auto on / off driving lights with light sensor	Standard	
Headlamp range adjustment	Standard	
Interior light package	Code 876	
Comfort systems		
PARKTRONIC	Code 220	
Fully electric seat adjustment with manual lumbar support without memory for driver and front passenger	Standard	
Fully electric seat adjustment with memory package and electric lumbar support	Code 275 + 242	
Smoker package with cigarette lighter and ashtray	Standard	
Rain sensor	Code 345	

Equipment

	GLK 350	GLK 350 4MATIC
Electric panoramic sliding sunroof	Code 413	
Steering wheel shift paddles (in combination with 7-speed automatic transmission)	Code 428 (component of code P95)	
Comfort multifunction steering wheel with 4.5-inch display in the instrument cluster	Standard	
Headlamp cleaning system	Code 600	
Trailer hitch	Code 550	
Privacy glazing	Standard	
Heated seats for driver and front passenger seat	Code 873	
Heated windshield washer system	Code 875	
Compass in inside rearview mirror (in combination with code 232 and 249)	Code 245	
Reversing camera	Code 218	
Garage door opener (in combination with code 245 and 249)	Code 232	
Pile floor mats	Standard	
Partition net	Code U40	

	GLK 350	GLK 350 4MATIC
Stowage compartments under both front seats (in combination with code 275)	Code 932	
2 open cup holders in center console between front seats	Standard	
Rear bench seat (1 / 3 – 2 / 3 split) with three-point seat belts	Standard	
Folding rear armrest, dual cup holder and stowage compartment	Standard	
2 anchoring lugs at bottom of D-pillar trim and 4 anchoring lugs in load compartment floor	Standard	
4 attachment lugs in headliner	Standard	
1 hook in left side wall	Standard	
2 coat hooks in liftgate	Standard	
2 bag hooks for tensioning straps at bottom of D-pillar trim	Standard	
EASY-PACK liftgate	Code 890	
4 x 12 V power outlets: in stowage compartment in front of selector lever, in glove box, at end of center tunnel and in load compartment (in combination with code 301 and 864)	Standard	

Equipment

	GLK 350	GLK 350 4MATIC
1 x 115 V socket in load compartment	U80	
Stowage compartment (in front of selector lever)	Standard	
Left and right electrically adjustable and heated outside mirrors	Standard	
Power windows (with convenience feature and anti-pinch protection)	Standard	
Sun visors with illuminated vanity mirrors	Standard	
Omission of vehicle model designation on liftgate	Code 260	
Roof railing, black	Standard	

	GLK 350	GLK 350 4MATIC
Telephone, audio and communications systems		
Audio 20	Standard	
Audio 20 with CD changer	Code 510	
Audio 55 and APS with DVD changer (with LINGUATRONIC)	Code 511	
Audio 50 APS	Code 525	
Surround sound system with active bass box	Code 810	
COMAND APS (with LINGUATRONIC)	Code 527	
COMAND APS with DVD changer (with LINGUATRONIC)	Code 512	
Satellite Digital Audio Radio Services (SDARS)	Code 536	
Media interface	Code 518	

Equipment

	GLK 350	GLK 350 4MATIC
Rear entertainment system with 2 screens incl. 2 remote controls	Code 864	
Rear entertainment preinstallation	Code 866	
Mobile phone preinstallation (Bluetooth incl. microphone) with universal interface, hands-free system incl. wiring and antenna (comfort telephony)	Code 386	
Telematic Alarm Identification on Demand (TELEAID)	Code 359	
AM / FM antenna integrated in rear spoiler	Standard	

Designation	Tires front and rear	Light alloy disk wheel front and rear
Tires and light alloy disk wheels		
Code R24	235 / 60 R17	7.5J x 17 ET 47.5
Code R26	235 / 50 R19	7.5J x 19 ET 47
Code R33	235 / 45 R20	8.5J x 20 ET 45
Code R42	235 / 45 R20	8.5J x 20 ET 45
Spare tire		
Collapsible spare wheel	185 / 75 R17	

Exterior

Front view

The following characteristics dominate the appearance of the new GLK at the front:

- Steep front section
- Wide, distinctive radiator grille with large, prominent Mercedes star
- Clearly noticeable air intake grille in a matt black diamond-pattern design
- Projection headlamps which continue into the fenders to provide a smooth transition between the front and the side of the vehicle.
- Split turn signal lamps in the outside mirrors. These are being introduced in all model series as a new design feature of the Mercedes-Benz brand.

The powerful radiator grille is a striking design feature of the front of the GLK and clearly indicates that this vehicle belongs to the model family of Mercedes-Benz cross-country vehicles.

Along with the location of the projection headlamps, the position of the front fog lamps close to the outside edges also underlines the width of the vehicle.

The exterior sport package includes a radiator grille with three chrome slats which give the front section a sporty appearance.

Front view

Rear view

The belt lines on the sides of the vehicle rise up towards the rear end where they continue over the rear lamps and the rear bumper towards the lower trailing edge.

The bichromatic rear lamps are another unifying style element of the vehicle. Their prominent shape and red-white-red design again accentuate the wide appearance of the GLK-Class.

The twin-pipe exhaust system rounds off the GLK energetically. With the exterior sport package and chrome package, the exhaust system is equipped with two chrome-plated exhaust tips in a rectangular design.

Rear view

Exterior

Side view

The silhouette of the GLK is characterized by the classic elements of a cross-country vehicle: short overhangs, a straight front section, a steep windshield and a tight roof line, here combined with a dynamic roof spoiler.

The height of the vehicle is significantly greater than that of a standard sedan. This gives the driver a good all-round view. The panels on the window frames of the doors are painted in high-gloss black and blend into the two large vehicle side windows. This makes the privacy glass appear to be one large surface, which in turn makes the GLK appear longer.

With the exterior sport package, the design is accentuated by striking rocker panels in the vehicle color.

Depending on the equipment installed, the large wheel arches can accommodate up to 20-inch wheels. Special light alloy disk wheels underscore and highlight the sporty appearance of the GLK-Class.

Side view

Interior design

A lot of attention has been paid to ensuring that the interior compartment of the new GLK-Class is roomy and comfortable. Only high quality materials have been used and these materials emphasize the spacious feeling within the vehicle.

The interior equipment can be individually upgraded with a comprehensive range of special equipment options. The available special equipment includes:

- Interior sport package
- Interior light package
- Rear entertainment system with two screens

The combination of high quality materials gives the interior compartment a modern design featuring chrome inserts and finely painted or anodized surfaces. The equipment features also nicely complement the ergonomically positioned center console.

Interior design

Interior

Instrument panel

The body of the instrument panel has a single-piece design with an integrated glove box module and large trim surfaces. It is vertically arranged into three distinct areas:

- The upper section of the instrument panel is in black to avoid any reflections in the windshield.
- The trim design which has been selected for the vehicle characterizes the central area of the instrument panel. The integrated vents have a slat-type design. On vehicles with the interior sport package, the control wheels of the vents are illuminated.
- The lower section of the instrument panel is either black, grey or beige depending on the equipment package.

Instrument panel with comfort multifunction steering wheel and steering wheel shift paddles

Instrument cluster

The GLK-Class is equipped with the "Midline" instrument cluster with an integrated 4.5-inch multifunction display (MFD). It is operated via the 12 buttons located on the right and left of the comfort multifunction steering wheel. On the multifunction display, a segment ring is used for the variable speed limiter and cruise control functions. Along with the multifunction display, the central display element also includes the large speedometer.

Two other dial-type gauges for rpm, tank content and coolant temperature are also integrated in instrument cluster.

The other signal lamps and indicator lamps are located on the left and right-hand sides of the instrument cluster.

"Midline" instrument cluster in combination with comfort multifunction steering wheel

Interior

Center console

An important component of the center console is the new central control for the infotainment systems. The 4.9-inch or 7-inch TFT central color display[1] (COMAND APS) has been positioned within the field of view of the driver for ergonomic reasons. The system can be operated using the buttons of the comfort multifunction steering wheel as well as with the central control on the center console.

The center console comprises the following components from top to bottom:

- Display (part of instrument panel)
- Air vents (part of instrument panel)
- Radio control
- Upper control panel
- AC operating unit
- COMAND controller

Center console

[1] Depending on equipment

Seats

The seats in the GLK-Class incorporate the latest anatomical findings. The new fluting style of the seat cushions and backrest surfaces provides a very high level of seating comfort. The GLK is additionally equipped with a steering column adjustment function to ensure that the driver is seated in an optimal position.

The backrests of the rear bench seat can be folded down asymmetrically in a 1 / 3:2 / 3 split. A folding armrest at the center of the rear seats with two cup holders and a stowage compartment is also a standard feature of the GLK.

Special equipment

Fully electric seat adjustment with a memory function is available for the driver and front passenger seat as special equipment. The system also allows the following adjustments to be performed electrically:

- Head restraint adjustment
- Steering column adjustment
- Outside mirror adjustment
- Storage of seat position using memory buttons in door control panel

Fully electric seat adjustment with memory function can be ordered separately for the driver and front passenger.

Seats

Interior

Front seats

The backrest consists of a steel frame with a Pulma-flex mat, a foam pad and a lined seat covering.

The driver seat is equipped with a manual lumbar support as standard. Both front seats are also equipped with partially electric seat adjustment as standard, which can be used to adjust the inclination of the backrest and the height of the seat cushion. These functions are operated using a switch installed directly on the seat.

In addition, the following seat adjustments can be performed manually:

- Head restraint height and inclination
- Seat cushion inclination
- Seat fore / aft adjustment

The fully electric seat adjustment system (SA) makes it possible to adjust the seats and the front head restraints steplessly and independently of each other using separate switches with memory buttons. The 4-way lumbar support can also be adjusted electrically on each front seat.

Other features of the special equipment include:

- Fire extinguisher installed under the driver seat
- Seat heaters for both front seats
- Stowage compartments under the front seats

Front seats

Rear bench seat

The rear seat backrest consists of a backrest frame made of steel. This supports the foam padding inside along with the selected seat covering with lining.

The rear bench seat is comprised of a body made of rigid PEPP foam with an embedded wire frame and additional foam pads.

The seat cover of the bench seat depends on the equipment selected. The single-piece rear bench seat is fixed in place but has an asymmetrically split rear backrest which can be folded down quickly and easily as required. This then acts as an almost level extension of the load compartment floor.

Rear seats

Exterior lights

Headlamps

There are two headlamp variants available for the GLK-Class:

- H7 headlamps with integrated cornering lights and H7 high beams
- Intelligent Light System with bi-xenon headlamps without high beam spot lamp (SA).

On the GLK, the low beams operate using a projection system with halogen or xenon lights instead of a reflector system. The high beam headlamps still use reflector technology as in the past.

Left front lamp unit

Basic light functions

- Low beams
- High beams
- Standing lights
- Turn signal lights
- Front fog lights

Intelligent Light System

The Intelligent Light System improves the illumination of the road surface in a wide range of driving situations. Accordingly, the xenon headlamps are adjusted to the various situations encountered. This ensures that other road users are not inconvenienced or dazzled.

Extended driving light functions

- Dynamic curve illumination
- Cornering illumination function (via the front fog lamps)
- Country lights
- Motorway lights
- Extended fog light function
- Dynamic headlamp range control

Front fog lamps

The front fog lamps are enclosed in the front bumper cover. They are positioned low and close to the outer edges of the vehicle, which has the effect of both enlarging the illuminated area and improving the appearance.

Left front lamp unit

E1e1 High beam
E1e2 Halogen headlamp low beam
E1e10 Xenon headlamp low beam with integrated ignition module (SA)
E1e3 Standing light and parking light
E1e5 Turn signal light
E1e6 Side marker lamp
E5/1 Front fog lamp

Exterior lights

Rear lamps

The rear lamps overlap the corners of the vehicle rear in three segments arranged one above the other:

- The brake light and taillight are installed behind the upper red covering lens.
- In the middle, behind the white lens, is the turn signal with the backup lamp positioned underneath.
- The taillight / rear fog light is located behind the lower red lens along with a side marker lamp.
- The center high-mounted brake lamp, which uses LEDs, is located inside the rear window at the top.

When the taillights are operating, the two red areas (top and bottom) are illuminated all the way into the inside corners. This improves the visibility and thus the safety of the vehicle at night, as well as highlighting the shape of the rear lamps.

Rear lamps with LED turn signals and LED backup lamps are installed in combination with bi-xenon headlamps.

Center high-mounted brake lamp with LED technology

Rear lamp with LED technology

Rear lamp without LED technology

Right rear lamp without covering lens on vehicles with halogen lights

Right rear lamp without covering lens on vehicles with LED technology and bi-xenon headlamps

E3e1 Turn signal light
E3e3 Backup lamp
E3e5 Brake light and taillight
E3e9 Side marker lamp
E3e10 Rear fog light and taillight

Safety

Active safety

Great emphasis has been placed on ensuring that the new GLK-Class is also a safe vehicle. Safety is achieved with some familiar and some newly developed systems and components:

The main features ensuring high levels of **driving safety** include:

- 4MATIC
- ADAPTIVE BRAKE with the additional functions of Hill Start Assist, precharging and dry braking, Brake Assist System (BAS) and the 4ETS / 4ESP vehicle dynamics system
- Large track width
- Three-link front axle
- Five-link rear axle
- Trailer stabilization
- Tire pressure monitor (TPM)
- AGILITY CONTROL suspension with selective damping system

A high level of **stress-reducing safety** is achieved through:

- Comfortable seats with a good seat position
- Heat-insulating glass all round
- Climate control
- Cruise control including SPEEDTRONIC
- Selective damping system

The components which improve or provide support for **perceptual safety** include:

- Intelligent Light System with bi-xenon headlamps
- Adaptive brake lights
- Center high-mounted stop lamp
- Rain sensor with two sensitivity settings adjustable on the combination switch
- PARKTRONIC
- Reversing camera

Operating safety is provided by:

- Ergonomically designed seats which are also suitable for large persons
- Optimized arrangement of all controls, of the 4.5-inch or 7-inch display and of the comfort multifunction steering wheel
- COMAND with modified control and display concept incl. controller. This helps the driver keep the vehicle and all information and communication systems under control.

Passive safety

Passive safety features include:

- Body structure with high-rigidity passenger cell
- Front and rear structures with high energy absorption potential due to deformation
- Compact V6 engine, mounted on a bolted frame-type integral support which deforms in the direction of impact
- Several parallel load paths for improved load distribution in the event of a partial head-on collision
- Strut installed under the wind deflector from the spring tower to the crossmember to reduce movement of the shock absorber tower and prevent the pedals from being pushed backwards as a result
- Use of a crash joint between fender and driver door and between driver and rear door to prevent the fender and driver door from overlapping and to reduce the required door opening force after an impact
- Cockpit crossmember made out of extruded aluminum section between the A-pillars
- Telescoping steering column with collapsible tube
- Doors with reinforcement profiles
- Cargo retention with anchoring lugs and cargo net
- Pyrofuse in the prefuse box that isolates the starter and alternator lines from the battery in certain accident situations
- Armrests and assist handles on door trim have been strengthened by additional safety measures

The occupant restraint systems include:

- Three-point seat belts for all five seats
- Emergency tensioning retractors and belt force limiters for driver, front passenger and the outer seats of the rear bench seat
- Front NECK-PRO head restraints
- Seat belt reminder warning for driver and front passenger and seat belt status indicator for outer seats of rear bench seat
- ISOFIX for attaching child seats to outer rear seats
- Preventive occupant protection: PRE-SAFE® system (SA)

Other safety measures include:

- Crash-active emergency illumination
- Pedestrian protection through the deliberate creation of free spaces and deforming parts on the front section

Safety

Airbag system

- Adaptive two-stage airbags for driver and front passenger
- Knee airbag on the driver side
- Left and right front side airbags
- Window airbag over both seat rows
- Front pelvis airbag on driver and passenger side

Knee airbag on the driver side

Airbag system in the vehicle

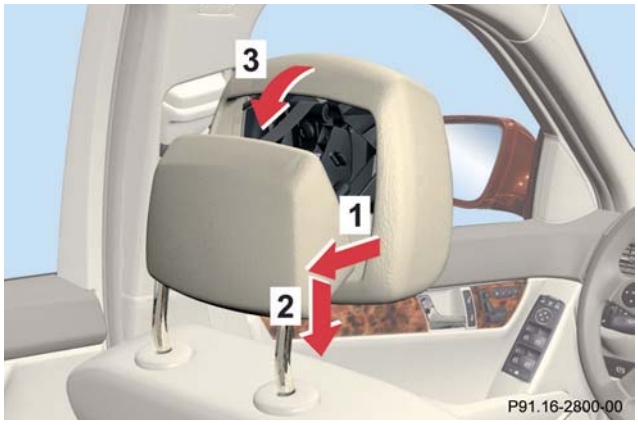
"NECK-PRO" active head restraint system

The NECK-PRO head restraint is available as standard on both front seats. The system supports the occupant's head at an early stage in the event of a rear end collision of low severity. When an impact occurs, sensors trigger pre-tensioned springs which move the head restraints forwards (43 mm) and upwards (24 mm).

Triggered NECK PRO head restraint

Once a NECK-PRO head restraint has been triggered, it can be reset to its starting position as follows:

- First push the bottom of the head restraint cushion backwards as far as it will go
- Then press the head restraint cushion down into the guide as far as it will go
- Finally, fold back the top of the head restraint cushion firmly until it locks in place



Resetting triggered NECK-PRO head restraint

1 Push back
2 Press down
3 Fold back

Safety

Restraint system, sensor system and PRE-SAFE®

Supplemental Restraint System (SRS) and sensor system

The SRS installed in the GLK, which also takes prospective safety-relevant developments into account, consists of the central airbag control unit and the following sensors:

- Two upfront sensors on the flexural member
- Two satellite sensors near the bottom of the B-pillars
- Pressure sensors in the front and rear doors
- Triggering of the driver and front passenger airbags
- Front side airbags
- Pelvis airbags
- Window airbags
- Knee airbag
- Emergency tensioning retractor
- NECK-PRO head restraints
- Seat belt buckle switches (record the belt status on all seats)
- Acoustic and visual seat belt reminder warning (for driver and front passenger seat)
- Status of front seats (displayed on instrument cluster)
- Activation of the pyrofuse
- Door release
- Window lowering by 50 mm, front
- Hazard warning flasher
- Engine shutoff und and fuel pump cutoff
- Crash-active emergency illumination

Top Tether

The Top Tether system provides the option of making an additional connection between child restraint systems attached using ISOFIX and the rear seat

This can reduce the risk of injury even further. The Top Tether anchorings are fixed to the rear of the backrests.

PRE-SAFE® system

The PRE-SAFE® system breaches the gap between active and passive safety. It uses the sensor systems of dynamic driving control systems such as BAS and ESP® and, based on the information obtained, can detect dynamic driving situations and critical situations where there is an increased risk of accident. In this type of situation, the time remaining until a (probable) impact is used to activate preventive protection systems. This reduces the risk and further improves occupant protection.

Trigger mechanisms of the PRE-SAFE® system:

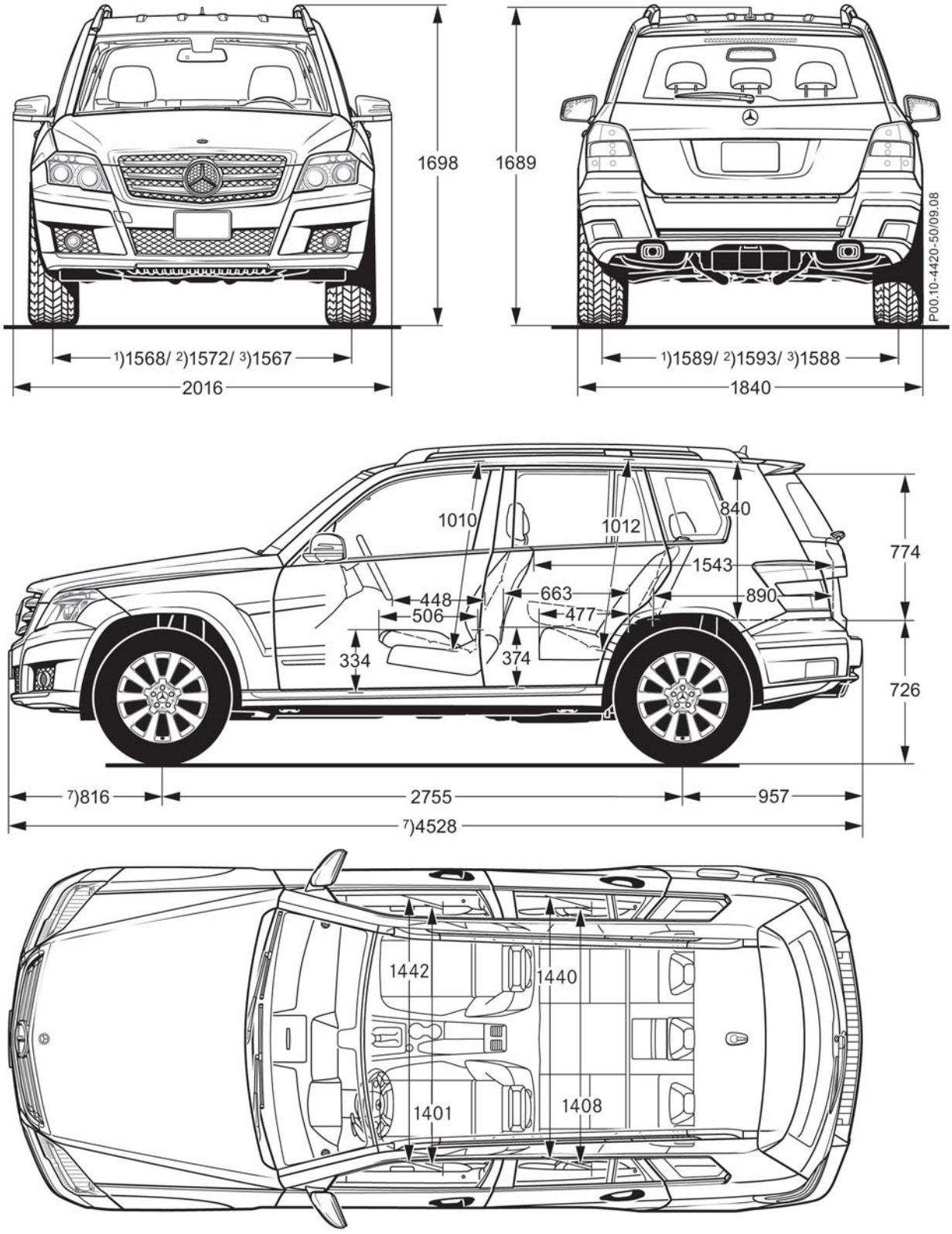
- Emergency stops
- Panic follow-up braking
- Severe oversteer
- Severe understeer
- Critical steering movements at high speed (> 140 km / h)

Safety measures

Depending on the driving situation and vehicle equipment, the following measures can be implemented to improve occupant protection:

- Motorized seat belt tensioning for the driver and front passenger
- Positioning of front passenger seat in the most favorable position for an impact (vehicles with SA memory seat adjustment)
- Closing of front and rear side windows and panoramic sliding sunroof (SA) down to a remaining gap of 50 mm when there is a high risk of a rollover

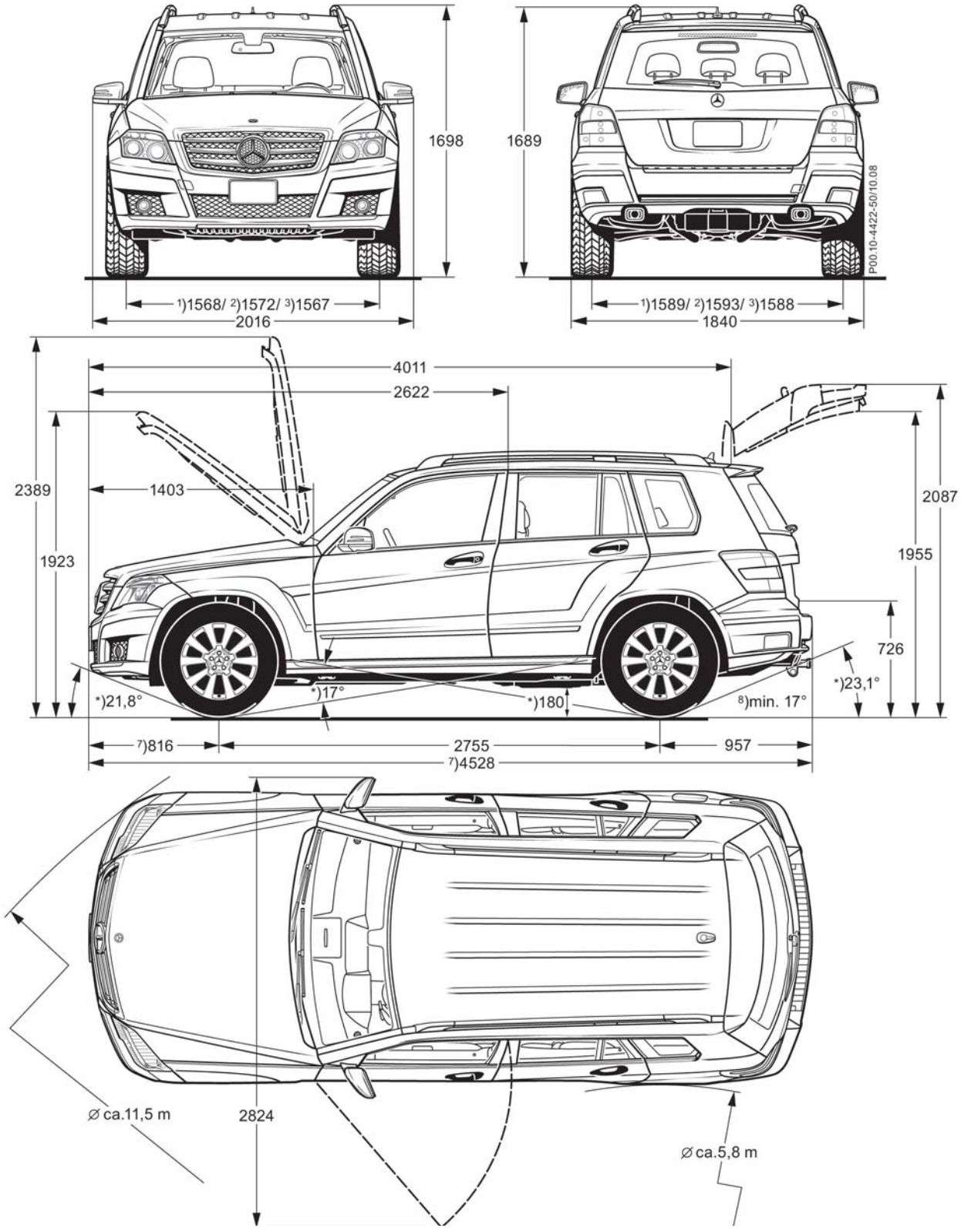
If an accident is avoided, the front belts are relaxed again when the vehicle is back inside the critical limits.



Dimensions under no load – Specified in mm

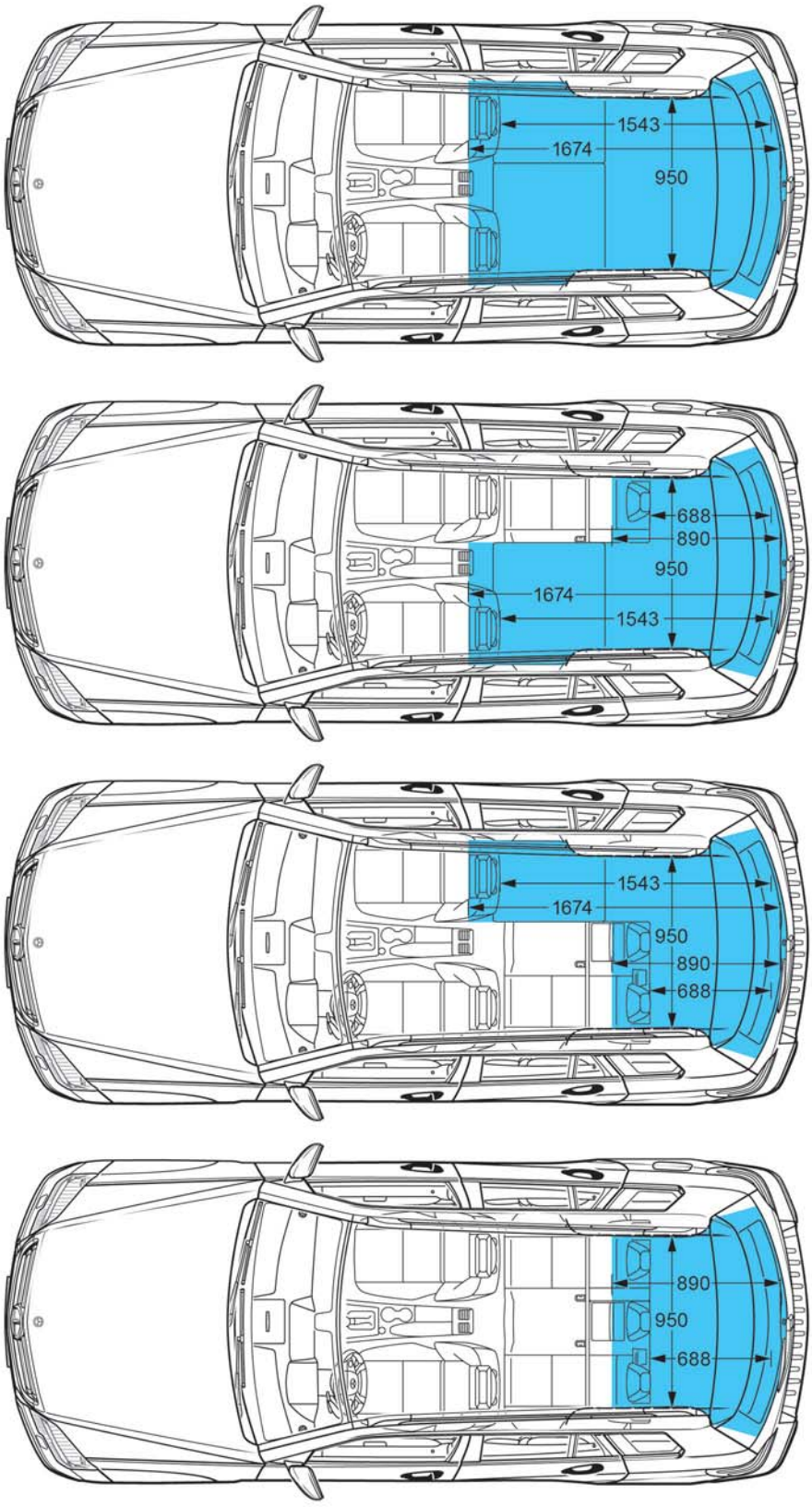
1) Exterior sport package R19 235/50
2) R20 235/45 (optional)
3) R17 235/60 (optional)
7) Incl. license plate adapter

Dimensions



Dimensions under no load – Specified in mm

1) Exterior sport package (R19 235/50)
2) R20 235/45 (optional)
3) R17 235/60 (optional)
7) Incl. license plate adapter
8) With trailer hitch without ball head (optional)
**) Loaded with 3 persons of 68 kg each*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Technical data

	Unit	GLK 350	GLK 350 4MATIC
Consumption-relevant values			
Drag coefficient	C_d	0.35	
Tank capacity / reserve	l	66 / 8	
Offroad-specific dimensions			
Ground clearance[1]	mm	201	
Max. angle of approach[1]	°	23	
Max. angle of departure[1]	°	25	
Fording depth	mm	300	
Max. gradient	%	70	
Lateral inclination	°	35	
Transfer case / engine torque distribution			
Front axle / rear axle (FA / RA)	%	-	45 / 55
Front axle transmission (VAG 175)			
Weight (including oil)	kg	-	15.9
Oil quantity	l	-	0.6
Axle ratio	i	-	3.67
Differential (HAG 187FE)			
Weight (including oil)	kg	29.0	22.8
Oil quantity	l	1.1	1.0
Axle ratio	i	3.46	3.67

[1] *When loaded with driver, full fuel tank and full quantity of all operating fluids*

	Unit	GLK 350	GLK 350 4MATIC
Dimensions and weights			
Curb weight	kg	1,840	1,885
Permissible gross vehicle weight	kg	2,440	2,480
Max. payload	kg	600	595
Load compartment volume (with seats folded down as per SAE)	cu ft	68	
Turning circle	m	11.5	
Dimensions			
Wheelbase	mm	2,755	
Vehicle length (with license plate adapter)	mm	4,528	
Vehicle width with outside mirrors	mm	2,016	
Vehicle width	mm	1,840	
Vehicle height (without / with roof railing)	mm	1,689 / 1,698	

Please refer to the Operator's Manual (available early Jan. 2009) and Maintenance Manual (available mid Jan. 2009) for the latest maintenance information.

Motivation / new features

Motivation

Both workshops and the customer will benefit from the extended maintenance scopes from the very first kilometer driven.

Effective immediately, we will offer maintenance that is more cost-efficient and competitive without compromising the usual Mercedes-Benz service quality. This can be achieved by making maintenance less complicated and concentrating on the basic service which covers the technically essential items.

New features

Maintenance strategy

The previous maintenance scopes of the minor and major basic service (Service A and B) have now been divided into Basic Service A and B, covering the technically essential items.

The basic packages are available for price-conscious customers. Some individual service items, which previously formed part of the maintenance scopes, have been omitted from these packages. Basic service A or B is required every 10,000 mi or once a year.

PLUS package

The PLUS package is now available additionally. This PLUS package allows workshops to offer convenient and helpful service items to their customers. These service items will continue to be performed by Mercedes-Benz Service.

The PLUS package includes the following additional checking and maintenance operations:

- Check windshield washer system
- Check headlamp cleaning system
- Check tire pressure
- Inspect wiper blades
- Check trunk illumination
- Check indicator lamps in instrument cluster and interior compartment
- Check headlamp adjustment

The PLUS package must be offered to the customer by the service advisor during a consultation because it no longer forms part of the maintenance scopes.

The aim of the consultation must be to offer the customer a tailor-made package.

The "Service-Package-Pricing-System" (SPPS) provides support for the entire process. Dealer offers and the service items included in the PLUS package are stored in this system.

Maintenance interval

Mileage-based servicing

ASSYST PLUS calculates in mileage-based servicing mode when the mile interval for the engine oil is reached before the time interval.

Example:

- Engine oil interval 10,000 mi / 1 year
- Driving behavior of customer: 60 mi per day
- 10,000 mi: 60 / day ≈ 166 days

ASSYST PLUS now calculates in mileage-based servicing mode because the mile interval for the engine oil of 10,000 mi is reached before a year has passed.

Time-based servicing

ASSYST PLUS calculates in time-based servicing mode when the time interval for the engine oil is reached before the mile interval.

Example:

- Engine oil interval 10,000 mi / 1 year
- Driving behavior of customer: 20 mi per day
- 10,000 mi: 20 mi / day ≈ 500 days

ASSYST PLUS now calculates in time-based servicing mode because the time interval for the engine oil of 1 year is reached before 10,000 miles have been driven.

Digital Service Booklet (DSB)

The introduction of the Digital Service Booklet (DSB) represents a change to the previous service documentation. In future, all service, body and major assembly operations will be documented in a central database using the DSB. The customer receives a service report which he / she stores in the service booklet.

Benefits of maintenance strategy

For the customer

- The maintenance costs for the basic service are reduced
  - **– This provides customer satisfaction from a financial point of view**
- All essential technical operations are included in full as part of the basic service
  - **– This strengthens trust**
- The defined service scopes for the basic service mean that working times and costs are already predetermined
  - **– This increases transparency**
- The PLUS package consisting of convenient service operations that customers appreciate is optional
  - **– This improves freedom of choice**
- Service dates are fixed and are no longer unpredictable
  - **– This facilitates planning**
- Potential damage or defects can be detected earlier than before thanks to the annual inspections
  - **– This ensures safety**

For the workshop

- Customers visit the workshop at least once a year
  - **– This means that workshops have more contact with customers**
- The reduced basic service allows workshops to provide attractive pricing
  - **– This increases customer loyalty**
- The fixed intervals allow workshops to plan customer visits precisely
  - **– This allows workshops to plan their activities more reliably**
- This planning ability allows workshops to prepare for each customer and his or her vehicle in detail
  - **– This increases customer satisfaction**
- By actively selling the PLUS package, workshops have the opportunity to develop customer relationships in order to obtain additional business
  - **– This strengthens the relationship between customer and workshop**

Note

The maintenance strategy and Digital Service Booklet (DSB) of model series 204 apply to the GLK-Class.

For further information on the maintenance strategy, see the brochure "ASSYST PLUS Maintenance, Model Series 204".

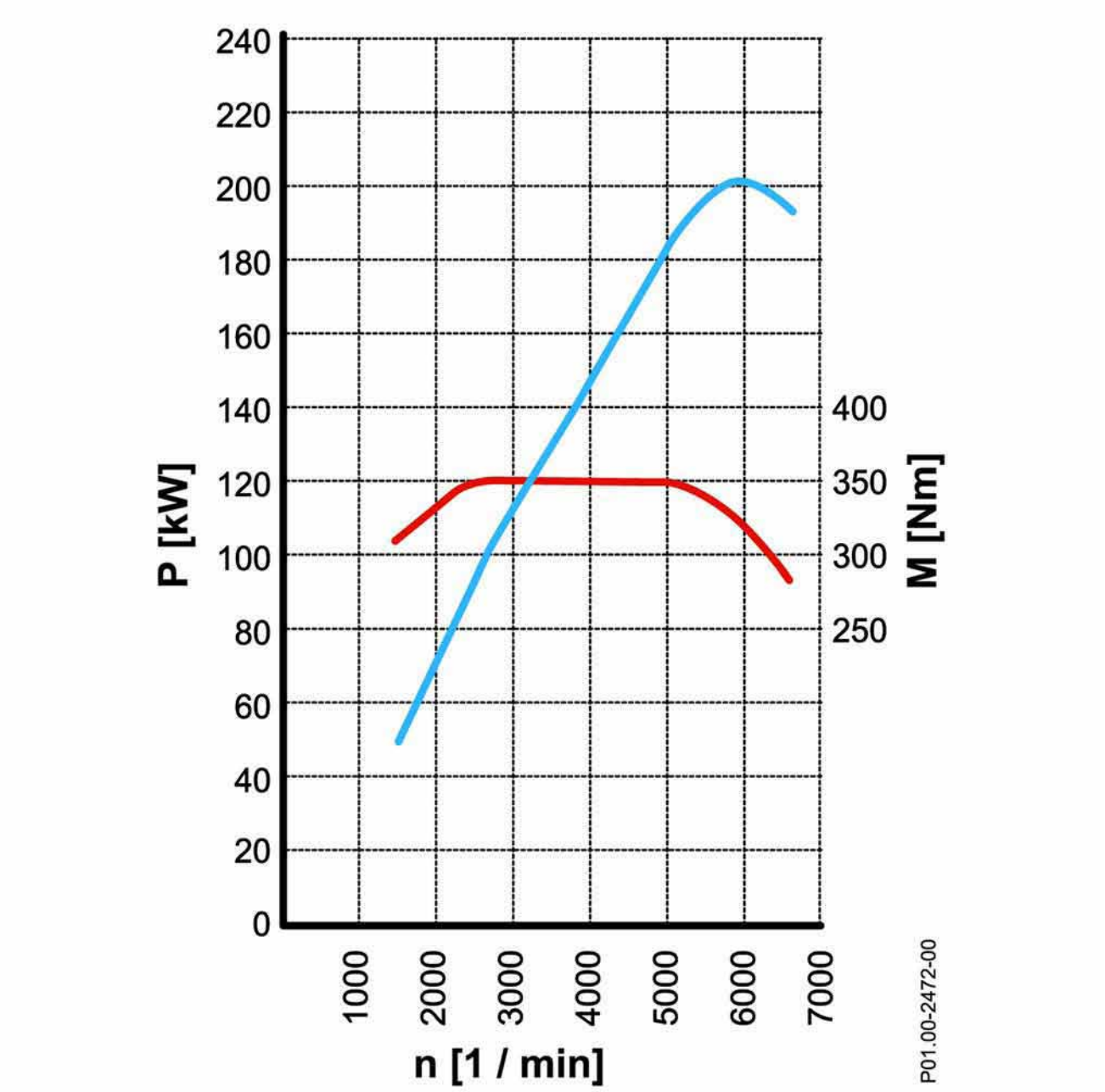
Order no.: 6516 1350 02

This and other brochures can be obtained from our GSP / OI Shop on the Internet.

Link: http: / / gsp-ti-shop.de

Engine data

	Unit	GLK 350	GLK 350 4MATIC
Engine model designation		272.971	
Engine designation		M272 KE35	
Rated output	kW at rpm	200 6,000	
Rated torque	Nm at rpm	350 2,400...5,000	
Maximum engine speed	rpm	6,500	
Displacement	cm^3	3,498	
Bore	mm	92.9	
Stroke	mm	86.0	
Cylinder number / arrangement Cylinder angle	°	V 6 90	
Acceleration 0...60 mph 7-speed automatic transmission	s	6.8	
Maximum speed	mph	130	
Fuel		Premium gasoline, unleaded 95 RON	
Exhaust emission regulation	Standard	ULEV 2	



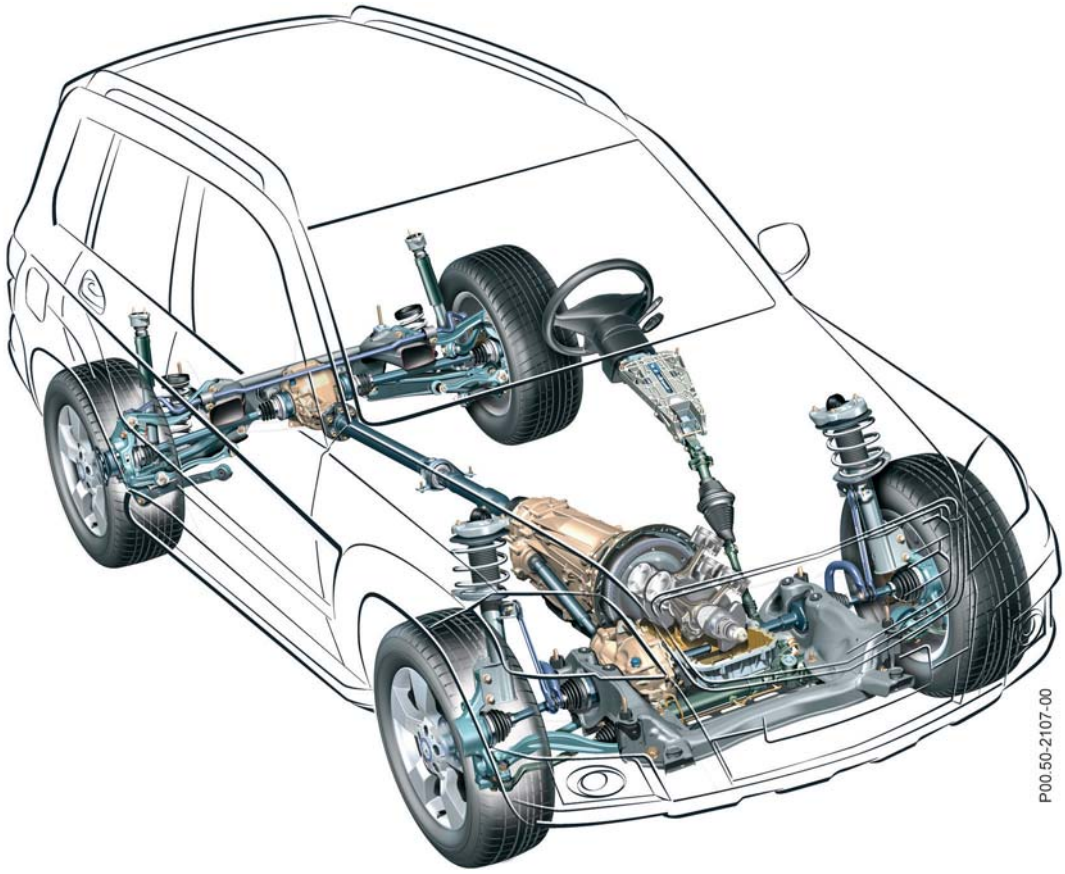
Performance graph

M Torque
P Output
n Rpm

All-wheel drive concept

Concept

- Permanent all-wheel drive with central differential
- Transfer case integrated into automatic transmission
- Reduction in tooth engagement and optimized lubrication concept
- Front axle transmission and rear axle differential designed for fuel economy and featuring aluminum housings
- Underlying locking power of 50 Nm to improve traction at low engine torques and to prevent drivetrain vibrations
- 3-link all-wheel drive front axle
- Optimized transmission / engine mounting concept



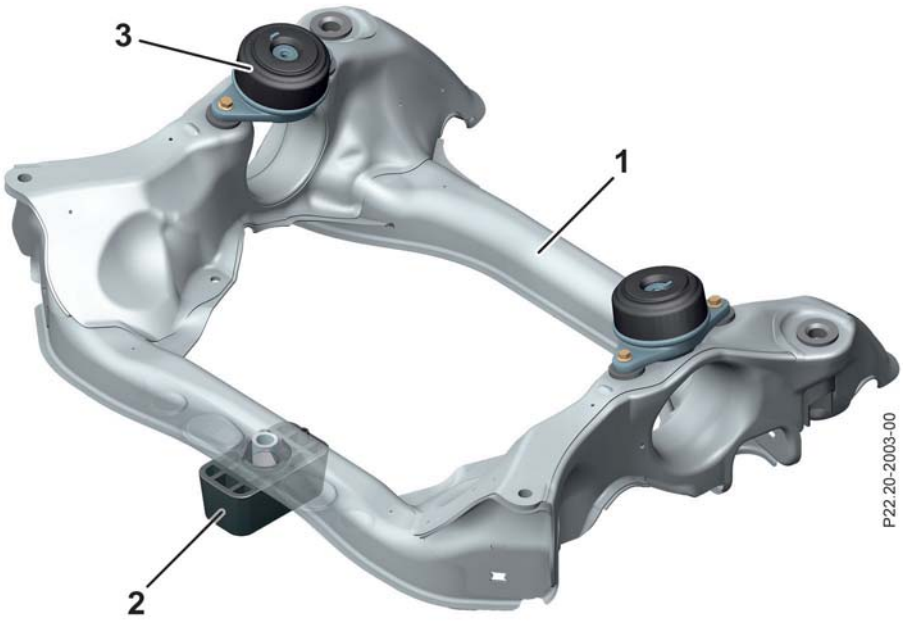
Drivetrain

Engine mount

The front engine mounts have been repositioned in order to satisfy new requirements: This improves the following aspects:

- More favorable load distribution
- Less vibration due to optimized bearing points
- The engine mounts have been integrated into the rigidity concept of the body

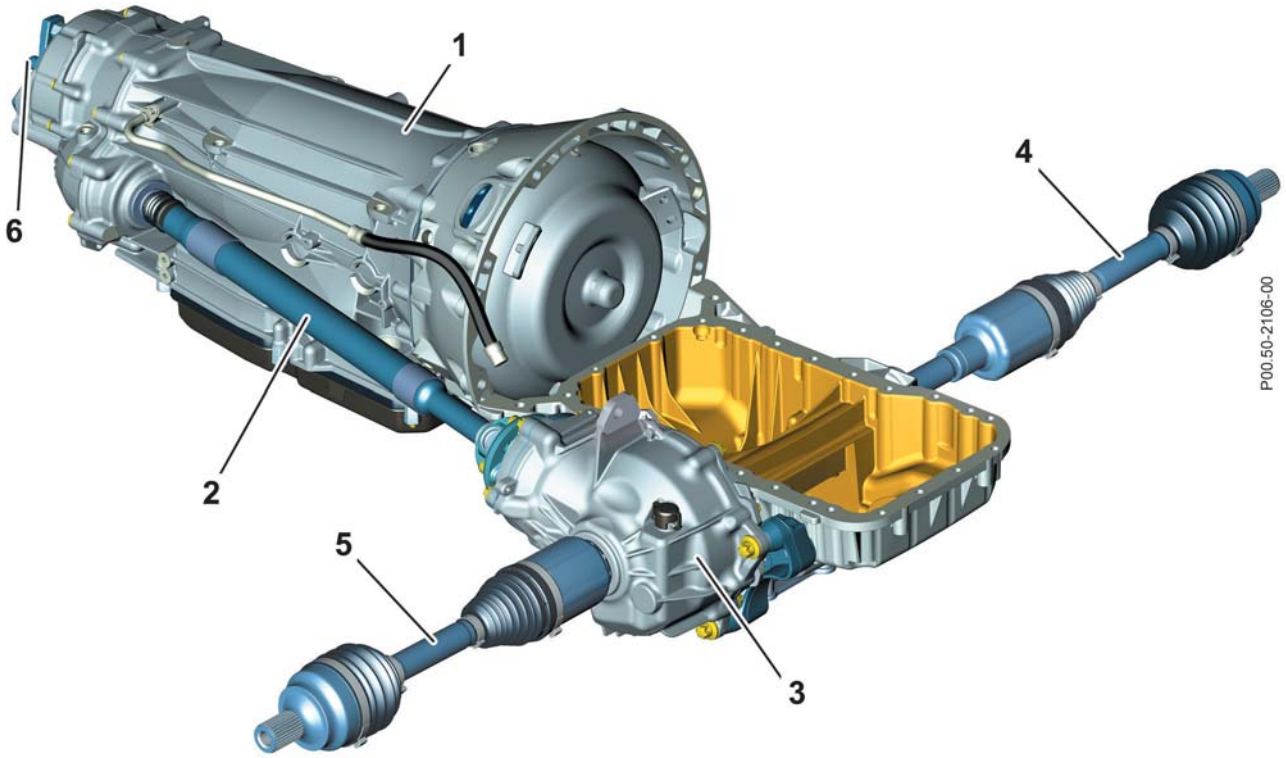
The mount has been placed directly above the front axle shaft. It also has a compact design with flange attachment.



Engine mount

1 Frame-type integral support
2 Vehicle jack support point only for workshop vehicle jacks
3 Engine mounts

Front drivetrain



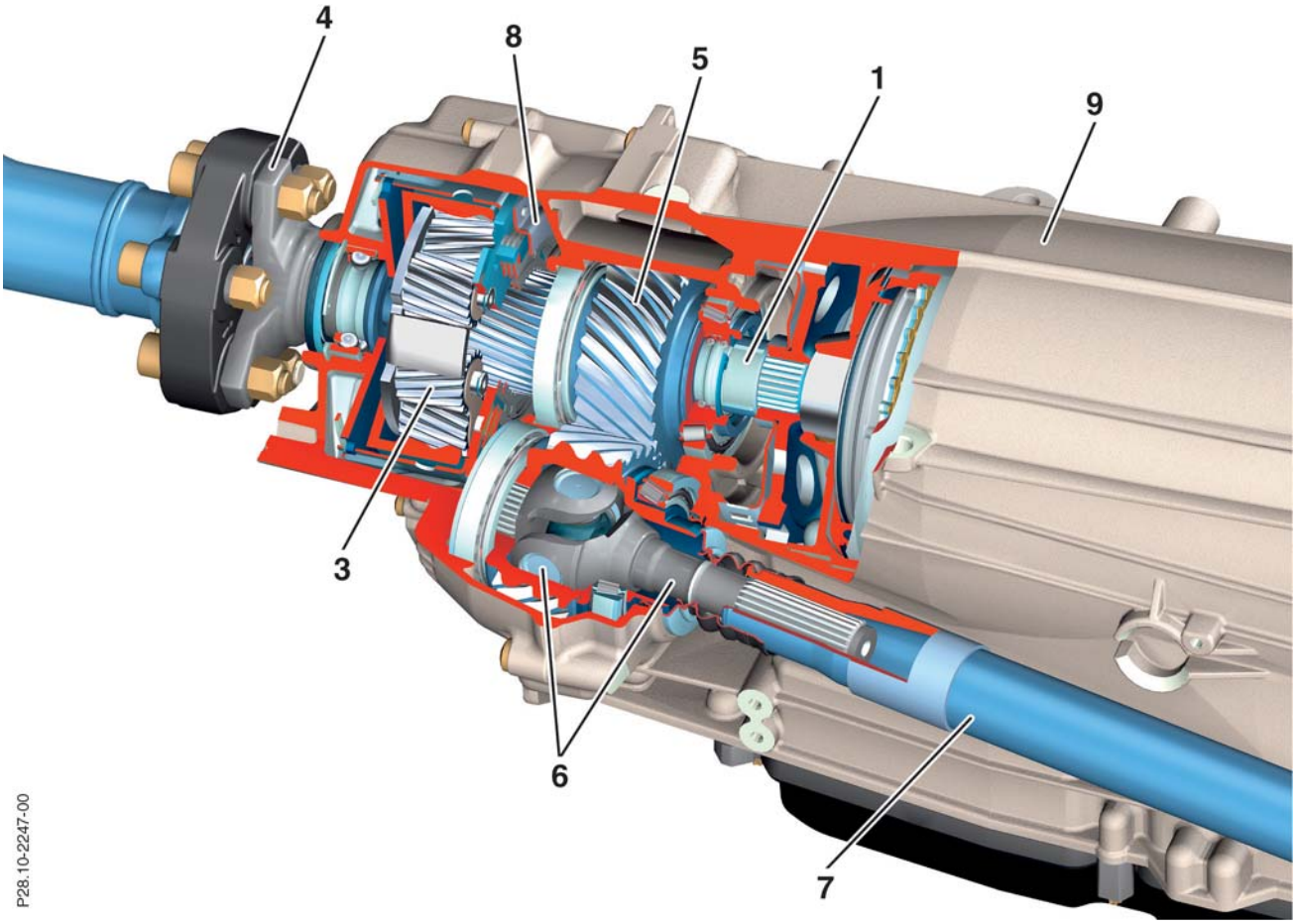
4MATIC front drivetrain

1 7-speed automatic transmission with integrated transfer case
2 Front propeller shaft
3 Front axle transmission
4 Left front axle shaft
5 Right front axle shaft
6 Drive to rear axle

Service information

Because of their integrated design, the transfer case and automatic transmission have a common oil system.

See the Workshop Information System (WIS) for detailed instructions on checking the oil level and adding oil.



1 *Automatic transmission output shaft*
3 *Planetary gear differential*
4 *Rear axle output*
5 *Side output drive gear (with sun gear)*
6 *Side output with integrated universal joint*
7 *Front axle propeller shaft*
8 *Multidisk clutch*
9 *Automatic transmission*

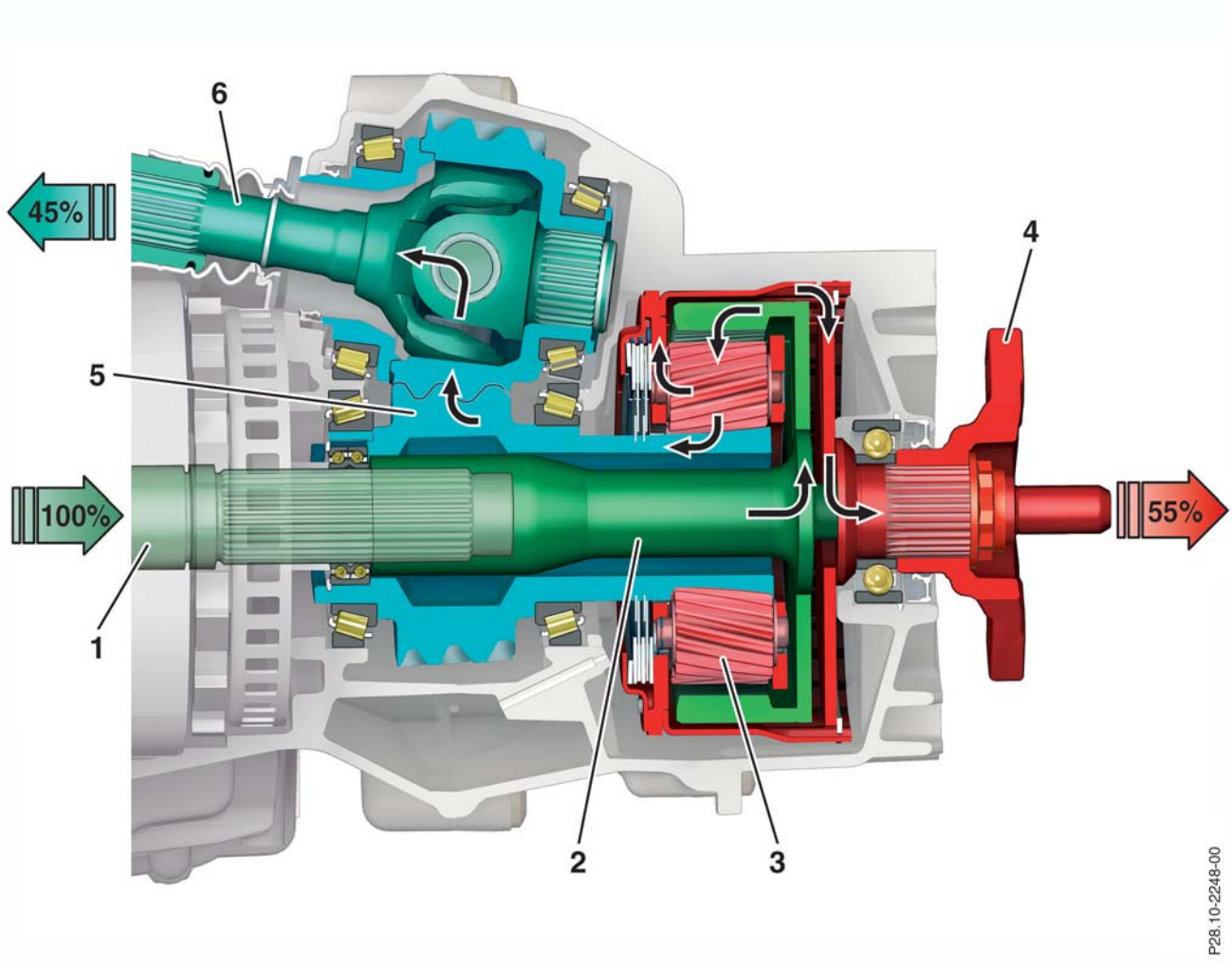
The transfer case is integrated in the rear section of the 7-speed automatic transmission. A special feature of the transfer case is the single-speed side output which includes a universal joint (for propeller shaft to front axle).

In contrast to the two-speed side output of previous transfer cases, the single-speed design does not require a spur gear set with bearing. This has a positive effect on the efficiency, weight and noise characteristics of the drivetrain.

Repair information

The transfer case cannot be replaced separately. It must be replaced complete with the automatic transmission or repaired.

Torque distribution

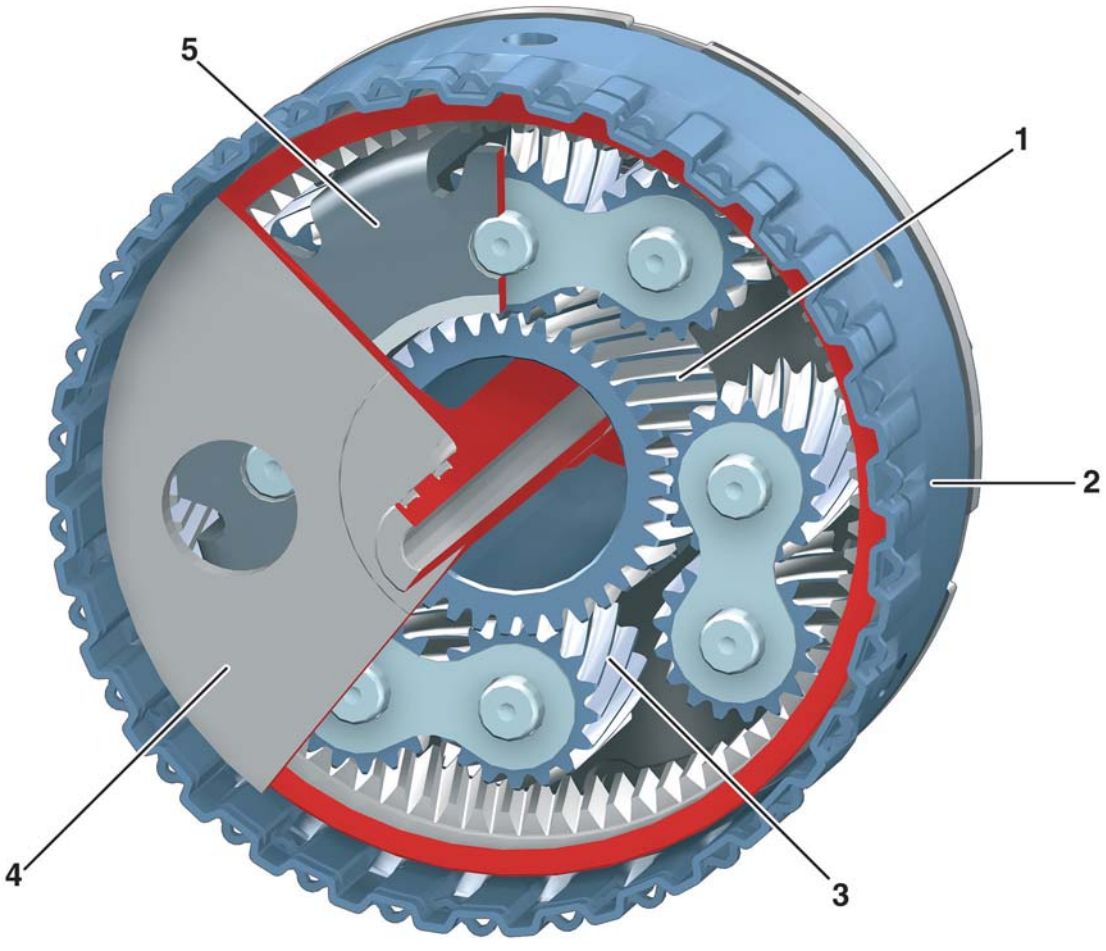


1 *Automatic transmission output shaft*
2 *Transfer case drive shaft (ring gear)*
3 *Dual planetary gear set (planetary gear differential)*
4 *Rear axle output*
5 *Side output drive gear (with sun gear)*
6 *Front axle side output*

The dual planetary gear set operates as a planetary gear differential between the front axle and rear axle to distribute the engine torque.

The gear ratio is set up to transfer 55% of the engine torque to the rear axle and 45% to the front axle.

Planetary gear differential



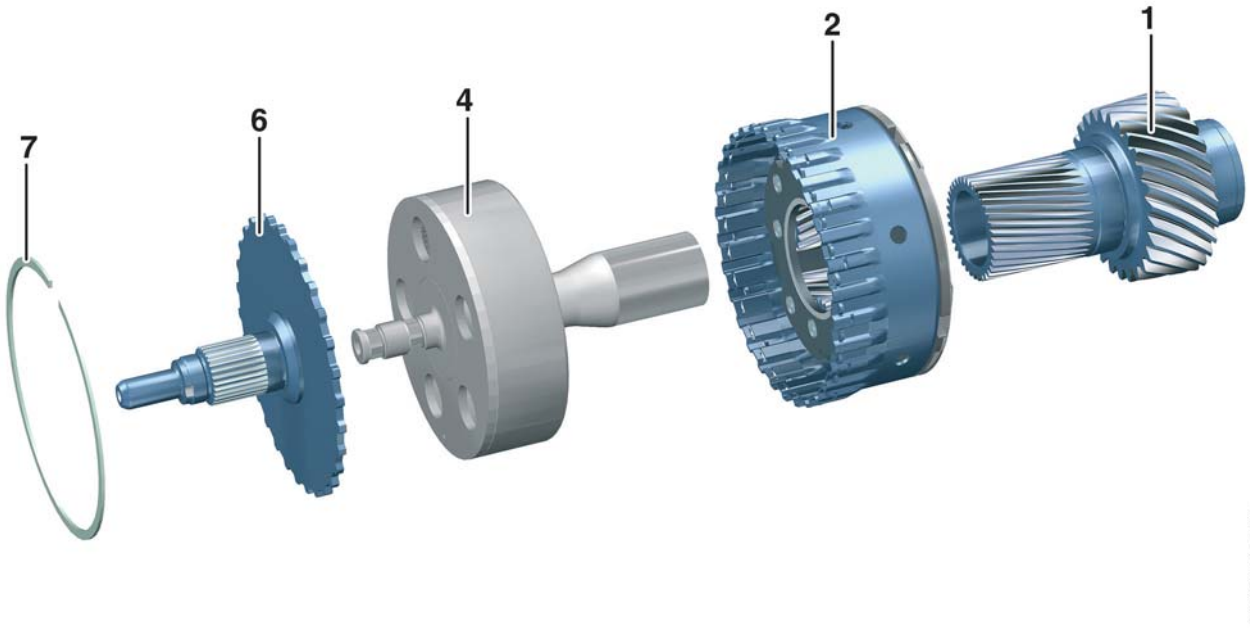
1 *Sun gear*
2 *Planet carrier*
3 *Dual planetary gear set*
4 *Ring gear*
5 *Planetary gear guide*

The planetary gear differential distributes the engine torque from the automatic transmission to the output for the front and rear axle.
The ring gear is connected to the output shaft of the automatic transmission. It transmits the engine torque output by the automatic transmission to the dual planetary gear set.

The planet carrier provides the output to the rear axle and the sun gear transmits the engine torque to the front axle via the side output.

The ratio by which the engine torque is distributed results from the gear ratio of the ring gear relative to the sun gear.

Planetary gear differential



1 Side output drive gear with sun gear
2 Planet carrier with dual planetary gear set
4 Ring gear with transfer case drive shaft
6 Rear axle drive
7 Retaining ring

When the vehicle is driving straight ahead, the input and output shafts of the planetary gear set rotate at the same speed. The planetary gear set rotates as a block.

Relative movement between the sun gear and planet carrier only takes place when there is an rpm difference at the wheels of the front and rear axle (e.g. when cornering).
The planetary gears then roll between the sun gear and ring gear, balancing the rpm.

The planetary gears are helically geared to reduce the noise produced when the planetary gears turn.

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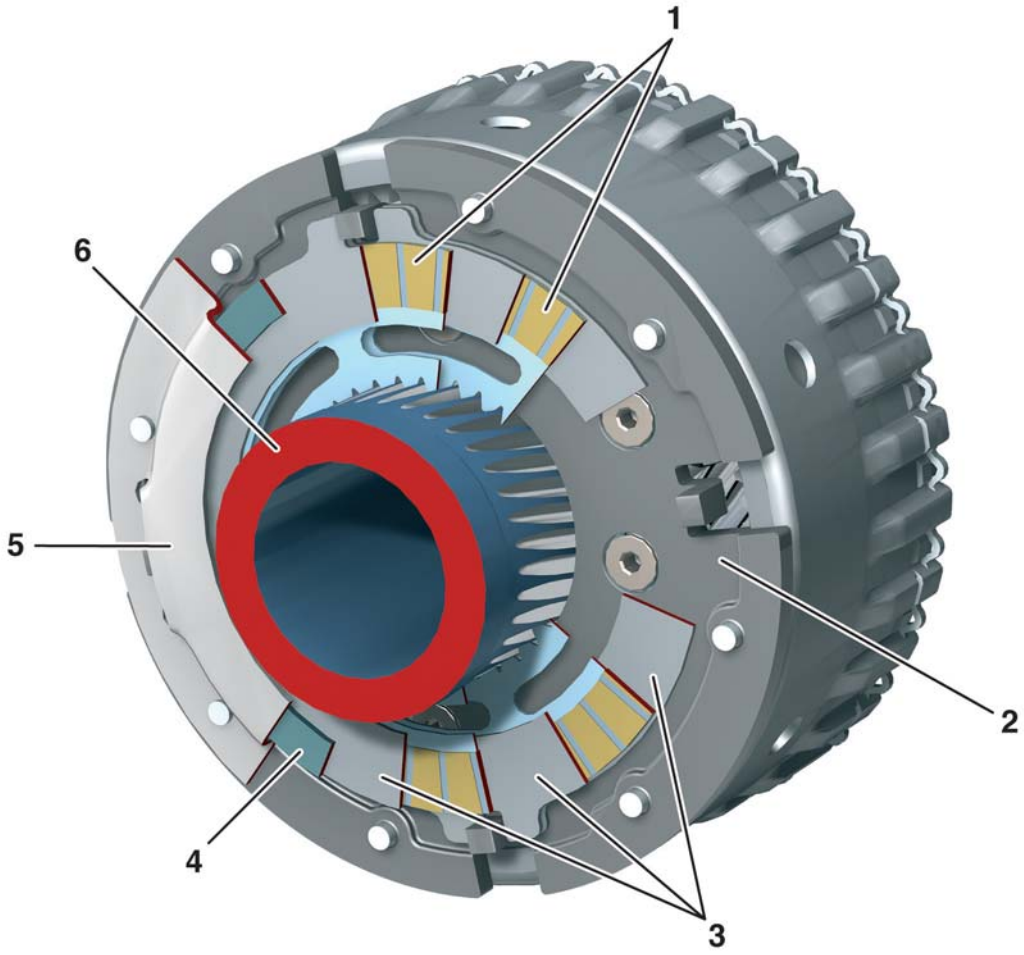
On vehicles with permanent all-wheel drive, a central differential is required between the front axle and rear axle to compensate for differences in wheel speed. On vehicles with 4MATIC, this function is performed by the planetary gear differential.



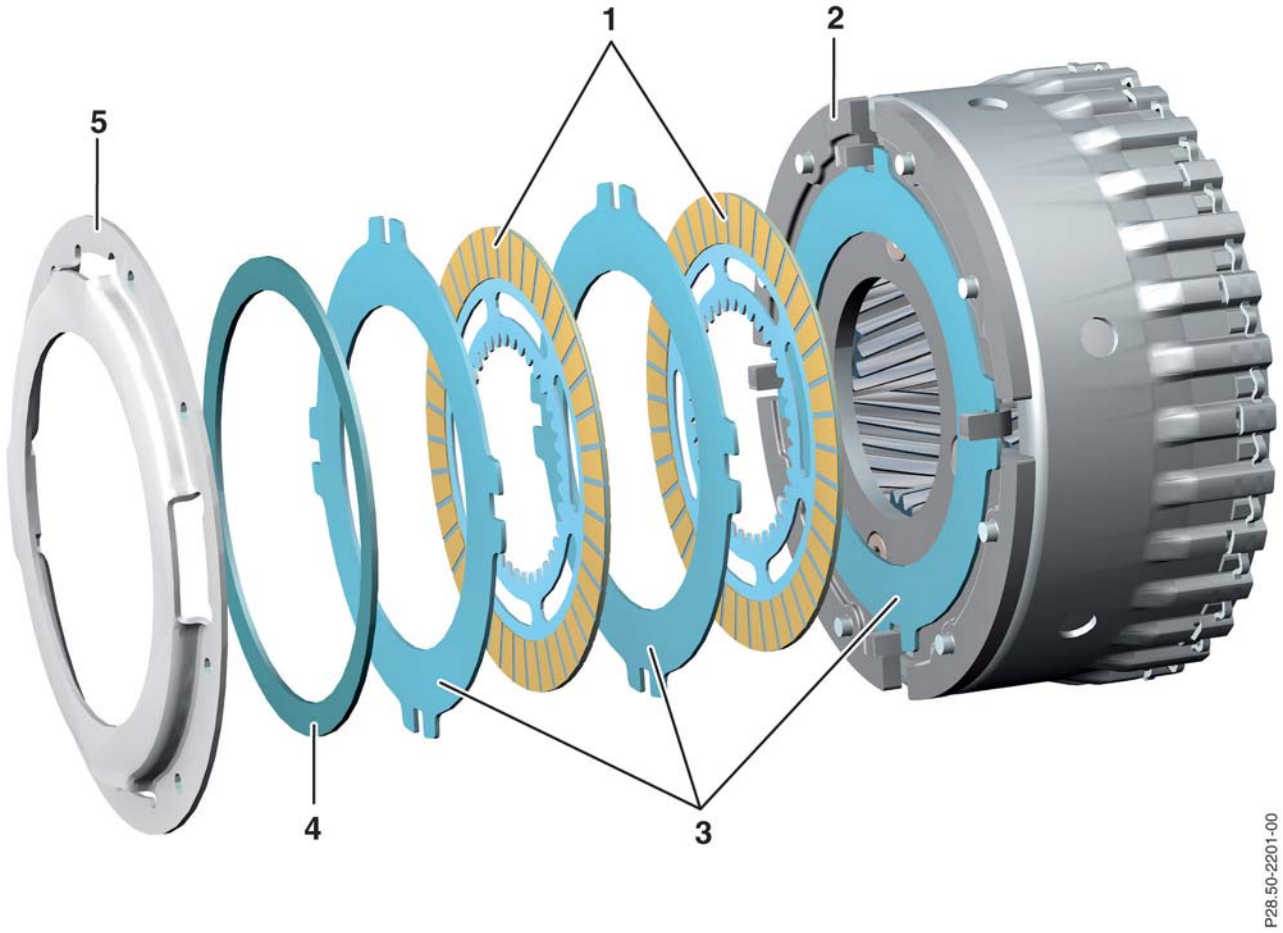
1 *Friction plates*
2 *Planet carrier*
3 *External plates*
4 *Disk spring*
5 *Bracket*
6 *Sun gear*

A multidisk clutch is fitted to the planetary gear differential. This connects the front axle output (sun gear) to the rear axle output (planet carrier).

The disk pack is continuously pressurized with spring force (pre-compressed). When the wheels spin on one of the two vehicle axles, a friction torque is transferred from the vehicle axle which is rotating more quickly to the vehicle axle which is rotating more slowly. This produces a variable torque displacement of approx. 50 Nm between front and rear axle depending on the driving situation.

This variable torque displacement principle consistently improves the traction and driving stability of the vehicle on low friction surfaces in particular (e.g. snow-covered and icy roads).

Multidisk clutch



1 *Friction plates*
2 *Planet carrier*
3 *External plates*
4 *Disk spring*
5 *Bracket*

The pre-compressed multidisk clutch also acts as a load change damper. It reduces load change shock (when changing from acceleration to deceleration mode and vice-versa).

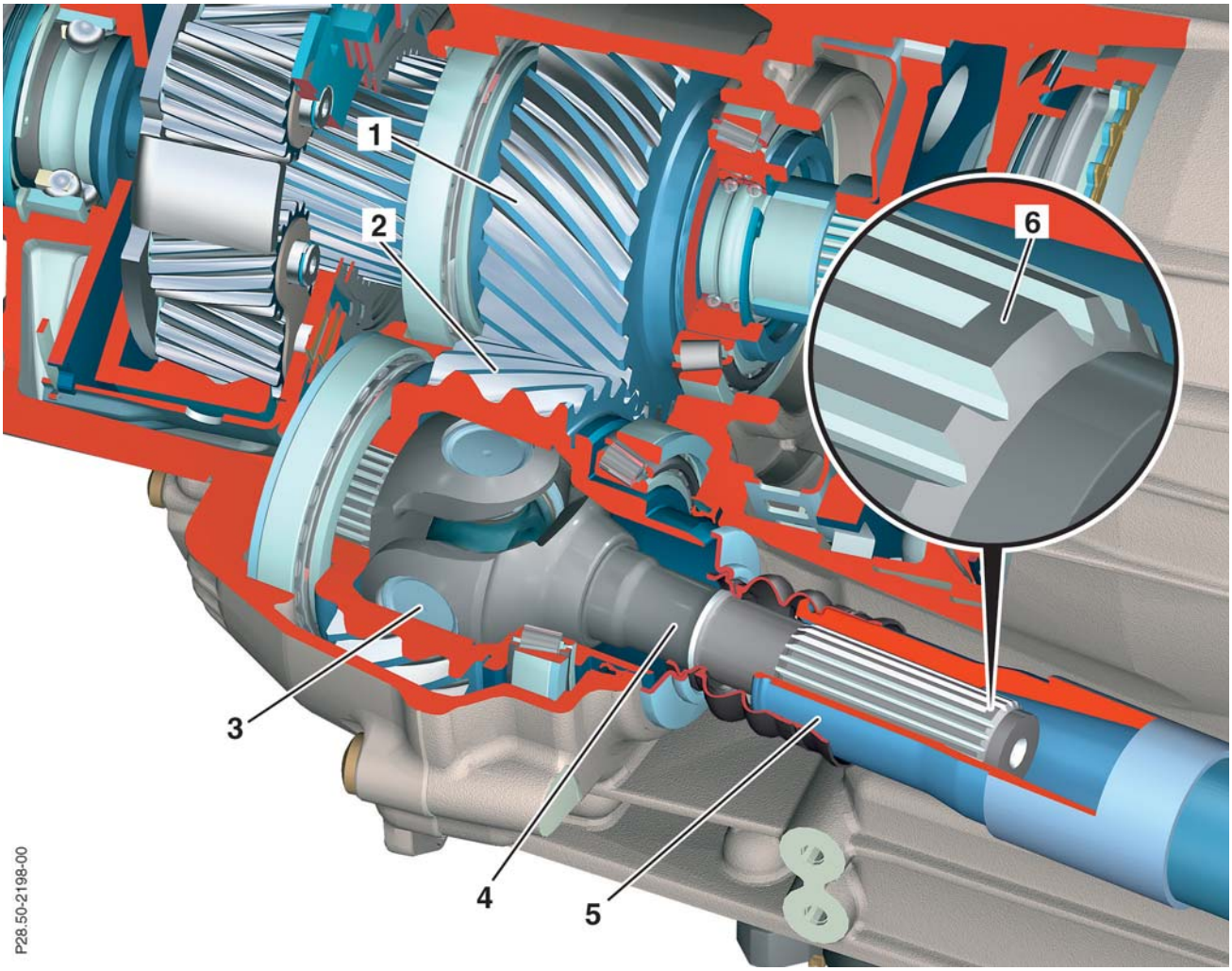
During a load change, the drivetrain runs through its entire changeover play. The driver notices this as a load change shock.

Since the changeover play is much greater on all-wheel drive vehicles due to the additional drivetrain to the front axle, load change shock is particularly harsh on these vehicles.

Tensioning the two drivetrains makes them run through their changeover play simultaneously. This allows the load change shock of 4MATIC vehicles to be reduced to the level of a rear-wheel drive vehicle.

Changeover play

The changeover play is the total amount of play between all gears in the drivetrain when the direction of rotation is changed.



1 *Side output drive gear*
2 *Side output output gear*
3 *Universal joint*
4 *Side output*
5 *Propeller shaft to front axle transmission*
6 *Positioning aid*

A propeller shaft is used to transmit the torque from the side output of the transfer case to the front axle transmission. The universal joint at the transmission end of the propeller shaft is integrated in the output gear of the side output.

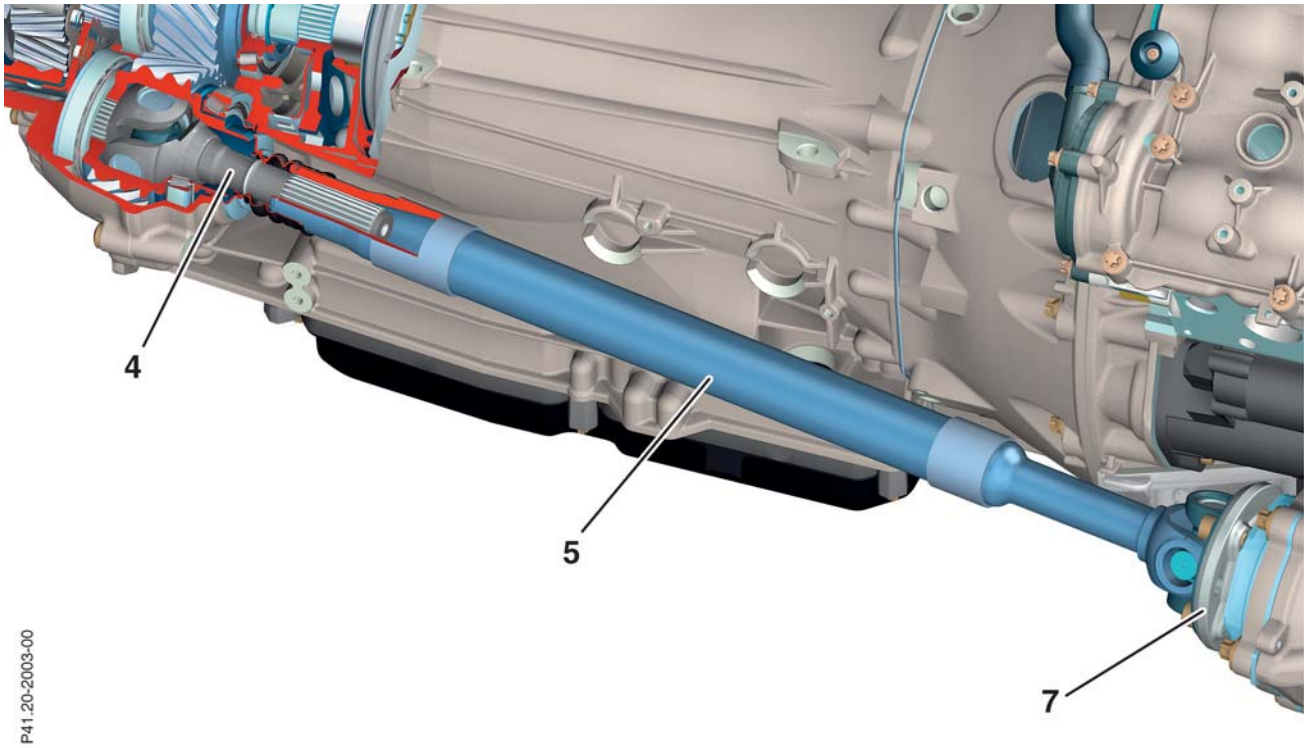
The propeller shaft tube is pushed on to the linkage arm of the side output over a 7° spiral gearing.

The universal joints must be installed in alignment to each other to ensure that the rotational movement is transmitted uniformly.

Repair information

One tooth space is not formed at the point where the linkage arm teeth start. Accordingly, hub teeth are missing from propeller shaft in two positions opposite each other. This means that the propeller shaft tube can only be installed in two positions at 180° to each other.

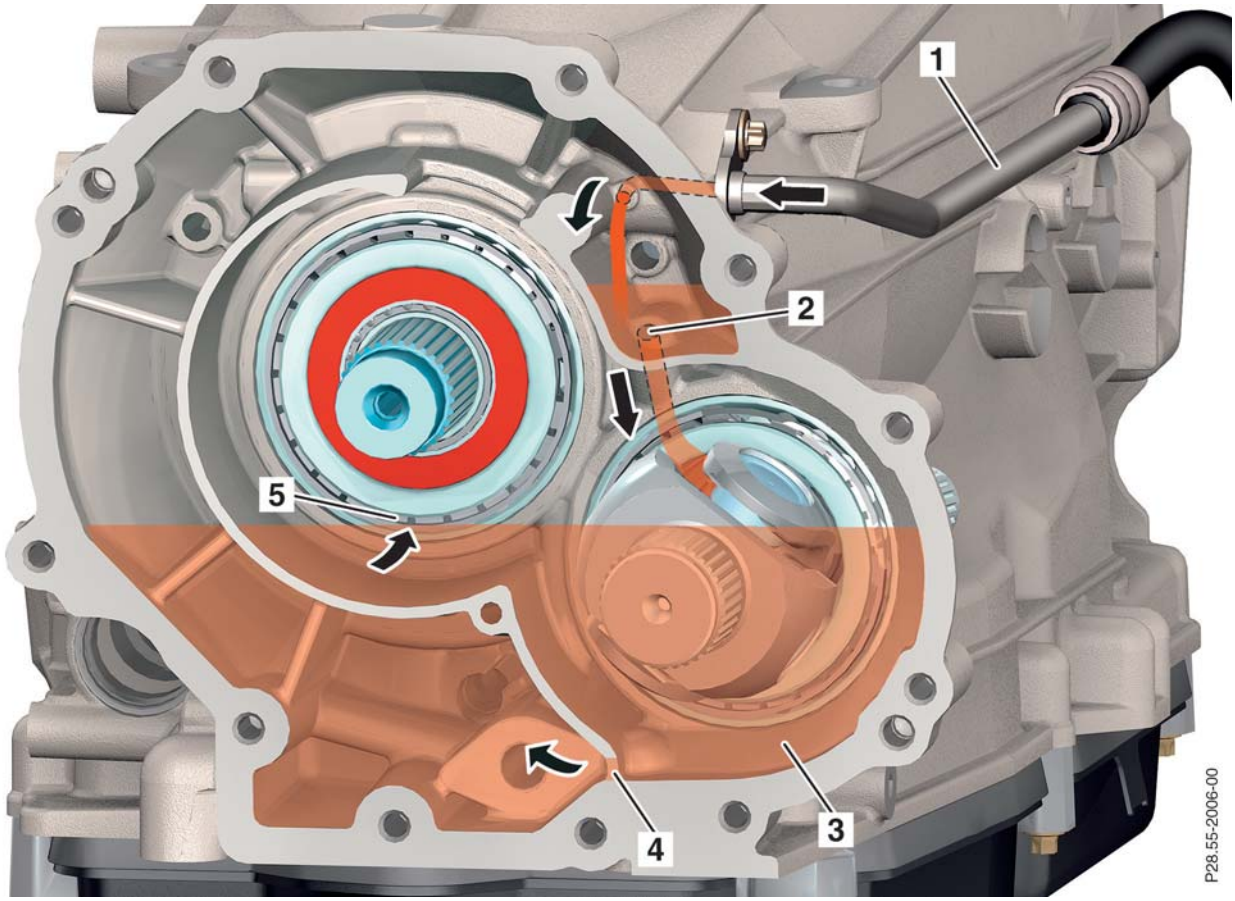
Side output



4 Side output
5 Front axle propeller shaft
7 Front axle transmission propeller shaft flange

At the front axle transmission end, the propeller shaft is bolted to the drive pinion of the front axle transmission via a flange connection.

Universal joints which operate at an angle always produce asymmetrical rotational movement. If the angles between the axes of the propeller shaft tube and the linkage arms are the same size and in the same plane, this compensates for the non-uniformity of the two universal joints. The output speed of the propeller shaft to the front axle transmission is thus uniform.



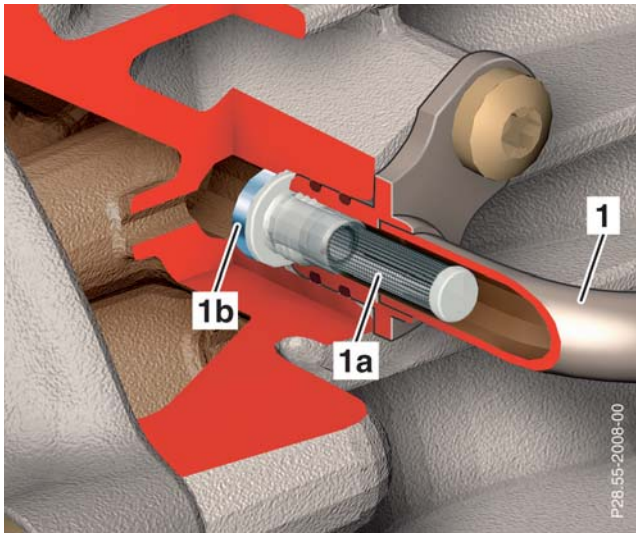
Oil exchange at vehicle standstill

1 Oil feed via oil return line from transmission cooler
2 Through-hole to side output chamber
3 Side output chamber
4 Through-hole to accumulator chamber
5 Oil return to automatic transmission via central tapered roller bearing

Because of their integrated design, the transfer case and automatic transmission have a common oil system.

Oil is fed from the oil return line of the transmission cooler to the transfer case via a separate feed line on the housing of the automatic transmission. The oil feed is limited to approx. 100 ml / min by a throttle in the connector of the oil line.

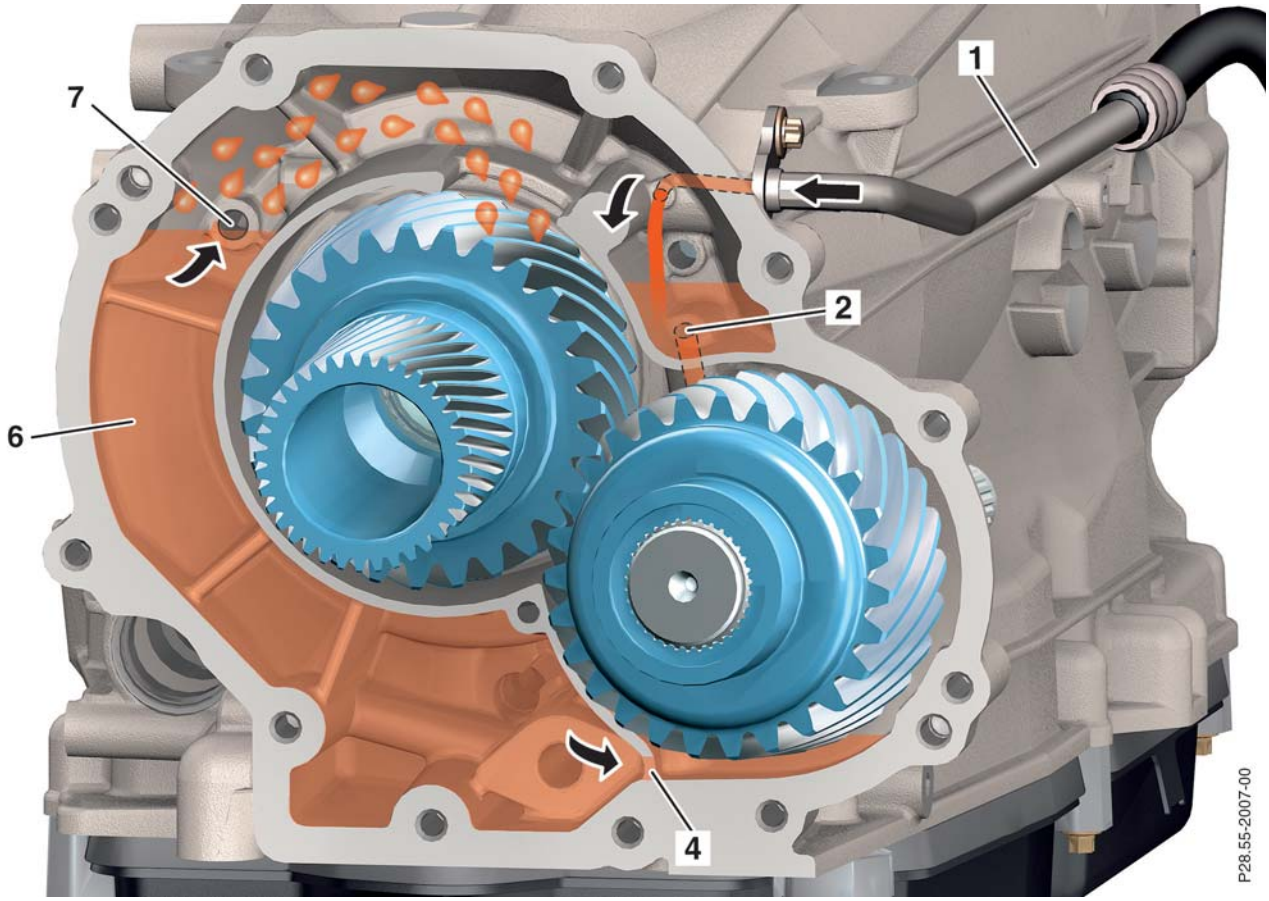
There is an oil sump in the chamber of the side output which is regulated to a constant oil level of max. 700 ml. If the oil level rises above 700 ml when the vehicle is at a standstill, the oil drains off into the automatic transmission via the central tapered roller bearing.



Oil feed

1 Oil return line from transmission cooler
1a Fine-mesh filter
1b Throttle

Oil supply



Oil exchange during driving operation

1 Oil feed via oil return line from transmission cooler
2 Through-hole to side output chamber
4 Through-hole to accumulator chamber
6 Accumulator chamber
7 Oil return to automatic transmission via oil return bore

During driving operation, the oil is thrown from the side output chamber upwards into the accumulator chamber of the transfer case by the rotation of the helical spur gears. The oil accumulates here and flows back into the side output chamber via the through hole at the bottom of the accumulator chamber.

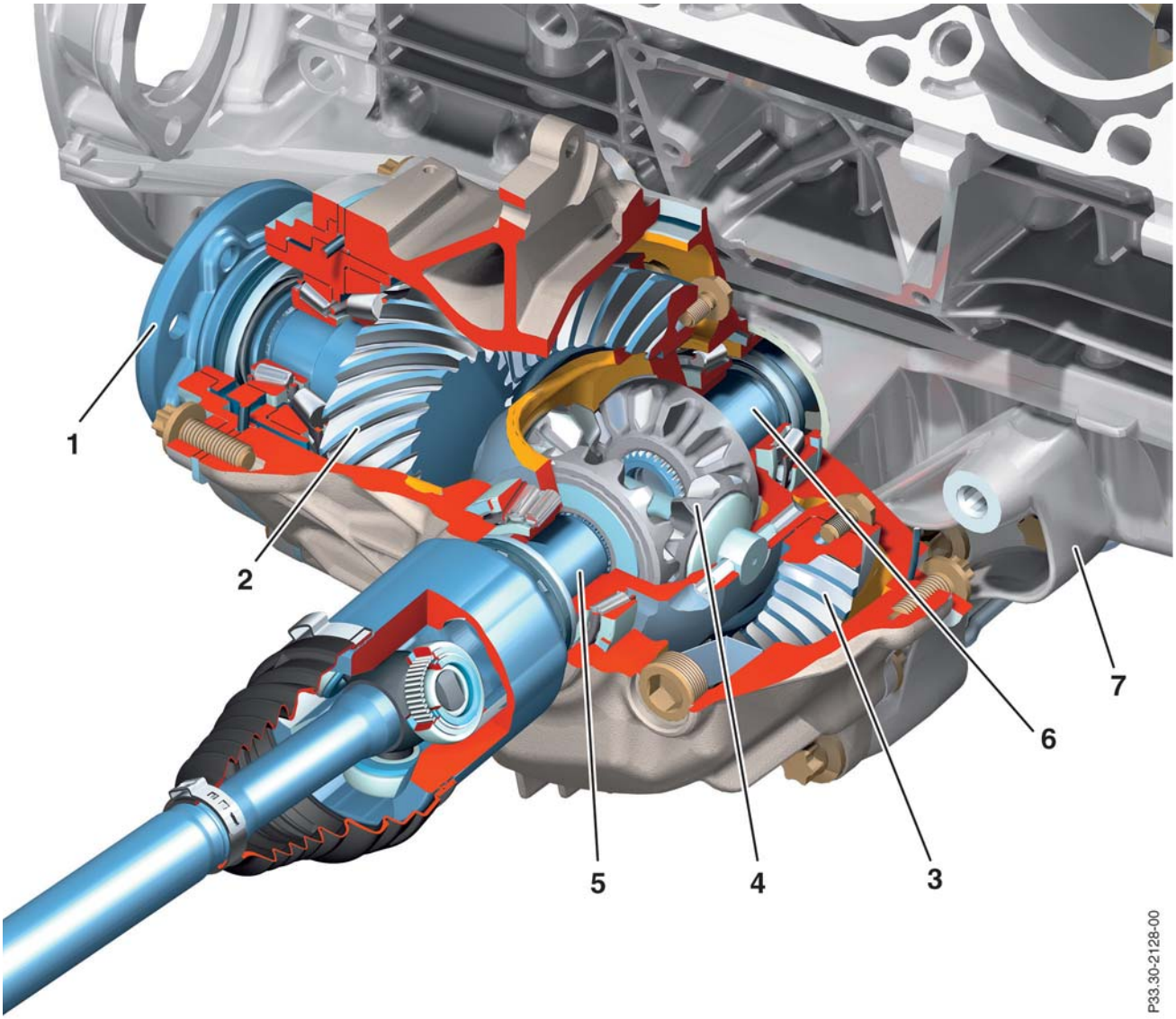
This principle allows the oil sump to be kept as small as possible during driving operation to prevent too much turbulence in the oil.

If the oil level in the accumulator chamber rises above the maximum level of 700 ml, the oil drains off into the automatic transmission via a return hole.

Oil is supplied to the planetary gear differential via two holes between the side output chamber and the planetary gear set chamber.

Service information

See the Workshop Information System (WIS) for detailed instructions on checking the oil level and adding oil.



1 *Propeller shaft flange*
2 *Drive pinion*
3 *Ring gear*
4 *Differential*
5 *Right front axle shaft*
6 *Intermediate shaft (for left front axle shaft)*
7 *Front axle transmission carrier*

The front axle transmission consists of a single-speed differential with fuel economy technology.

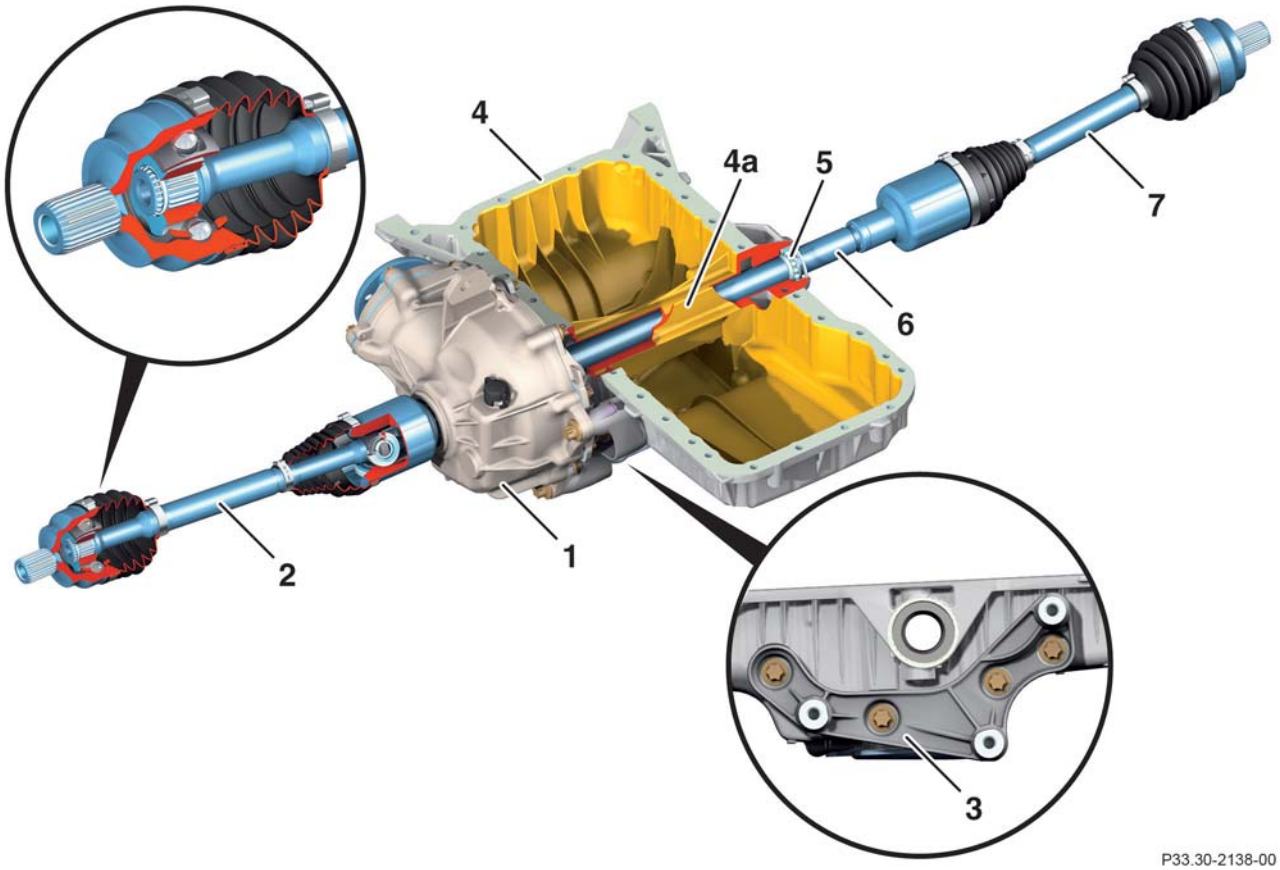
The housing of the front axle transmission is made of aluminum and is bolted to the engine oil pan via a carrier.

The drive pinion is positioned at an 83° angle relative to the ring gear to compensate for the angled path of the propeller shaft to the front axle transmission.

The ring gear is attached at the engine end and bolted to the cage of the differential.

This positioning of the components of the front axle transmission reverses the change in rotation direction produced by the single-speed side output in the transfer case.

Front axle shafts and engine oil pan



1 *Front axle transmission*
2 *Right front axle shaft*
3 *Front axle transmission carrier*
4 *Engine oil pan*
4a *Intermediate shaft passage*
5 *Intermediate shaft bearing*
6 *Intermediate shaft*
7 *Left front axle shaft*

Front axle shafts and engine oil pan

Fixed joints with finish-forged tracks are installed at the wheel end. The deflection capability of the fixed joints has been increased to 51.5° to give the vehicle a very small turning circle.

Tripod sliding joints with finish-forged tracks are installed at the front axle transmission end and between the left front axle shaft / intermediate shaft. The geometry of the tripod sliding joints has been optimized to reduce the inner friction forces and thus improve the vibration characteristics of the vehicle.

The left front axle shaft and the front axle transmission are connected by an intermediate shaft, which is passed through a tube cast in the engine oil pan. The intermediate shaft is supported on the left side of the engine oil pan with a roller bearing that is sealed on both sides.

Plug-in splines with snap ring locks allow the left front axle shaft to be pushed onto the intermediate shaft and the right front axle shaft to be inserted in the front axle transmission.

The vehicle is equipped with a new engine oil pan with a centrally positioned sump that has been standardized for all engines. The modified sump system necessitated the following new or modified components:

- Oil suction pipe
- Oil deflector
- Bracket for oil level switch
- Oil dipstick guide tube and oil dipstick
- Upper and lower section of oil pan

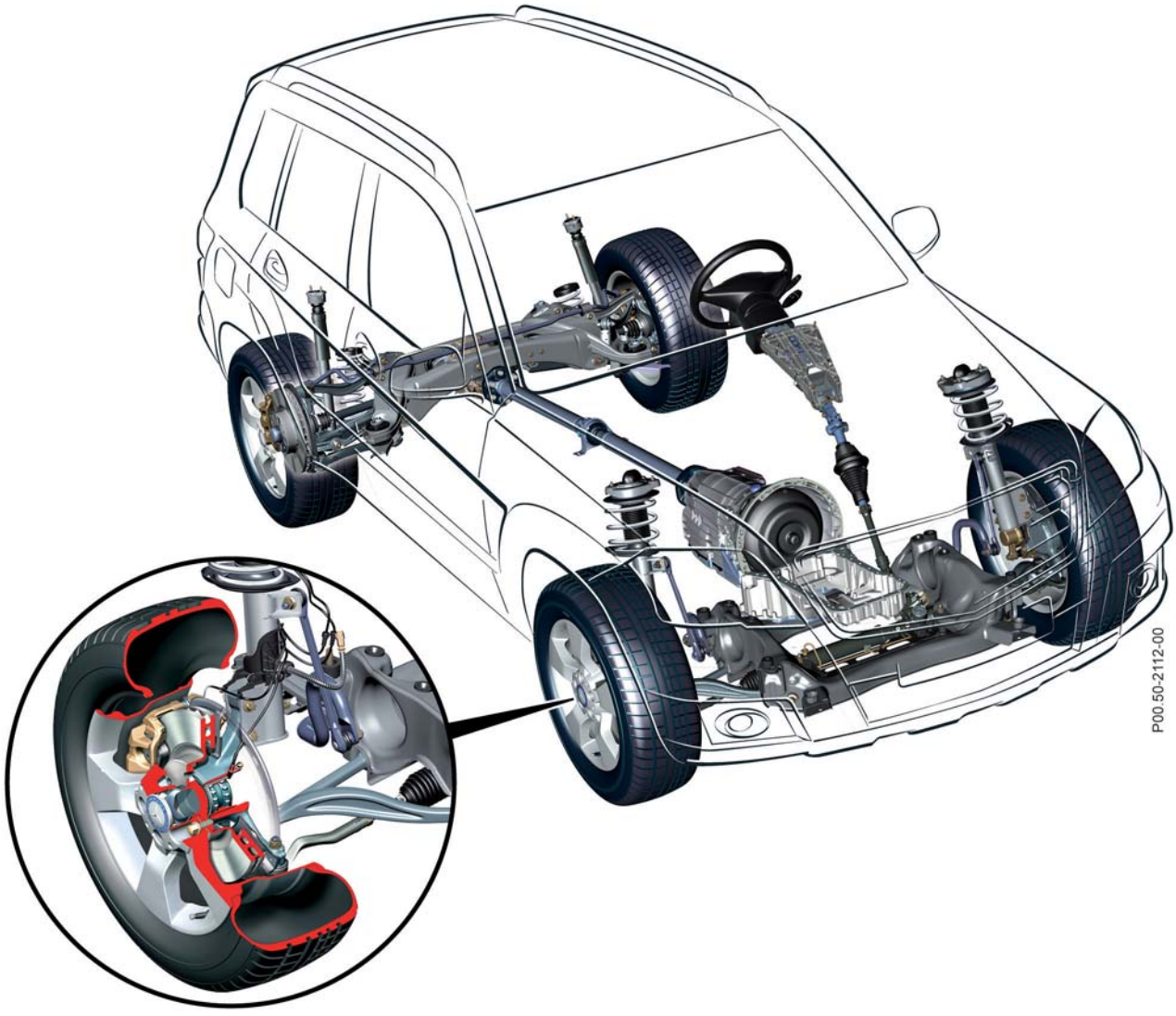
Technical data

	Unit	GLK 350 4MATIC
4MATIC transmission		722.960
Weight (with oil and converter)	kg	107
Overall length (with transfer case)	mm	816
Oil quantity (ATF)	l	9.0 + 0.7 (transfer case)
Gear ratio: 1st gear 2nd gear 3rd gear 4th gear 5th gear 6th gear 7th gear 1st reverse gear 2nd reverse gear		 i = 4.377 i = 2.859 i = 1.921 i = 1.368 i = 1.000 i = 0.820 i = 0.728 i = 3.416 i = 2.231
Transfer case torque distribution FA / RA	%	45 / 55

General

As of April 2009, an additional variant will be available in the form of the GLK 350.

This model variant features a classic rear-wheel drive system combined with the familiar 3.5-liter 6-cylinder gasoline engine.



Rear-wheel drive concept

Steering

AGILITY CONTROL steering

The basic steering system of the GLK-Class is the AGILITY CONTROL steering already used in model 204 4MATIC.

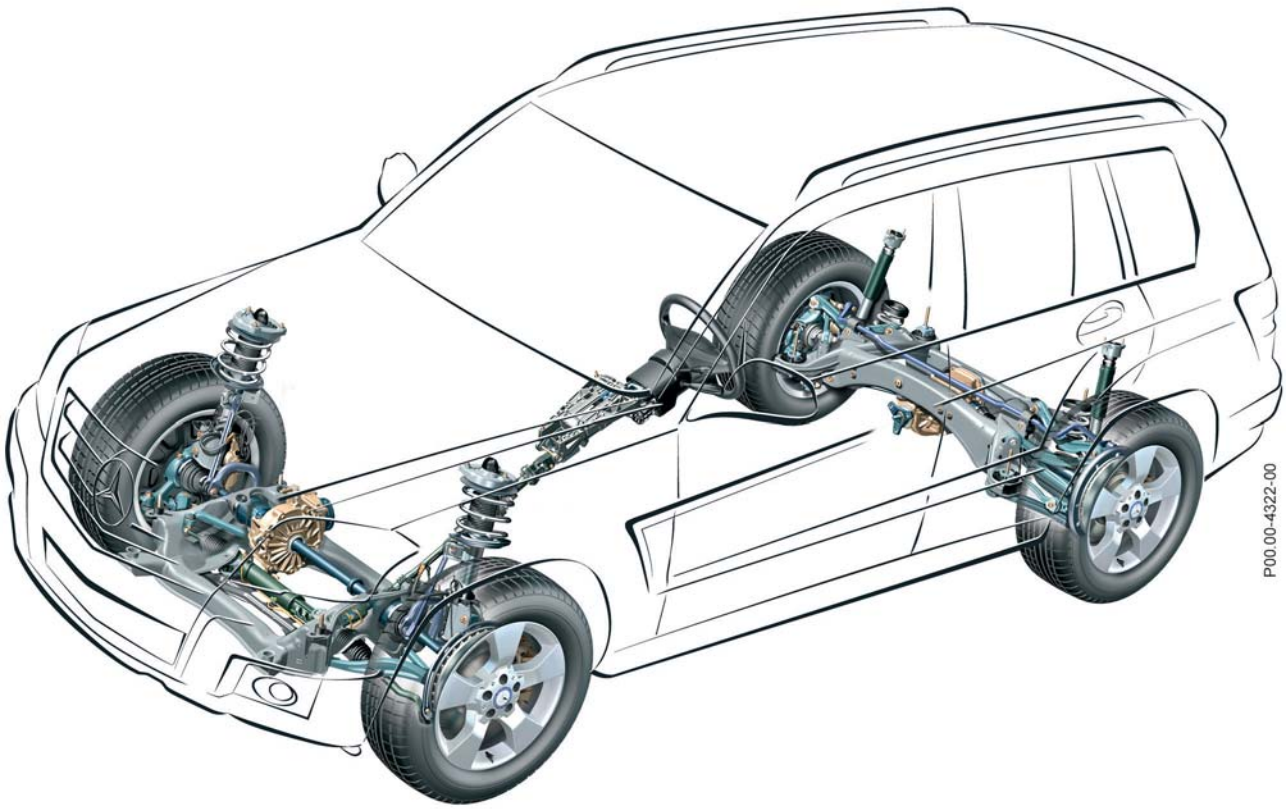
Speed-sensitive power steering is installed as standard. On this system, the manual torque which has to be applied by the driver and the centering are dependent on the speed. This means that the vehicle can be parked and maneuvered with a minimal amount of manual torque from the driver.

On the US market, a steering system especially designed for this market is installed. It is characterized by its lighter design and lower sensitivity to clockwise movement.

The GLK-Class is also equipped with a longitudinally and vertically adjustable steering column. Optionally available as special equipment is an electric longitudinal and vertical adjustment version with Easy Entry function, which is included in the memory package (SA).

AGILITY CONTROL suspension with stroke-dependent damping system

The comfortable spring and damping system of the GLK is equipped with stroke-dependent damping as standard. The AGILITY CONTROL suspension regulates the shock absorber forces depending on the driving situation. When driving at moderate speed on a good road surface, i.e. when the shock absorbers are subject to low levels of excitation, the damper forces are automatically reduced. This noticeably improves the tire comfort without compromising on driving safety. For a more dynamic driving style, the maximum damper forces are applied and the vehicle is stabilized effectively.



Front axle

Main features of front suspension:

- Two individual control arms (strut rod and cross strut)
- Torsion stabilizer bar
- Suspension strut

The third link is the tie rod, which forms part of the rack-and-pinion steering.

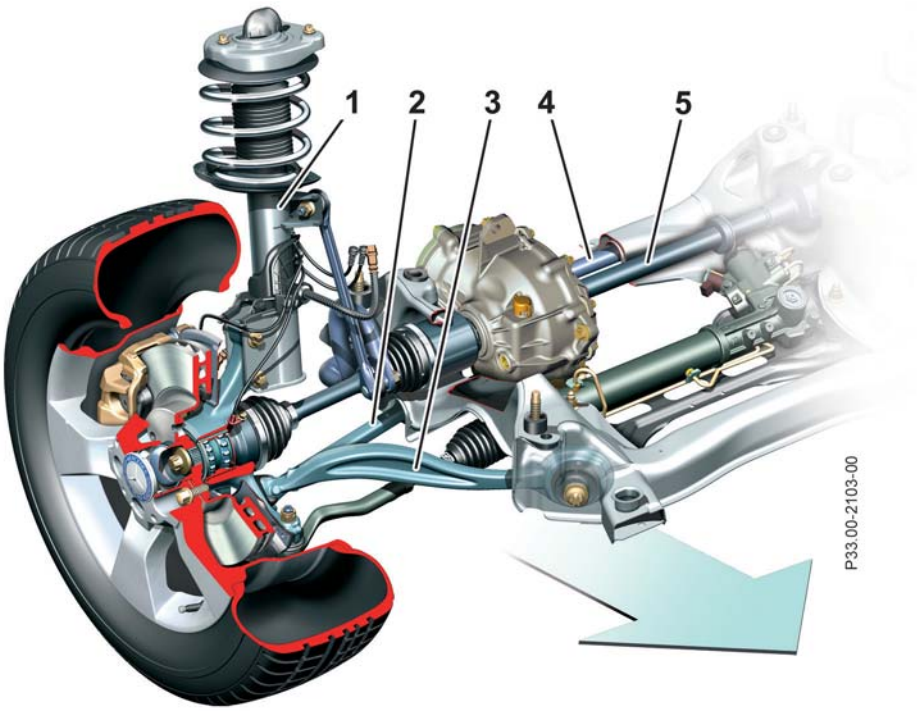
The two individual control arms are positioned towards the bottom of the steering plane. The tie rod forms a third link as a laterally positioned steering gear. It is located just in front of the wheel center. The longitudinal force leverage is very small and the sensitivity to vibrations very low. The stabilizer bar is connected to the suspension strut. For general weight reduction purposes, the strut rod and cross strut are made of aluminum.

The positioning and design of the wheel control parts, especially the separation of the lower wishbone control arm into two individual control arms, offers the following advantages:

- Improved axle kinematics
- The scrub radius has been set closer to zero
- Sensitivity to vibrations due to unbalanced tires and brake force fluctuations is minimized

Improved occupant protection due to the deformation capability of the lower steering plane in a frontal impact

The position of the rack-and-pinion steering in front of wheel center produces desirable self-steering behavior under lateral forces. The steering gear and engine mount are bolted directly to the body via a carrier.



Front axle

1 Suspension strut
2 Cross strut
3 Torque strut
4 Torsion stabilizer bar
5 Drive shaft

Axles

Rear axle

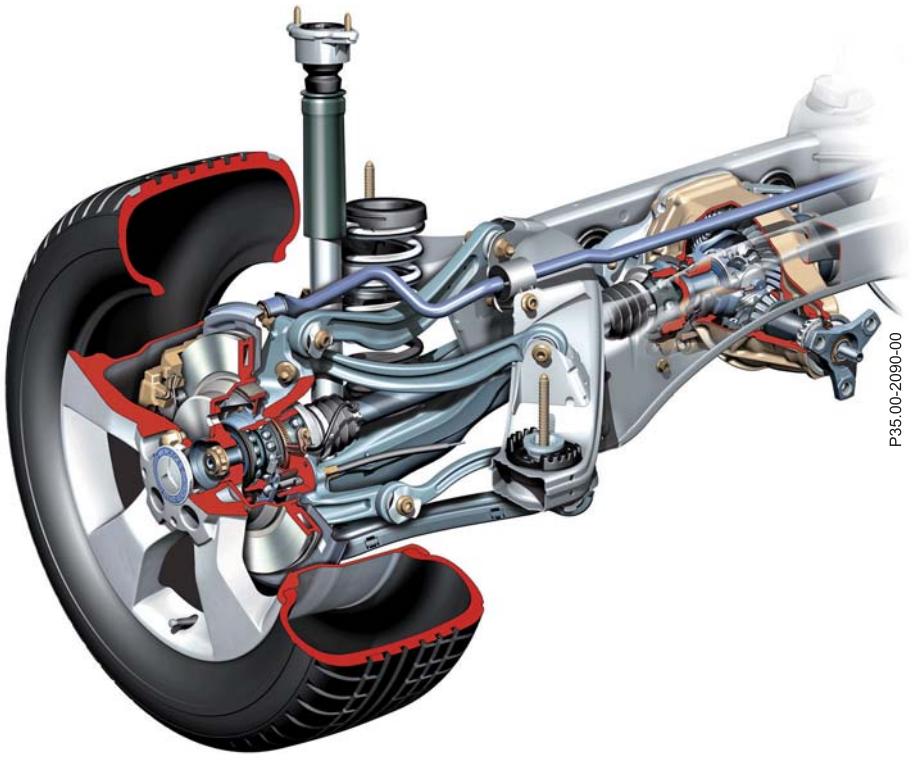
An independent multilink rear suspension has been installed due its particular wheel control qualities. It sits on the frame-type integral support.

The axle has been modified in terms of the height and thickness of the individual components on the frame-type integral support, the frame-type integral support bearing, the wheel carriers, steering knuckles and struts.

The lightweight construction has been continued throughout. Smaller panel thicknesses and aluminum components lower the on-road weight and minimize the resulting forces. These advantages allow the responsiveness and ride comfort of the GLK to better stand out.

An additional support for the front frame-type integral support bearing on the body reduces vibrations and keeps driving noise to a minimum.

In addition, all models are equipped with a torsion stabilizer bar which is directly attached to the rear axle.



Rear axle

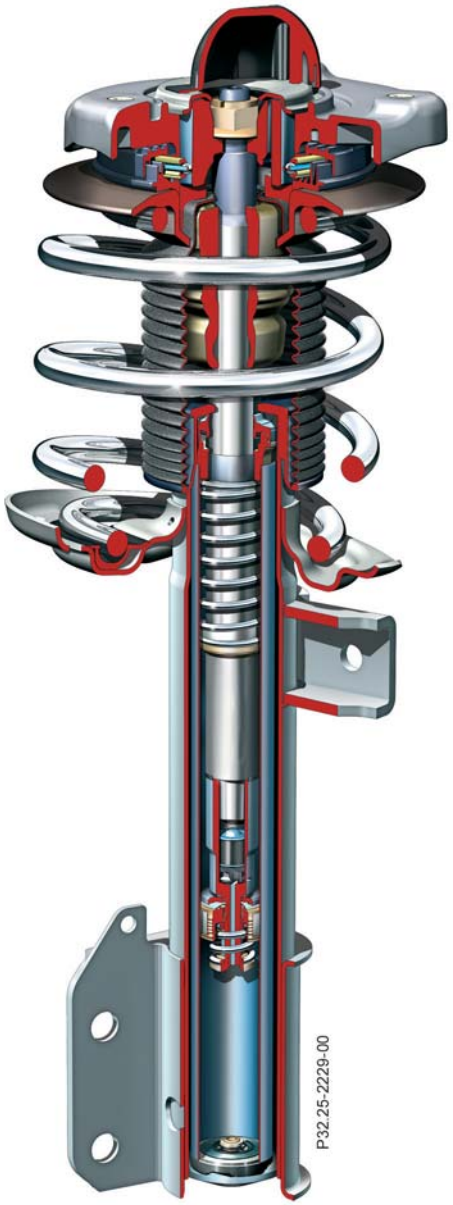
Suspension and damping

The GLK-Class is equipped with a conventional steel suspension. This incorporates a wheel-controlling front axle suspension strut, a torsion bar at the front axle and rear axle and a rear axle spring and shock absorber with a separated design.

The front axle suspension strut is attached directly to the body with a triple-path head bearing. The spring forces are transmitted directly to the body. Damper forces against the body are first transmitted to the movable rubber mount by the piston rod and then on to the body itself.

The connection of the rear axle shock absorbers operates in the same way although there is no transmission path for the spring forces due to the separated design.

Both the front axle and the rear axle head bearing housings are made of aluminum.



Front axle suspension strut

Exterior sport package

Exterior sport package

The GLK-Class is equipped with the exterior sport package as standard. This includes a chrome package and other components.

The package includes the following features:

- 19-inch light alloy disk wheels for tire size 235 / 50 R19
- Radiator grille with three smooth chrome slats
- Side skirts painted in the vehicle color
- Chrome door strips
- Rear apron with chrome trim strips
- Includes chrome package

Exterior sport package

Brake system

The brake system of the new GLK-Class is a hydraulic dual-circuit brake with the two brake circuits split between the front and rear axles. Tried and tested floating caliper brakes are used on both axles.

Parking brake

The foot-operated parking brake is maintenance free. The pedal is made of plastic and incorporates an automatic cable adjuster. The brake cables are routed inside the center tunnel and the cable force is distributed to both drum brakes based on the reaction force principle.

Models		GLK 350, GLK 350 4MATIC
Front axle		
Type of brake		2-piston floating caliper
Brake disk diameter	mm	330
Brake disk thickness	mm	32
Brake piston diameter	mm	2 x 44
Version		Internally ventilated
Rear axle		
Type of brake		1-piston floating caliper
Brake disk diameter	mm	300
Brake disk thickness	mm	22
Brake piston diameter	mm	1 x 42
Version		Internally ventilated

Brake system

ADAPTIVE BRAKE system

The ADAPTIVE BRAKE brake control system, which is already used in the model 204 sedan and wagon, is also used in the new GLK-Class.

The ADAPTIVE BRAKE system incorporates the ABS and ASR control functions essential for traction and vehicle dynamics as well as a yawing moment control function. The BAS function, the cruise control and the tire pressure loss warning system, as well as the enhancement functions of Hill Start Assist, dry braking and precharging, are included as before. This improves the performance of the vehicle in terms of traction potential and driving safety both on the road and offroad. The ESP® trailer stabilization function is also installed as standard. The sway of the tractor-trailer combination is also reduced by brake interventions at individual wheels.

Hill Start Assist

The Hill Start Assist function prevents the vehicle from rolling backwards immediately when starting off on an uphill slope. This system maintains the required brake pressure for a short period of time after the brake pedal is released. This allows the driver to comfortably move his / her foot from the brake pedal to the accelerator pedal without the vehicle rolling back straight away. The system detects an uphill slope automatically and activates the Hill Start Assist function.

The Hill Start Assist function is immediately aborted if:

- The driver actuates the parking brake
- The engine is shut off
- The transmission is shifted to neutral
- The driver aborts the start-off procedure by releasing the accelerator pedal
- The transmission is shifted from a forward gear to a reverse gear

Networking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Overall network of GLK
Drive train, diagnostic, chassis and front end CAN bus
Telematics CAN bus
PRIVATE bus
Interior CAN bus
Engine compartment
MOST bus

Interior CAN

1 *Electronic ignition lock*
2 *Left front door control unit*
3 *Right front door control unit*
4 *Left rear door control unit*
5 *Right rear door control unit*
6 *Driver seat adjustment*
7 *Front passenger seat adjustment*
8 *Tire pressure monitor*
9 *Front SAM / SRB*
10 *Rear SAM / SRB*
11 *Panoramic sliding sunroof*
12 *Trailer connection unit*
13 *PARKTRONIC*
14 *KEYLESS-GO*
15 *Automatic air conditioning*
16 *Instrument cluster*
17 *Multifunction control unit*
29 *Liftgate control*
30 *COMAND*
37 *Weight Sensing System*
39 *Reversing camera*

Chassis CAN

1 *Electronic ignition lock*
2 *Front SAM / SRB*
9 *Front SAM / SRB*
16 *Instrument cluster*
18 *ME-SFI [ME] control unit*
21 *Steering column module*
22 *Supplemental restraint system*
23 *Left front reversible emergency tensioning retractor*
24 *Right front reversible emergency tensioning retractor*
25 *Sensor cluster*
40 *Adaptive damping system*
42 *Electronic Stability Program Vehicle dynamics CAN*
42 *Electronic Stability Program Front end CAN*
46 *Left xenon headlamp control unit*
47 *Right xenon headlamp control unit*

Drive train CAN

18 *ME-SFI [ME] control unit (M 272)*
26 *Electronic selector lever module*
27 *Fully integrated transmission control*
28 *Fuel system control unit (M 272)*

Telematics CAN

30 *COMAND (not shown: Audio 20, Audio 50)*
33 *Central display*
34 *COMAND controller*
35 *Left rear display*
36 *Right rear display*
44 *Audio-video controller*

Diagnostic CAN

9 *Front SAM / SRB*
43 *Emergency call system control unit (TELEAID)*

PRIVATE bus

15 *Automatic air conditioning*
45 *Electric steering lock*

MOST ring

30 *COMAND (not shown: Audio 20, Audio 50)*
31 *Audio amplifier*
32 *Digital radio, SDARS*
38 *Media interface*

Total number of control units: 44

Networking

Network architecture

On recent systems, one of the characteristics of the network topology for electronic control units is the division of the network into two subnetworks (engine CAN Class C and interior CAN Class B) which are linked to each other via the electronic ignition lock (EZS). In addition, a gateway function integrated in the head unit connects the MOST (Media Oriented System Transport) telematics network to the interior bus.

The most important differences to the previous network architecture include:

- Linking of the CAN subnetworks via several control units with integral gateway functions
- Use of numerous subbus systems in the form of single-wire buses (LIN for Local Interconnect Network).

Diagnostic CAN

On the GLK-Class, the diagnostic CAN is the sole diagnosis communications interface between the external diagnosis test system and the vehicle. It offers the benefits of a high data transfer rate (500 kB) combined with the ability to diagnose control units simultaneously. The vehicle thus meets the legal requirements for exhaust gas diagnosis.

All CAN and MOST control units have diagnosis capability. LIN components are diagnosed through their associated master control units. Each control unit has its own internal fault memory.

Electrical wiring harnesses and fuses

The wiring harnesses for the interior compartment, cockpit and engine compartment are designed customer-specifically. The wiring harness variants result from the basic standard equipment, the engine type, special equipment and national versions.

The wiring harnesses in the interior compartment are routed through the frame floor system in a H-shape and are protected by cable ducts in critical areas.

The vehicle fuses are accessible at the following points:

- Front SRB (engine compartment) and rear SRB (trunk)
- Cockpit fuse box (outer left) depending on equipment

Note

The prefuse box contains a pyrofuse that isolates the starter and alternator lines from the battery in the event of an accident.

On-board electrical system

The ability of the vehicle to start is the top priority. The aim of the on-board electrical system management is therefore to ensure a positive battery charge balance.

The vehicle uses a number of different variables to determine the current load state of the on-board electrical system. This allows suitable measures to be implemented quickly when required. Examples of these include changes to charging voltage specifications, alternator rpm increases and reductions in the power consumption of individual convenience consumers.

To allow the vehicle to remain idle for long periods, the load on the battery from the quiescent current must be as low as possible. In addition to the optimization of individual components, two other measures have been introduced:

- Decentralized power management
- Quiescent (no-load) current switch

Quiescent (no-load) current switch

In order to prevent undesirable control unit activities when the vehicle is not in use, decentralized power management is integrated into all control units as a standardized software module. The quiescent current switch is a bistable relay that is opened by the on-board electrical system management when the vehicle is idle and the run-on time has elapsed. All control units that are not needed when the vehicle is idle are still disconnected from the battery. This minimizes the quiescent current demand.

Battery

Battery and alternator

The battery is located in the engine compartment in front of the firewall.

In the event of critical low voltage, the rear window heater, the heated seats, the washer fluid heater and the heated outside mirrors are switched off automatically. In such a case, the power of the ventilation blower in the interior compartment is also automatically reduced to 50%.

Location of battery

Overview of batteries / alternators

Engine model	Battery	Alternator
M 272	74 / 84[1] Ah	150 A

[1] *Depending on equipment*

Note

The peculiarities in the procedure for connecting or disconnecting the battery with no voltage are described in the Workshop Information System (WIS).

Rear entertainment

The new GLK-Class can be equipped with various audio systems, a rear video entertainment system and a sound system as a special equipment option.

The rear entertainment system consists of two 8-inch displays fitted to the rear of the driver and front passenger head restraints. Video or audio sources which are inserted into the DVD player can be viewed / listened to on the displays which are switched on.

The DVD player is installed in a housing in the center console and is equipped with a 12 V outlet and an AUX-IN input for connecting peripheral devices (e.g. games consoles or laptops). The package is completed by a remote control and two sets of headphones.

Rear entertainment

Inside rearview mirror

Design

The inside rearview mirror unit contains the following components:

- Left reading lamp
- Right reading lamp
- Ambient lamp

On vehicles with code 232, garage door opener (frequency from 284 to 390 MHz), the following additional elements are also available:

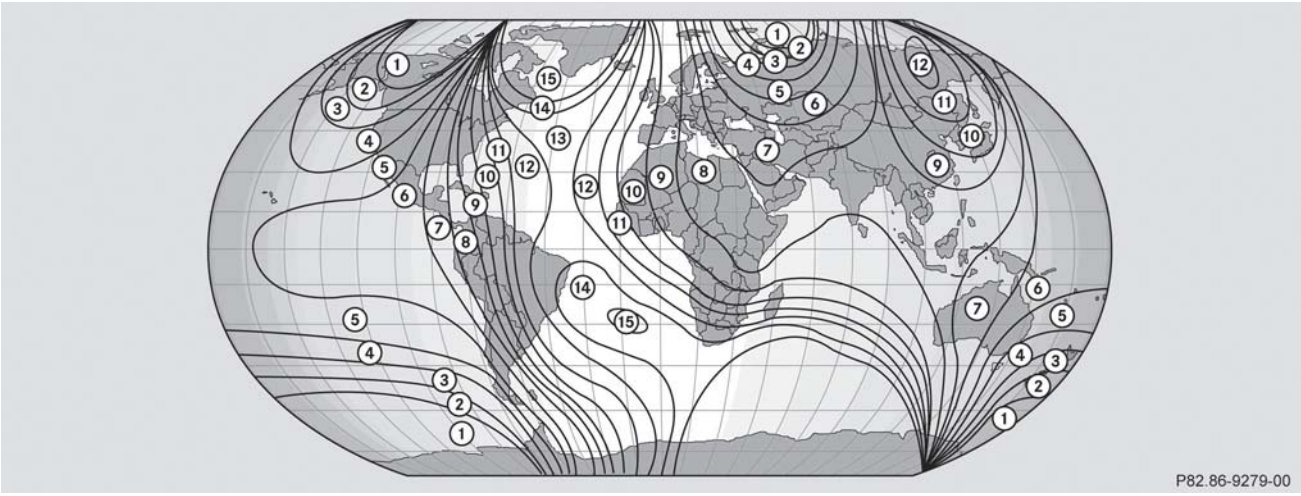
- Garage door opener indicator lamp
- Buttons 1 to 3 for garage door opener
- Garage door opener

Vehicles with code 249 also feature an automatically dimming inside rearview mirror and an automatically dimming outside mirror on the driver side.

Task

The inside rearview mirror incorporates the following functions:

- Voice input for telephony and voice control (see function description for voice control system).
- The ambient and reading lamps of the interior illumination system (see function description for interior illumination)
- Garage door opener (with code 232 with a frequency of 284 to 390 MHz)
  (see function description for garage door opener)
- Mirror dimming (on vehicles with code 249 the inside rearview mirror and outside mirror on the driver side are automatically dimming)
- Compass button
- Inside rearview mirror compass module



Zone adjustment according to Earth's magnetic field

Compass in inside rearview mirror

A compass and a garage door opener can be integrated in the rearview mirror as a special equipment option.

The semitransparent display has two functions:

- Compass OFF: mirror function only, display invisible
- Compass ON: direction of travel is displayed

The interfering magnetic fields produced by the vehicle are balanced out via a calibration system. 15 zones have been defined to compensate for the fluctuations in the magnetic field of the Earth. The magnetic field zones can also be corrected via a switch on the mirror.

Operation

There is a switch on the underside of the mirror for the following functions:

- Display on / off
- Zone adjustment for Earth's magnetic field (for worldwide usage)
- Calibration

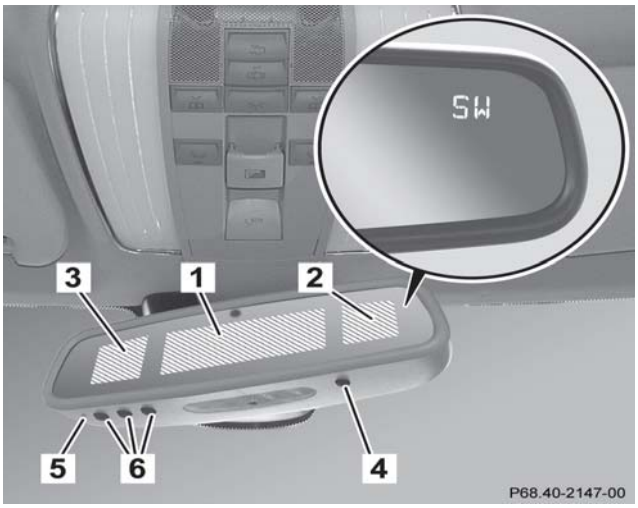
Point of compass display in inside mirror

The compass in the inside rearview mirror records the Earth's magnetic field and indicates the direction of travel and the point of the compass.

The compass is fully integrated in the inside rearview mirror. It displays the following points of the compass:

- N-NE-E-SE-S-SW-W-NW

The display of the points of the compass in the inside rearview mirror can be switched on or off using the compass button.



Inside rearview mirror

Inside rearview mirror components

1 Mirror dimming
2 Inside rearview mirror compass module
3 Garage door opener
4 Compass button
5 Garage door opener indicator lamp
6 Buttons 1 to 3 for garage door opener

TELEAID

TELEAID

The GLK is equipped with the TELEAID emergency call system for emergencies. In the event of an accident, a GPS signal is sent to an emergency call center to indicate the exact position of the vehicle. The emergency call center then alerts the nearest rescue service. In addition, a voice connection is established between the emergency call center and the vehicle to obtain additional information from the driver.

An emergency call can also be placed via the SOS button in the overhead control panel e.g. to request assistance in dangerous situations.

The crash sensor, which is also responsible for airbag triggering, triggers the system automatically in an accident. If an accident is detected or the SOS button is pressed, TELEAID disconnects any telephone call currently in progress and automatically dials the telephone number of the emergency call center.

SOS button

Reversing camera

The reversing camera is available as a special equipment option. It acts as a visual aid for the driver and facilitates maneuvering when reversing and reverse parking.

The system consists of a reversing camera with a wide angle lens.

When reverse gear is engaged, the camera records the direct surroundings of the rear end of the vehicle and displays it on the COMAND display.

Liftgate reversing camera

Note

A detailed description of the system and the functions of the components can be found in the Workshop Information System (WIS) under Reversing camera function description, model 204.

Climate control

Automatic air conditioning

The new GLK-Class is equipped exclusively with THERMATIC 2-zone automatic air conditioning. The system features a temperature control, an air recirculation function and a combination filter.

Climate control and air ducting in the vehicle

THERMATIC 2-zone automatic air conditioning

In vehicles with THERMATIC 2-zone automatic air conditioning, the interior temperature is adjustable separately on the left and right sides. Air is blown in at different temperatures via the respective left and right vent openings to set different temperature levels as required.

In automatic mode the blower speed is steplessly controlled depending on the difference between the specified and actual temperatures. Two interior temperature sensors and the signal from the outside temperature sensor are used to control the system electronically.

At high outside temperatures, the system automatically reduces the proportion of recirculated air to cool the entire passenger compartment more rapidly and to minimize the demand for cooling capacity.

A sun sensor records the intensity and direction of the incident solar radiation and adjusts the interior temperature by automatically changing the air flow rate and the temperature of the air blown out through the vents.

A high-quality display with white LED indicators on the AC operating unit displays the manual air distribution settings and a total of seven manually selectable blower settings.

On the THERMATIC operating unit, the entire climate control system can be deactivated via a separate OFF button in the upper row of buttons. The MAX COOL button can be used to activate the maximum cooling output at the touch of a button without first changing the temperature setting. The THERMATIC system features seven possible air distribution combinations for the window ventilation, center area and footwell. It is possible to quickly change the air flow rate manually via two blower buttons.

THERMATIC 2-zone automatic air conditioning

Sliding roof

Panoramic sliding roof (SA)

An externally operating panoramic sliding sunroof is available as special equipment.

This glass combination roof features an elegant design, provides good visibility for the driver and passengers and creates a bright and friendly interior compartment Compared to a conventional glass sliding roof, the roof also offers a significantly larger viewable area when closed. The glass surfaces can be covered from the inside with two electrically operated roller blinds.

With a central roof bar positioned between the central and rear glass surfaces, the large viewable area ensures a true open-air feeling.

Design

The outer skin of the panoramic sliding sunroof comprises three separate elements made of safety glass:

- A fixed glass panel at the front
- A movable glass panel at the center
- A fixed glass roof panel at the rear

Roof railing

The roof railing is made of aluminum, is black powder-coated as standard and also features forged fittings.

Panoramic sliding sunroof

Side doors

The side windows in the doors can be operated electrically at the front and at the rear. The door panel lining features a new design. The controls on the door are well positioned in the field of view of the driver and front passenger and have been arranged to meet ergonomic requirements. All door panels feature a soft beltline, an armrest and a soft center panel.

The door shells, including the side window frames, feature an inner sheet steel shell with outer reinforcements. The hinge-bearing sheet steel surface is separated from the inner shell. This makes it possible to use a thicker panel to improve the distribution of forces in the area of the hinge with only a low weight penalty.

The driver, front passenger and rear doors are each equipped with a diagonal side impact strut and a dent resistance strut running in the longitudinal direction. In the event of side impacts, these spot-welded and bonded reinforcement profiles reduce the deformation depth while also improving dent resistance and aeroacoustics.

Front door panel lining

Side doors and liftgate

Doors

EASY-PACK liftgate (SA)

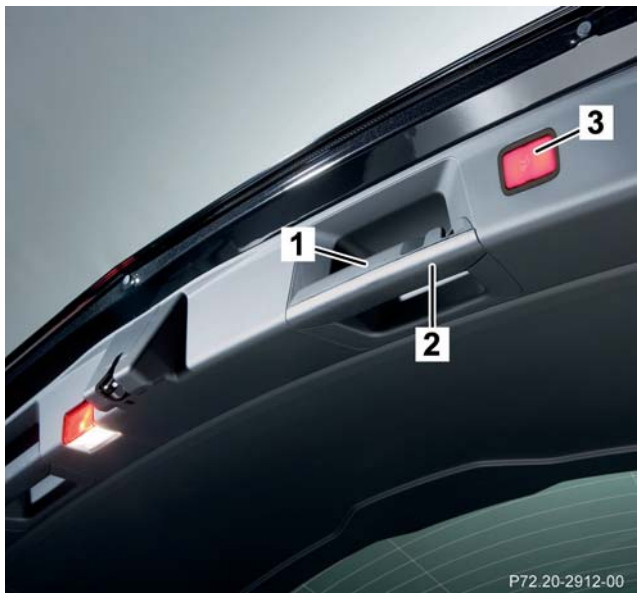
As an alternative to the manually opening liftgate, the GLK-Class can also be equipped with an automatic liftgate as special equipment (EASY-PACK-SYSTEM). It is driven electromechanically and can be opened and closed without manual intervention. It is however still possible to manually open and close a rear-end door fitted with this convenience function.

The opening angle of the automatic liftgate can be limited e.g. to prevent contact with a low garage door. The angle can be limited in the upper half of the opening range up to approx. 20 cm from the opening limit. The opening and closing sequence can be stopped in any position by operating the control a second time.

The liftgate then remains in the current intermediate position until the controls are actuated again. The drive mechanism switches off as soon as the door meets any firm resistance or if a gentle holding force is applied to the door by hand. The automatic liftgate can also be opened and closed manually.

Handles with an optimal ergonomic design and integrated coat hooks are installed on the liftgate for manual closing.

Liftgate



Liftgate close button (SA)

1 Handle
2 Coat hook
3 Close button

Load compartment floor

The functionality of the load compartment of the new GLK-Class has been further improved by individual details. The load compartment floor is smooth-surfaced with a slight upward slope behind the rear bench seat. The load compartment is equipped with the following features as standard:

- Through-loading feature through the folding rear bench seat with 1 / 3 – 2 / 3 split
- Additional attachment possibilities with two anchoring lugs on the load compartment floor and two eyelets on the lower side trim of the D-pillars
- Additional stowage space under the folding load compartment floor
- Plastic collapsible box in stowage space under load compartment floor
- Fixed bag hook on the left and right side of the load compartment level with the beltline
- Coat hook on left and right side of rear-end door
- The load compartment cover and safety net are separate components

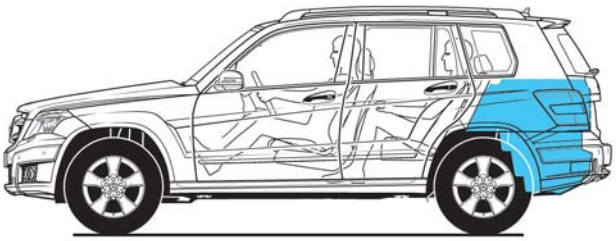
When extending the load compartment, the safety net can be attached to eyelets in the load compartment floor and roof or to eyelets in the rear footwell behind the front seats.

Safety net

Stowage area under loading floor cover with removable compartment

Load compartment variants

Load compartment variants as per VDA DIN 70020. Shown on GLK equipped as standard



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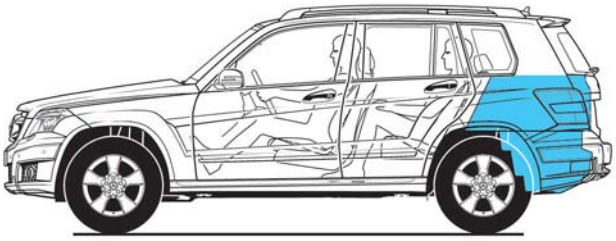
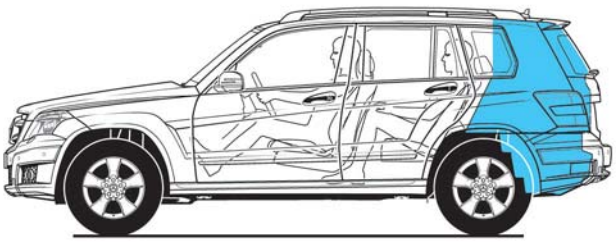
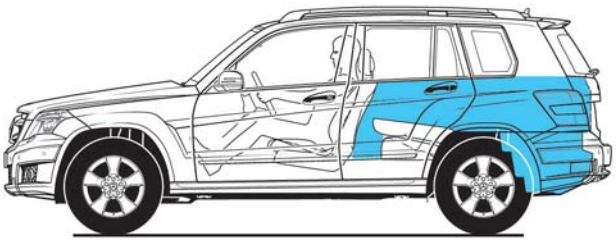
Closed luggage compartment
Loaded up to luggage compartment cover
450-liter volume



Open luggage compartment
Loaded up to upper edge of rear backrest
470-liter volume

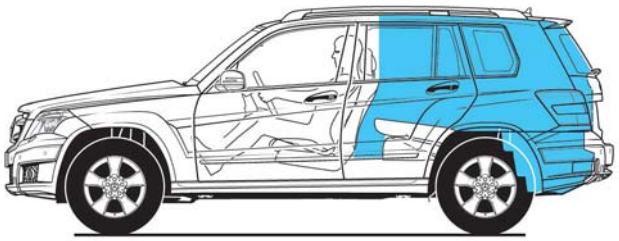


Open luggage compartment behind rear backrest
Loaded up to roof
660-liter volume



Open luggage compartment, backrest folded down
Loaded up to upper edge of driver seat backrest
900-liter volume

Load compartment variants as per VDA DIN 70020. Shown on GLK equipped as standard



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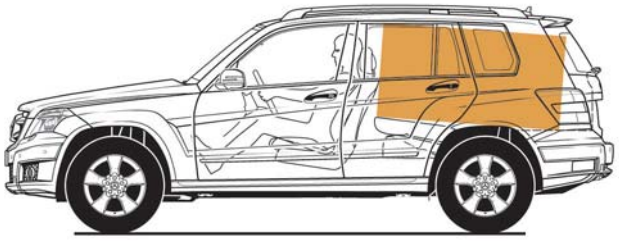
Open luggage compartment, backrest folded down

Loaded up to roof

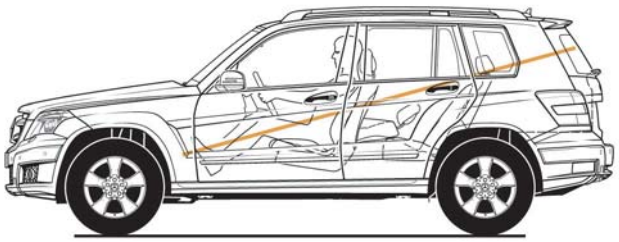
1,550-liter volume



Largest cuboid

Dimensions: 1,360 x 950 x 700 mm

904-liter volume



Longest board

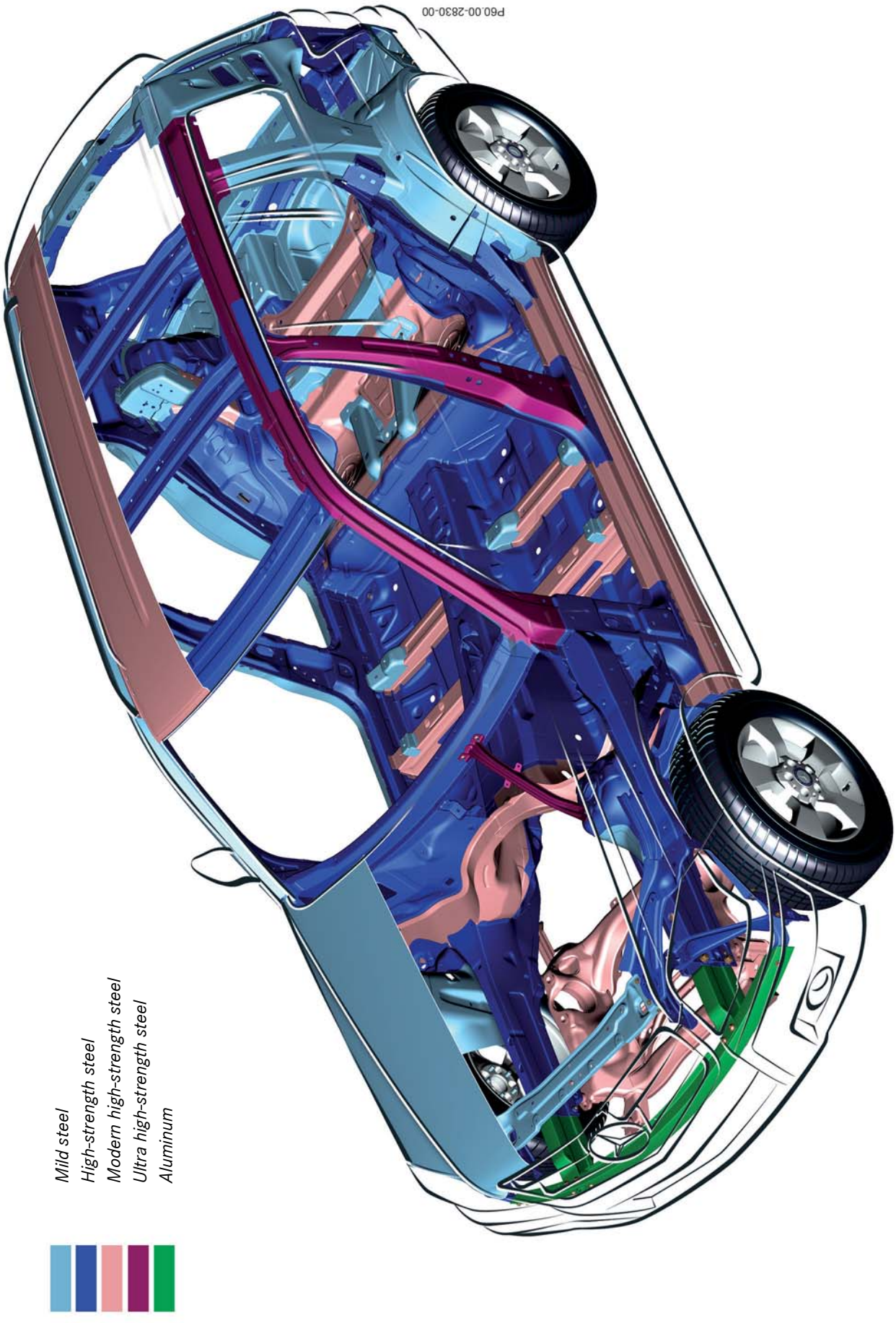
Dimensions: 3,000 x 400 x 30 mm

Trailer hitch

Trailer hitch

A trailer hitch is available optionally for the GLK. Various types of ball neck can be used for optimal functionality. The trailer hitch can be used to tow Class II trailers up to a maximum towing capacity of 1,589 kg. The maximum tongue weight is 127 kg.

Trailer hitch


P60.00-2830-00
Mild steel
High-strength steel
Modern high-strength steel
Ultra high-strength steel
Aluminum

Bodywork

Front end

In order to ensure that the vehicle structure absorbs the largest possible amount of energy in a frontal collision, the crumple zones and force transmission patterns have been consistently designed in accordance with the latest findings on safety technology. The measures in the front-end section include:

- A sturdy firewall crossmember between the two A-pillars made of super high-strength steel
- Vertical support made of super high-strength steel on the driver side for supporting the firewall crossmember against the crossmember under the wind deflector in order to reduce firewall intrusion in the area where the steering column penetrates the firewall.
- Longitudinal members in the upper impact plane (second longitudinal member plane) with improved connection to the A-pillars
- Central impact plane featuring longitudinal members with improved crash kinematics
- Frame-type integral support made of high-strength steel (engine, steering and front axle mounts are bolted firmly to the longitudinal members), which is specifically designed to contribute to deformation in the event of a frontal impact.
- Front axle with separated front axle control arms
- Additional support structures for protecting the footwell (pedal floor panel crossmember)
- Full-length floor longitudinal members for improving the application of force to the floor structure
- Strut made of super high-strength steel between the shock absorber tower and wind deflector crossmember on the driver side for distributing forces and reducing rearward movement of the steering and pedals

Passenger cell

The core of the body safety concept is the high-strength passenger cell in the form of a safety cage. Its high strength under the stresses of an accident (frontal, side-on and rear-end collisions as well as rollovers) is due to:

- Increased use of high-strength and super high-strength sheet steel and sheet metal of graduated wall thicknesses
- Stress-resistant materials and sheet thicknesses for components or structural zones that are subjected to high loads in the event of an accident
- More advanced shaping and cross-section designs

Particular emphasis was placed on developing the strength of the entire side wall. This included:

- Side wall with B-pillar and roof frame made of hot worked steels, a robust beltline reinforcement between C-pillar and D-pillar and a roll-formed rocker panel with lateral and longitudinal reinforcements
- Transversely rigid floor assembly, a full-width raised rear seat crossmember and a connecting carrier between tunnel and rocker panel
- Installation crossmember under instrument panel between A-pillars
- Stiff rear-end door cutout
- Transversely rigid seats with tubes and impact elements in the side seat trim parts
- A transversely rigid installation strut between the B-pillars

Front end

The front end consists of:

- An extruded aluminum section
- A single-part aluminum crash box connecting the front longitudinal members
- A multi-piece framework of sheet steel for holding the headlamps, the bumper, the washer fluid reservoir and the engine hood catches

The entire front end is bolted to the frame forestructure, as are the individual components of the front end to each other. If any parts are damaged, this makes it possible to replace them more cost-effectively and with no welding required.

Crossmember under the instrument panel

The load-bearing element is a square aluminum tube bolted onto the two A-pillars. To prevent the steering wheel from shaking when the engine is idling, a strut is used to support the steering column tube against the firewall.

All the major assemblies located in the vicinity of the instrument panel, the steering column tube and the instrument panel itself, are attached to the crossmember with brackets and mounting consoles.

Side wall

The side wall is a single-piece unit. The outsides and insides are connected at various points during assembly. This is done in such a way as to ensure that the cross sections of the A, B, C and D-pillars, the side longitudinal members and the roof frame have the appropriate strength and rigidity. Additional sheet metal reinforcements are also welded in, which extend across the entire length of the A, B, C and D-pillars.

Rear area

In order to conform to the specific geometry of the GLK, the independent multilink rear suspension, the fuel tank and the spare tire well are located at the rear end in accordance with the body structure.

The rear area is fitted with additional longitudinal and lateral reinforcements in order to cope with the heavy stresses placed on the vehicle structure in a rear-end collision.

The fasteners for the backrest and the hinges and catches of the folding 1 / 3 and 2 / 3 rear backrest are mounted on an all-round structure. The structure is welded to the inner shell of the side wall and to the floor panel at the bottom. This also improves the torsional stiffness of the bodyshell.

Bodywork

Minor damage

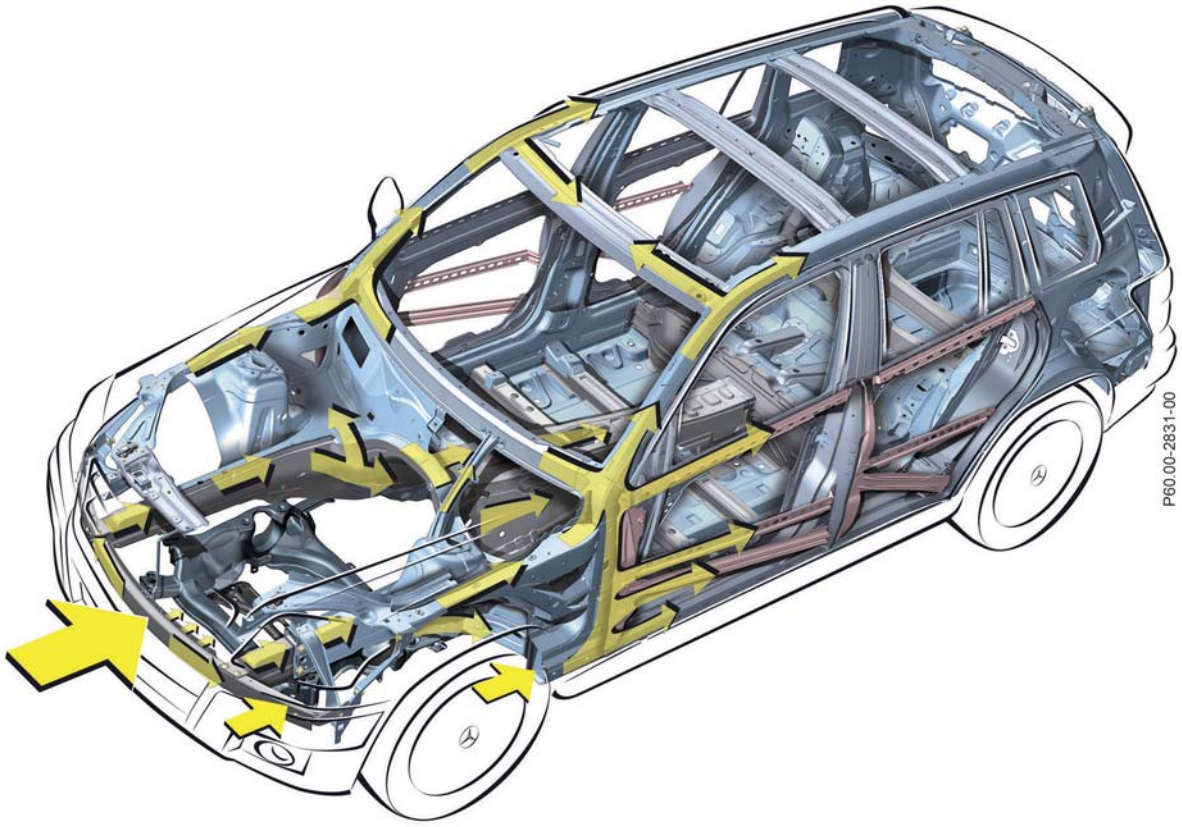
In order to ensure repair costs are kept as low as possible, during development particular emphasis was placed on reducing the susceptibility of the GLK to potential sources of damage.

The bumpers are able to prevent or limit damage caused by contact with other objects during maneuvering. The foam elements are box-shaped and are enclosed by a flexural member and the outer bumper cover. On vehicles with the offroad styling special equipment option, black rub strips are also integrated into the outsides of the front bumper. A black underride guard is positioned at the front in the center. The rub strips can be replaced at any time with minimal effort.

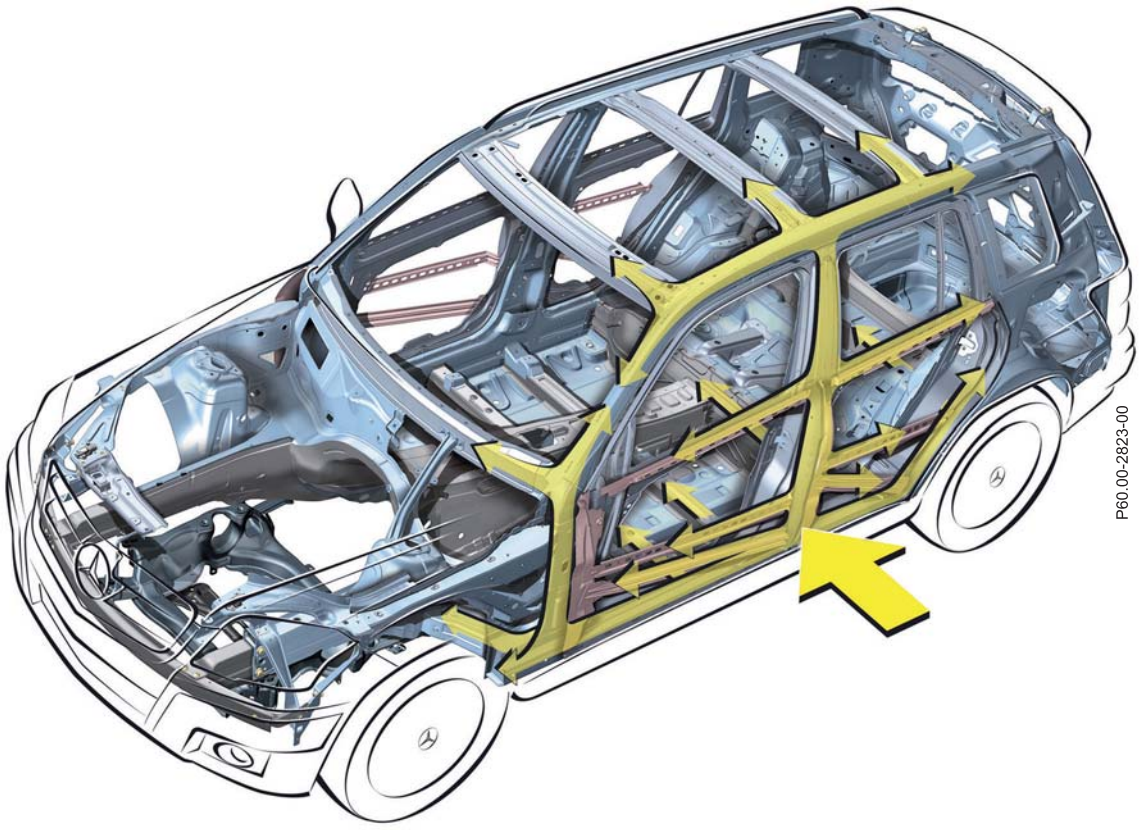
Safety measures

In order to prevent leg injuries to pedestrians in the event of a collision, a stiff carrier part has been installed in the lower section of the bumper. This carrier part diverts the force of the impact into the engine compartment paneling. Elements made of energy-absorbing polypropylene have also been integrated. These deform when a flexural member is placed under stress and then automatically return to their previous shape.

Energy distribution



Force progression in a frontal impact



Energy distribution in a side-on impact

Bodywork

Corrosion protection

Long-term protection against corrosion is guaranteed by full galvanization of the steel body components. Structural areas that are particularly susceptible to corrosion are protected by additional cavity preservation.

To supplement this, the following protective measures are used in addition to regular galvanizing in the manufacture of the sheet steel:

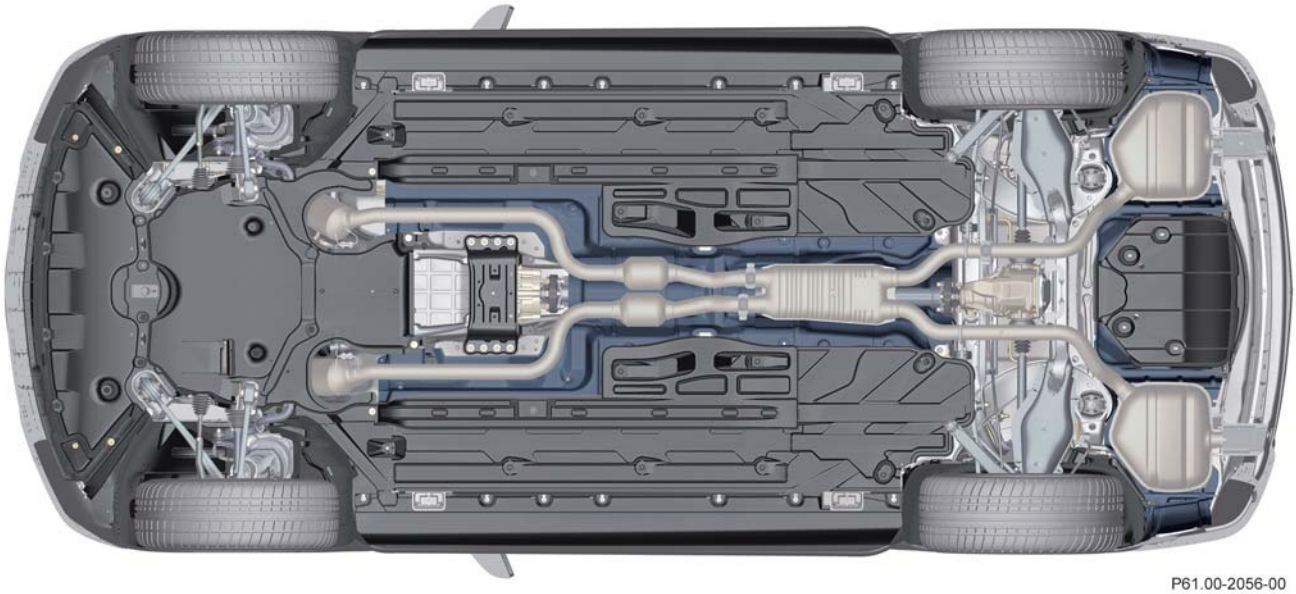
- Use of organically coated sheet steel
- Cataphoretic immersion primer bath
- Seam sealing

Underfloor protection

Because the underfloor area is entirely covered with DLFT (Direct Long Fiber reinforced Thermoplastic), PVC underfloor protection has been omitted.

The advantages are:

- Lower aerodynamic drag
- Replaceable if damaged (easy to repair)
- Detachability for vehicle recycling
- Increased impact resistance (stone chipping protection)



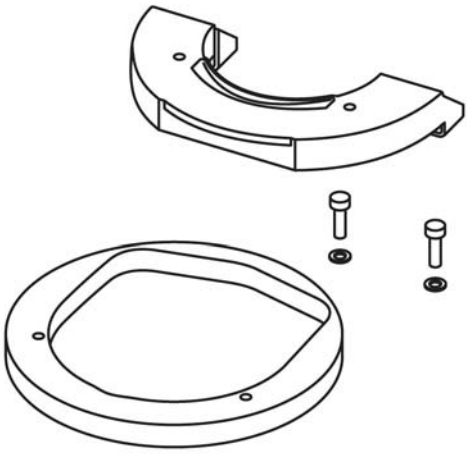
P61.00-2056-00

Underfloor paneling

Overall vehicle

Adapter plate

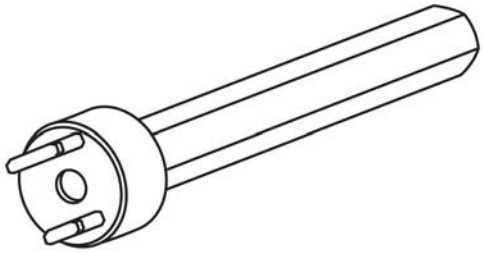
Use	For clamping the front axle springs, only in combination with clamping plate W204 589 00 63 00
DC number	204 589 02 63 00
FG	32
Set	B



P58.20-2237-00

Adjustment tool

Use	For adjusting the fan-shaped washer nozzles of the window cleaning system
DC number	001 589 02 16 00
FG	85
Set	A



P58.20-2238-00

Note

Special tools:

The special tools already published and ordered for the C-Class are valid for the GLK-Class. See the Workshop Information System (WIS) for more detailed information on this model designation.

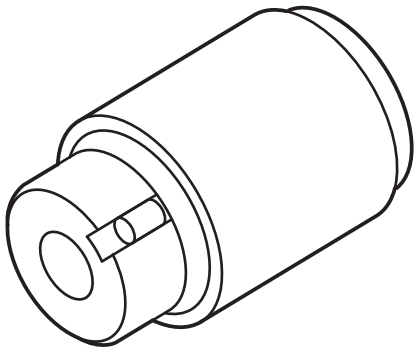
Note

For more information on workshop equipment, commercially available tools and special tools, see the following website:

http: / / gotis.aftersales.mercedes-benz.com

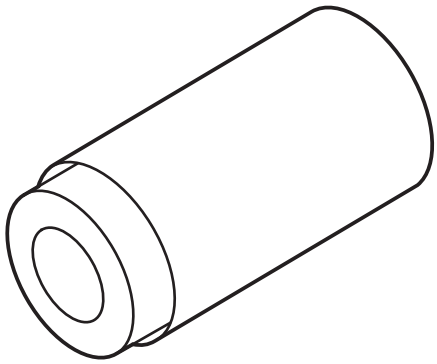
Extraction tool

Use	Extraction tool for extracting ring gear.
DC number	W 722 589 01 33 00
FG	28
Set	C



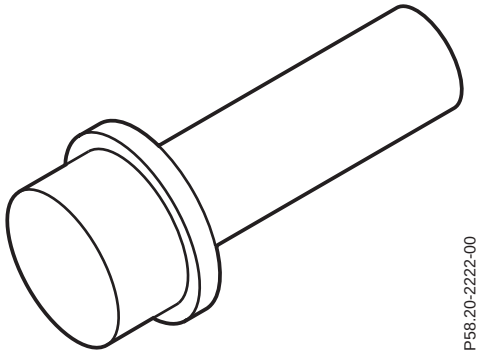
Assembly sleeve

Use	Assembly sleeve for assembling differential side gear.
DC number	W 722 589 03 14 00
FG	27
Set	B



Drift

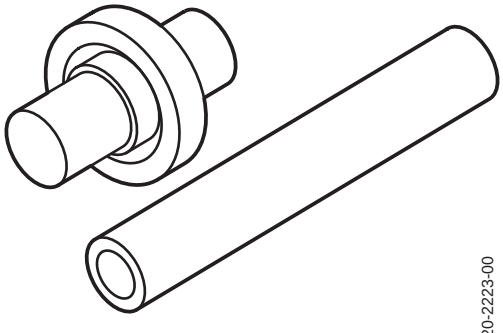
Use	For installing radial sealing ring for differential side gear in transmission housing.
DC number	W 722 589 14 15 00
FG	28
Set	C



Front axle transmission

Drift

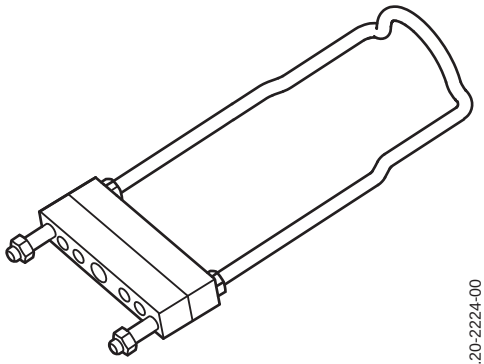
Use	Drift for installing front and side radial shaft sealing rings on front axle transmission.
DC number	W 221 589 04 15 00
FG	33
Set	B



P58.20-2223-00

Extraction tool

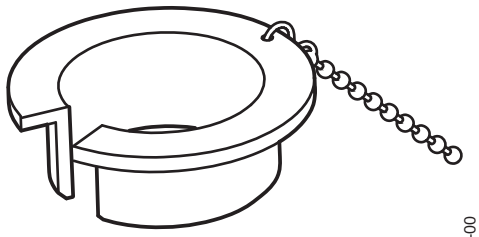
Use	For extracting front axle shaft, shaft seals and pinion bearing from front axle transmission.
DC number	W 221 589 04 33 00
FG	33
Set	B



P58.20-2224-00

Assembly tool

Use	Assembly tool for preventing damage to radial shaft sealing ring when installing drive shaft.
DC number	W 221 589 01 98 00
FG	33
Set	B



P58.20-2225-00

Straightening bracket set		
	CELETTE	**CAR BENCH**
Article	CELETTE straightening bracket set	CAR BENCH straightening bracket set
Order number	7204.508 (supplementary set) 7204.809 (portal bracket set)	82462 (supplementary set) A 7243400 / T (portal bracket set)
Note Straightening bracket set 7204.509 is available as a supplement to basic set 7204.500 for repairing the body in the area of the front longitudinal member / crash console attachment. (also valid for sedan and wagon)		–
Supplier address	CELETTE S.A. 13 Route de Bechevienne B.P. 9 F-38206 Vienne Cedex	CAR BENCH International S.P.A. Via Dorsale 22 I-54100 Massa

Note

The special body tools already published and ordered for the C-Class must be used for the GLK-Class. See the Workshop Information System (WIS) for details about the extension of validity to this model designation.

List of abbreviations

ABS

Antilock Brake System

AC

AGILITY CONTROL

APS

Auto Pilot System

ASR

Acceleration skid control

BAS

Brake Assist System

CAN

Controller Area Network

CD

Compact Disc

CDI

Common Rail Diesel Injection

COMAND

Cockpit Management and Data System

DAS

Diagnosis Assistance System

DPF

Diesel Particulate Filter

DSB

Digital Service Booklet

DVD

Digital Versatile Disc

EDW

Anti-theft alarm system (ATA)

ESP®

Electronic Stability Program

ETS

Electronic Traction System

FE

Fuel Economy

HA

Rear axle (RA)

HAG

Rear axle differential

LED

Light Emitting Diode

LIN

Local Interconnect Network

MOST

Media Oriented System Transport

PEPP

Porous Expanded Polypropylene

PTS

PARKTRONIC system

RDK

Tire pressure monitor (TPM)

SA

Special equipment

SAM

Signal aquisition and actuation module

SDARS

Satellite Digital Audio Radio Services

SRB

Fuse and relay box

SRS

Supplemental Restraint System

SWZ

Special tool

TELEAID

Emergency call system for USA

ULEV 2

US exhaust emission standard

VAG

Front axle transmission

WIS

Workshop Information System

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