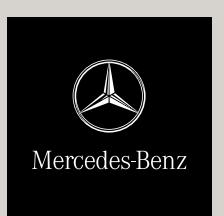




Mercedes-Benz 2005

 **AMG**

C 55 AMG SLK55 AMG E 55 AMG
CLK55 AMG SL 55 AMG CL 55 AMG
S 55 AMG G 55 AMG SL 65 AMG CL 65 AMG



Uncompromised



C 55 AMG Sport Sedan shown in optional Brilliant Silver metallic with optional Lighting Package.

To any automaker, it might seem a daunting task: Create a vehicle with genuine supercar performance. Few do. At the same time, make sure it has the quality, reliability, safety and refined manners you would expect from a Mercedes-Benz. Only one does: AMG. But it isn't lonely at the top. For 2005, AMG has created eleven models, including a new V-8 powered C-Class, an all-new V-8 SLK, a supercharged G-Class with 34% more power, and the two most powerful production cars on the road¹—the SL 65 and CL 65. Every model in this unmatched range of coupes, convertibles, sedans and an SUV is a technological masterpiece. Each is endowed with an ultrahigh-output engine painstakingly assembled by a single pair of expert hands. Suspensions are proven in the heat of competition. Braking systems are pushed till discs glow bright red. Bodies subtly bristle with muscle, and interiors are awash in exclusive luxury while retaining the single-minded purpose of a true driver's environment. And even though each AMG model is unique—and certainly unlike any other automobile—they all share an uncompromising view of what a total performance vehicle should be.

¹ Based on combined peak horsepower and torque. 2004 competitor information used where 2005 information was not available at time of publication.

DRIVETRAIN	C 55 AMG SPORT SEDAN ¹ SPECIFICATIONS	SLK 55 AMG COUPE/ROADSTER SPECIFICATIONS	CLK 55 AMG COUPE AND CABRIOLET SPECIFICATIONS			
Engine Output	AMG-built SOHC 24-valve 90° V-8 . High-pressure die-cast alloy cylinder block. Alloy cylinder heads. Reinforced crankshaft and valvetrain. Lightweight camshafts Net power 362 hp @ 5,750 rpm Net torque 376 lb-ft @ 4,000 rpm Max. engine speed 6,700 rpm	Net power 362 hp @ 6,000 rpm Net torque 376 lb-ft @ 3,500 rpm Max. engine speed 6,700 rpm	Net power 362 hp @ 5,750 rpm Net torque 376 lb-ft @ 4,000 rpm Max. engine speed 6,700 rpm			
Dimensions	Displacement 331.9 cu in/5,439 cc Bore x stroke 3.82 x 3.62 in/ 97.0 x 92.0 mm Compression 11.0:1	Displacement 331.9 cu in/5,439 cc Bore x stroke 3.82 x 3.62 in/ 97.0 x 92.0 mm Compression 11.0:1	Displacement 331.9 cu in/5,439 cc Bore x stroke 3.82 x 3.62 in/ 97.0 x 92.0 mm Compression 11.0:1			
Fuel and ignition	ME 2.8 engine management. Integrated sequential multipoint fuel injection and phased twin-spark ignition includes individual cylinder control of fuel spray, spark timing and phase, and antiknock. Electronic throttle. Two high-energy ignition coils and two spark plugs per cylinder, with 100,000-mile spark plug intervals. Fuel requirement: Premium unleaded gasoline, 91 pump octane					
Intake system	Magnesium 2-stage resonance intake manifold increases the intake runner length at lower rpm for improved response					
Transmission	AMG-enhanced driver-adaptive electronic 5-speed automatic with driver-selectable Comfort mode and instrument-cluster display of selected gear range AMG SpeedShift™ programming provides up to 35% faster gear changes, automatically downshifts during braking, prevents unwanted upshifting while cornering, offers one-touch selection of the best gear for maximum acceleration, and features torque converter lockup in all forward gears	AMG-enhanced driver-adaptive electronic 7-speed automatic with driver-selectable Comfort mode and instrument-cluster display of selected gear range	AMG-enhanced driver-adaptive electronic 5-speed automatic with driver-selectable Comfort mode and instrument-cluster display of selected gear range			
Shift controls	Touch Shift allows driver to manually downshift and allow upshifts by nudging the shift lever left or right from the Drive position. Fingertip manual mode allows direct-access shifting through forward gears via buttons on back of upper steering-wheel spokes or via Touch Shift feature of shift lever, and will automatically intervene only to select 1st gear when the vehicle stops. In Sport and Comfort modes, the steering-wheel buttons operate the Touch Shift feature					
Rear axle ratio	3.06:1	3.06:1	3.06:1			
Acceleration ²	0–60 mph in 4.9 sec	0–60 mph in 4.9 sec	Coupe: 0–60 mph in 5.0 sec Cabriolet: 0–60 mph in 5.2 sec			
CHASSIS						
Electronic Stability Program (ESP)	AMG-recalibrated ESP compares the driver's intended course, via steering and braking inputs, to the vehicle's response, via lateral acceleration, rotation (yaw) and individual wheel speeds. ESP then brakes individual front or rear wheels and/or reduces excess engine power as needed to help correct understeer (plowing) or oversteer (fishtailing). ESP also incorporates all-speed traction control ³					
Suspension	Front: Independent 3-link with antidive geometry. Coil springs over AMG gas-pressurized shock absorbers. Enlarged stabilizer bar. Rear: Independent 5-arm multilink with geometry for antisquat and alignment control. Separate coil springs and AMG gas-pressurized shock absorbers. Enlarged stabilizer bar					
Steering	Rack-and-pinion with power assist and integrated hydraulic damper. 2.8 steering-wheel turns, lock-to-lock	Rack-and-pinion with speed-sensing power assist and integrated hydraulic damper. 2.9 steering-wheel turns, lock-to-lock	Rack-and-pinion with speed-sensing power assist and integrated hydraulic damper. 3.0 steering-wheel turns, lock-to-lock			
Turning circle	35.3 ft/10.76 m, curb-to-curb	34.5 ft/10.51 m, curb-to-curb	35.3 ft/10.76 m, curb-to-curb			
Wheels, front–rear ⁴	Polished AMG double-spoke , 7.5Jx18 – 8.5Jx18	AMG multispoke , 7.5Jx18 – 8.5Jx18	Polished AMG double-spoke , 7.5Jx18 – 8.5Jx18			
Tires, front–rear ⁴	High-performance, 225/40ZR18 – 245/35ZR18	High-performance, 225/40ZR18 – 245/35ZR18	High-performance, 225/40ZR18 – 255/35ZR18			
Brakes	AMG-enhanced 4-wheel disc	AMG-enhanced 4-wheel disc	AMG-enhanced 4-wheel disc			
Discs, front–rear	13.6" perforated and ventilated – 11.8" ventilated	13.4" perforated and ventilated – 13.0" ventilated	13.4" perforated and ventilated – 13.0" ventilated			
Calipers, front–rear	4-piston fixed – dual-piston fixed	6-piston fixed – 4-piston fixed	6-piston fixed – 4-piston fixed			
ABS and Brake Assist	AMG-recalibrated Antilock Braking System (ABS) and emergency-sensing Brake Assist ⁵					
DIMENSIONS						
	Overall length: 181.8 in/4,617 mm Wheelbase: 106.9 in/2,715 mm Overall width: 68.0 in/1,728 mm Track, front: 59.3 in/1,506 mm Overall height: 55.6 in/1,412 mm Track, rear: 58.0 in/1,473 mm	Overall length: 160.9 in/4,087 mm Wheelbase: 95.7 in/2,430 mm Overall width: 70.6 in/1,794 mm Track, front: 60.0 in/1,524 mm Overall height: 50.0 in/1,271 mm Track, rear: 61.0 in/1,549 mm	Overall length: 182.6 in/4,638 mm Wheelbase: 106.9 in/2,715 mm Overall width: 68.5 in/1,740 mm Track, front: 58.9 in/1,495 mm Overall height: 55.7 in/1,414 mm ⁷ Track, rear: 58.0 in/1,474 mm 54.4 in/1,381 mm ⁸			
	Coefficient of drag: 0.27	Curb weight: 3,540 lb/1,605 kg	Coefficient of drag: 0.35 ⁶	Curb weight: 3,230 lb/1,465 kg	Coefficient of drag: 0.29 ⁷ 0.32 ⁸	Curb weight: 3,635 lb/1,657 kg ⁷ 3,960 lb/1,795 kg ⁸

¹ Delayed availability. See your dealer.

² Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, elevation and vehicle load.

³ No system, no matter how sophisticated, can repeal the laws of

physics or overcome careless driving actions. Please always wear your seat belt.

⁴ 4 AMG 18" wheels and accompanying high-speed-rated tires provide substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the

vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles.

⁵ Braking effectiveness also depends on proper brake system maintenance, and tire and road conditions.

⁶ Top up.

⁷ Coupe figure.

⁸ Cabriolet figure.

DRIVETRAIN	S 55 AMG SEDAN SPECIFICATIONS			SL 55 AMG COUPE/ROADSTER SPECIFICATIONS				CL 55 AMG COUPE SPECIFICATIONS			
Engine Output	AMG-built intercooled supercharged SOHC 24-valve 90° V-8 . High-pressure die-cast alloy cylinder block. Alloy cylinder heads. Reinforced crankshaft and valvetrain. Lightweight camshafts										
Dimensions	Net power 493 hp @ 6,100 rpm	Net torque 516 lb-ft @ 2,750–4,000 rpm	Max. engine speed 6,500 rpm	Net power 493 hp @ 6,100 rpm	Net torque 516 lb-ft @ 2,750–4,000 rpm	Max. engine speed 6,500 rpm	Net power 493 hp @ 6,100 rpm	Net torque 516 lb-ft @ 2,750–4,000 rpm	Max. engine speed 6,500 rpm		
Fuel and ignition	Displacement 331.9 cu in/5,439 cc	Bore x stroke 3.82 x 3.62 in/ 97.0 x 92.0 mm	Compression 9.0:1	Displacement 331.9 cu in/5,439 cc	Bore x stroke 3.82 x 3.62 in/ 97.0 x 92.0 mm	Compression 9.0:1	Displacement 331.9 cu in/5,439 cc	Bore x stroke 3.82 x 3.62 in/ 97.0 x 92.0 mm	Compression 9.0:1		
Intake system	ME 2.8 engine management. Integrated sequential multipoint fuel injection and phased twin-spark ignition includes individual cylinder control of fuel spray, spark timing and phase, and antiknock. Electronic throttle. Two high-energy ignition coils and two spark plugs per cylinder, with 100,000-mile spark plug intervals. Fuel requirement: Premium unleaded gasoline, 91 pump octane										
Transmission	AMG-enhanced driver-adaptive electronic 5-speed automatic with driver-selectable Comfort mode and instrument-cluster display of selected gear range. AMG SpeedShift programming provides up to 35% faster gear changes, automatically downshifts during braking, prevents unwanted upshifting while cornering, offers one-touch selection of the best gear for maximum acceleration, and features torque converter lockup in all forward gears										
Shift controls	Touch Shift allows driver to manually downshift and allow upshifts by nudging the shift lever left or right from the Drive position. Fingertip manual mode allows direct-access shifting through forward gears via buttons on back of upper steering-wheel spokes or via Touch Shift feature of shift lever, and will automatically intervene only to select 1st gear when the vehicle stops. In Sport and Comfort modes, the steering-wheel buttons operate the Touch Shift feature										
Rear axle ratio	2.65:1		2.65:1			2.65:1					
Acceleration ¹	0–60 mph in 4.6 sec		0–60 mph in 4.5 sec			0–60 mph in 4.6 sec					
CHASSIS											
Electronic Stability Program (ESP)	AMG-recalibrated ESP compares the driver's intended course, via steering and braking inputs, to the vehicle's response, via lateral acceleration, rotation (yaw) and individual wheel speeds. ESP then brakes individual front or rear wheels and/or reduces excess engine power as needed to help correct understeer (plowing) or oversteer (fishtailing). ESP also incorporates all-speed traction control ²										
Suspension	Front: Independent 4-link. Rear: Independent 5-arm multilink										
Active Body Control	ABC, an active suspension system recalibrated by AMG, utilizes a coil spring and an electronically controlled hydraulic cylinder in series, plus a separate AMG gas-pressurized shock absorber at each wheel. Using a total system pressure of up to 2,900 psi, ABC continually adjusts each wheel's suspension to counteract vibration, pitch, dive, squat and roll. Driver-selectable Sport mode virtually eliminates body roll for even flatter cornering and sharper handling response. Automatic 4-wheel level control includes driver-selectable ride-height control, and automatic speed-sensitive lowering at higher speeds ³										
Steering	Rack-and-pinion with speed-sensing power assist and integrated hydraulic damper										
Turning circle	2.8 steering-wheel turns, lock-to-lock 39.7 ft/12.1 m, curb-to-curb		2.6 steering-wheel turns, lock-to-lock 36.2 ft/11.0 m, curb-to-curb			2.9 steering-wheel turns, lock-to-lock 37.6 ft/11.5 m, curb-to-curb					
Wheels, front–rear ⁴	Polished AMG double-spoke , 8.5Jx18 – 9.0Jx18		AMG multispoke or ultrathin-spoke monoblock , 8.5Jx18 – 9.5Jx18			Polished AMG double-spoke , 8.5Jx18 – 9.0Jx18					
Tires, front–rear ⁴	High-performance, 245/45ZR18 100Y XL – 265/40ZR18 101Y XL		High-performance, 255/40ZR18 95Y – 285/35ZR18 97Y			High-performance, 245/45ZR18 100Y XL – 265/40ZR18 101Y XL					
Brakes											
Discs, front–rear	AMG-enhanced 4-wheel disc		AMG-enhanced 4-wheel disc			AMG-enhanced 4-wheel disc					
Calipers, front–rear	14.2" perforated and ventilated – 13.0" perforated and ventilated 8-piston fixed – 4-piston fixed		14.2" perforated and ventilated – 13.0" perforated and ventilated 8-piston fixed – 4-piston fixed			14.2" perforated and ventilated – 13.0" perforated and ventilated 8-piston fixed – 4-piston fixed					
Sensotronic Brake Control	Not available		AMG-recalibrated			Not available					
ABS and Brake Assist	Sensotronic electrohydraulic braking system transmits brake pressure individually to each wheel based on driver input and various vehicle parameters. Sensotronic optimizes brake pressure at each wheel during normal braking, emergency stopping and ESP activity. ² Sensotronic also includes automatic brake drying based on windshield-wiper use, and predictive brake priming for faster brake response										
DIMENSIONS											
	Overall length: 203.1 in/5,158 mm Wheelbase: 121.5 in/3,085 mm Overall width: 73.0 in/1,855 mm Track, front: 62.0 in/1,574 mm Overall height: 57.2 in/1,454 mm Track, rear: 62.0 in/1,574 mm		Overall length: 178.5 in/4,535 mm Wheelbase: 100.8 in/2,560 mm Overall width: 71.5 in/1,815 mm Track, front: 61.8 in/1,569 mm Overall height: 51.0 in/1,295 mm ⁶ Track, rear: 61.1 in/1,551 mm		Overall length: 196.4 in/4,989 mm Wheelbase: 113.6 in/2,885 mm Overall width: 73.1 in/1,857 mm Track, front: 62.1 in/1,577 mm Overall height: 55.4 in/1,407 mm Track, rear: 62.1 in/1,578 mm						
	Coefficient of drag: 0.27	Curb weight: 4,300 lb/1,950 kg	Coefficient of drag: 0.30 ⁶	Curb weight: 4,235 lb/1,920 kg	Coefficient of drag: 0.29	Curb weight: 4,255 lb/1,930 kg					

¹ Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, elevation and vehicle load.

² No system, no matter how sophisticated, can repeal the laws of

physics or overcome careless driving actions. Please always wear your seat belt.
3 Obey local speed laws.
4 AMG 18" wheels and accompanying high-speed-rated tires provide

substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles.

⁵ Braking effectiveness also depends on proper brake system maintenance, and tire and road conditions.
6 Top up.

DRIVETRAIN	E55 AMG SPORT SEDAN SPECIFICATIONS			G55 AMG SPORT UTILITY VEHICLE SPECIFICATIONS					
Engine	AMG-built intercooled supercharged SOHC 24-valve 90° V-8 . High-pressure die-cast alloy cylinder block. Alloy cylinder heads. Reinforced crankshaft and valvetrain. Lightweight camshafts								
Output	Net power 469 hp @ 6,100 rpm	Net torque 516 lb·ft @ 2,650–4,500 rpm	Max. engine speed 6,500 rpm	Net power 469 hp @ 6,100 rpm	Net torque 516 lb·ft @ 2,800 rpm	Max. engine speed 6,500 rpm			
Dimensions	Displacement 331.9 cu in/5,439 cc	Bore x stroke 3.82 x 3.62 in/97.0 x 92.0 mm	Compression 9.0:1	Displacement 331.9 cu in/5,439 cc	Bore x stroke 3.82 x 3.62 in/97.0 x 92.0 mm	Compression 9.0:1			
Fuel and ignition	ME 2.8 engine management. Integrated sequential multipoint fuel injection and phased twin-spark ignition includes individual cylinder control of fuel spray, spark timing and phase, and antiknock. Electronic throttle. Two high-energy ignition coils and two spark plugs per cylinder, with 100,000-mile spark plug intervals. Fuel requirement: Premium unleaded gasoline, 91 pump octane								
Intake system	Helical high-pressure supercharger with liquid-to-air intercooler and electromechanical clutch. 11.6 psi maximum boost								
Transmission	AMG-enhanced driver-adaptive electronic 5-speed automatic with driver-selectable Comfort mode and instrument-cluster display of selected gear range. AMG SpeedShift™ programming provides up to 35% faster gear changes, automatically downshifts during braking, prevents unwanted upshifting while cornering, offers one-touch selection of the best gear for maximum acceleration, and features torque converter lockup in all forward gears			Driver-adaptive electronic 5-speed automatic with driver-selectable Comfort mode and instrument-cluster display of selected gear range					
Shift controls	Touch Shift allows driver to manually downshift and allow upshifts by nudging the shift lever left or right from the Drive position. Fingertip manual mode allows direct-access shifting through forward gears via buttons on back of upper steering-wheel spokes or via Touch Shift feature of shift lever, and will automatically intervene only to select 1st gear when the vehicle stops. In Sport and Comfort modes, the steering-wheel buttons operate the Touch Shift feature			Touch Shift allows driver to manually downshift and allow upshifts by nudging the shift lever left or right from the Drive position					
Rear axle ratio	2.65:1			Front and rear axles: 4.38:1 Transfer case: 0.87:1 normal/2.16:1 low range					
Acceleration ¹	0–60 mph in 4.5 sec			0–60 mph in 5.5 sec					
CHASSIS									
Electronic Stability Program (ESP)	AMG-recalibrated ESP compares the driver's intended course, via steering and braking inputs, to the vehicle's response, via lateral acceleration, rotation (yaw) and individual wheel speeds. ESP then brakes individual front or rear wheels and/or reduces excess engine power as needed to help correct understeer (plowing) or oversteer (fishtailing). ESP also incorporates all-speed traction control ²								
Suspension	Front: Independent 4-link with antidive geometry. Enlarged stabilizer bar. Rear: Independent 5-arm multilink with aluminum links and wheel-hub carriers. Geometry for antisquat and alignment control. Enlarged stabilizer bar			Front and rear: Rigid axles with longitudinal and transverse links, coil springs and gas pressurized shock absorbers. Front stabilizer bar					
Airmatic Dual Control	E55 AMG only (not available on G55 AMG): Standard AMG-calibrated Airmatic DC semi-active suspension instantaneously adjusts spring rates as driving dynamics change. Electronically controlled pneumatic AMG spring-struts integrate variable-rate shock absorbers and coil springs. AMG-recalibrated Adaptive Damping System (ADS II) automatically selects one of four damping profiles for each spring-strut every time a wheel changes its direction of up-down travel. Dual driver-selectable Sport modes engage firmer damping profiles either full-time or at lower thresholds of body movement. Automatic 4-wheel level control includes driver-selectable ride-height control, and automatic speed-sensitive lowering at higher speeds or in Sport mode ³								
Steering	Rack-and-pinion with speed-sensing power assist and integrated hydraulic damper.			Recirculating-ball with power assist and hydraulic damper					
Turning circle	2.8 steering-wheel turns, lock-to-lock. Turning circle: 37.4 ft/11.4 m, curb-to-curb			3.5 steering-wheel turns, lock-to-lock. Turning circle: 43.5 ft/13.26 m, curb-to-curb					
Wheels, front–rear ⁴	Polished AMG double-spoke , 8.0Jx18 – 9.0Jx18			AMG slotted monoblock design, 9.5Jx18 front and rear					
Tires, front–rear ⁴	High-performance, 245/40ZR18 93Y–265/35R18 97Y XL			High-performance, 285/55R18 113V front and rear					
Brakes									
Discs, front–rear	AMG-enhanced 4-wheel disc			AMG-enhanced 4-wheel disc					
Calipers, front–rear	14.2" perforated and ventilated – 13.0" perforated and ventilated 8-piston fixed – 4-piston fixed			13.8" slotted and ventilated – 13.0" slotted and ventilated Dual-piston fixed – single-piston floating					
Sensotronic Brake Control	AMG-recalibrated Sensotronic electrohydraulic braking system transmits brake pressure individually to each wheel based on driver input and various vehicle parameters. Sensotronic optimizes brake pressure at each wheel during normal braking, emergency stopping and ESP activity. ² Sensotronic also includes automatic brake drying based on windshield-wiper use, and predictive brake priming for faster brake response			Not available					
ABS and Brake Assist	AMG-recalibrated Antilock Braking System (ABS) and emergency-sensing Brake Assist ⁵								
DIMENSIONS									
	Overall length: 189.7 in/4,815 mm	Wheelbase: 112.4 in/2,854 mm	Overall length: 185.6 in/4,714 mm	Wheelbase: 112.2 in/2,850 mm					
	Overall width: 71.3 in/1,810 mm	Track, front: 61.4 in/1,559 mm	Overall width: 73.4 in/1,864 mm	Track, front: 58.1 in/1,476 mm					
	Overall height: 57.2 in/1,454 mm	Track, rear: 61.1 in/1,552 mm	Overall height: 77.8 in/1,977 mm	Track, rear: 58.1 in/1,476 mm					
	Coefficient of drag: 0.27	Curb weight: 4,087 lb/1,855 kg	Curb weight: Information not available. See your dealer						

¹ Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, elevation and vehicle load.

² No system, no matter how sophisticated, can repeal the laws of

physics or overcome careless driving actions. Please always wear your seat belt.

³ Obey local speed laws.

⁴ AMG 18" wheels and accompanying high-speed-rated tires provide

substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles.

⁵ Braking effectiveness also depends on proper brake system maintenance, and tire and road conditions.

DRIVETRAIN	SL 65 AMG COUPE/ROADSTER SPECIFICATIONS			CL 65 AMG COUPE SPECIFICATIONS		
Engine	AMG-built intercooled twin-turbocharged SOHC 36-valve 60° V-12. Two-piece high-pressure die-cast alloy cylinder block. Alloy cylinder heads. Reinforced crankshaft and valvetrain. Lightweight camshafts			Net power 604 hp @ 4,800–5,100 rpm	Net torque 738 lb-ft @ 2,000–4,000 rpm	Max. engine speed 5,950 rpm
Output	Displacement 365 cu in/5,980 cc	Bore x stroke 3.25 x 3.66 in/82.6 x 93.0 mm	Compression 9.0:1	Net power 604 hp @ 4,800–5,100 rpm	Net torque 738 lb-ft @ 2,000–4,000 rpm	Max. engine speed 5,950 rpm
Dimensions	Displacement 365 cu in/5,980 cc	Bore x stroke 3.25 x 3.66 in/82.6 x 93.0 mm	Compression 9.0:1	Displacement 365 cu in/5,980 cc	Bore x stroke 3.25 x 3.66 in/82.6 x 93.0 mm	Compression 9.0:1
Fuel and ignition	ME 2.7.1 engine management. Integrated sequential multipoint fuel injection and phased twin-spark ignition includes individual cylinder control of fuel spray, spark timing and phase, and antiknock. Electronic throttle. Two high-energy ignition coils and two spark plugs per cylinder, with 60,000-mile spark plug intervals. Fuel requirement: Premium unleaded gasoline, 91 pump octane					
Intake system	Twin turbochargers (one per cylinder bank, integrated in exhaust manifolds) with liquid-to-air intercoolers . 22.1 psi maximum boost					
Transmission	AMG-enhanced driver-adaptive electronic 5-speed automatic with driver-selectable Comfort mode and instrument-cluster display of selected gear range. AMG SpeedShift programming provides up to 35% faster gear changes, automatically downshifts during braking, prevents unwanted upshifting while cornering, offers one-touch selection of the best gear for maximum acceleration, and features torque converter lockup in all forward gears					
Shift controls	Touch Shift allows driver to manually downshift and allow upshifts by nudging the shift lever left or right from the Drive position. Fingertip manual mode allows direct-access shifting through forward gears via buttons on back of upper steering-wheel spokes or via Touch Shift feature of shift lever, and will automatically intervene only to select 1st gear when the vehicle stops. In Sport and Comfort modes, the steering-wheel buttons operate the Touch Shift feature					
Rear axle ratio	2.65:1			2.65:1		
Acceleration ¹	0–60 mph in 4.2 sec			0–60 mph in 4.2 sec		
CHASSIS						
Electronic Stability Program (ESP)	AMG-recalibrated ESP compares the driver's intended course, via steering and braking inputs, to the vehicle's response, via lateral acceleration, rotation (yaw) and individual wheel speeds. ESP then brakes individual front or rear wheels and/or reduces excess engine power as needed to help correct understeer (plowing) or oversteer (fishtailing). ESP also incorporates all-speed traction control ²					
Suspension	Front: 4-link design. Rear: 5-arm multilink			Front: 4-link design. Rear: 5-arm multilink		
Active Body Control	ABC, an active suspension system recalibrated by AMG, utilizes a coil spring and an electronically controlled hydraulic cylinder in series, plus a separate AMG gas-pressurized shock absorber at each wheel. Using a total system pressure of up to 2,900 psi, ABC continually adjusts each wheel's suspension to counteract vibration, pitch, dive, squat and roll. Driver-selectable Sport mode virtually eliminates body roll for even flatter cornering and sharper handling response. Automatic 4-wheel level control includes driver-selectable ride-height control, and automatic speed-sensitive lowering at higher speeds ³					
Steering	Rack-and-pinion with speed-sensing power assist and integrated hydraulic damper 2.6 steering-wheel turns, lock-to-lock 36.2 ft/11.0 m, curb-to-curb			Rack-and-pinion with speed-sensing power assist and integrated hydraulic damper 2.9 steering-wheel turns, lock-to-lock 37.6 ft/11.5 m, curb-to-curb		
Turning circle						
Wheels, front–rear ⁴	AMG two-piece double-spoke with Anthracite spokes, 8.5J x 19 – 9.5J x 19			AMG two-piece double-spoke with Anthracite spokes, 8.5J x 19 – 9.5J x 19		
Tires, front–rear ⁴	High-performance, 255/35 ZR 19 – 285/30 ZR 19			High-performance, 245/40 ZR 19 – 275/35 ZR 19		
Brakes	AMG-enhanced 4-wheel disc 15.4" compound, perforated and ventilated – 13.7" perforated and ventilated			AMG-enhanced 4-wheel disc 15.4" compound, perforated and ventilated – 13.7" perforated and ventilated		
Discs, front–rear	8-piston fixed – 4-piston fixed			8-piston fixed – 4-piston fixed		
Calipers, front–rear						
Sensotronic Brake Control	AMG-recalibrated Sensotronic electrohydraulic braking system transmits brake pressure individually to each wheel based on driver input and various vehicle parameters. Sensotronic optimizes brake pressure at each wheel during normal braking, emergency stopping and ESP activity. ² Sensotronic also includes automatic brake drying based on windshield-wiper use, and predictive brake priming for faster brake response			Not available		
ABS and Brake Assist	AMG-recalibrated Antilock Braking System (ABS) and emergency-sensing Brake Assist ⁵					
DIMENSIONS						
	Overall length: 178.5 in/4,535 mm	Wheelbase: 100.8 in/2,560 mm	Overall length: 196.6 in/4,993 mm	Wheelbase: 113.6 in/2,885 mm		
	Overall width: 71.9 in/1,827 mm	Track, front: 61.8 in/1,569 mm	Overall width: 73.1 in/1,857 mm	Track, front: 62.2 in/1,581 mm		
	Overall height: 51.1 in/1,298 mm ⁶	Track, rear: 61.1 in/1,551 mm	Overall height: 55.0 in/1,398 mm	Track, rear: 62.3 in/1,583 mm		
	Coefficient of drag: 0.30 ⁶	Curb weight: 4,564 lb/2,070 kg	Coefficient of drag: 0.29	Curb weight: 4,654 lb/2,111 kg		

¹ Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, elevation and vehicle load.

² No system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Please always wear your seat belt.

³ Obey local speed laws.

⁴ AMG 19" wheels and accompanying high-speed-rated tires provide substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles.

⁵ Braking effectiveness also depends on proper brake system maintenance, and tire and road conditions.

⁶ Top up.

One man, one engine

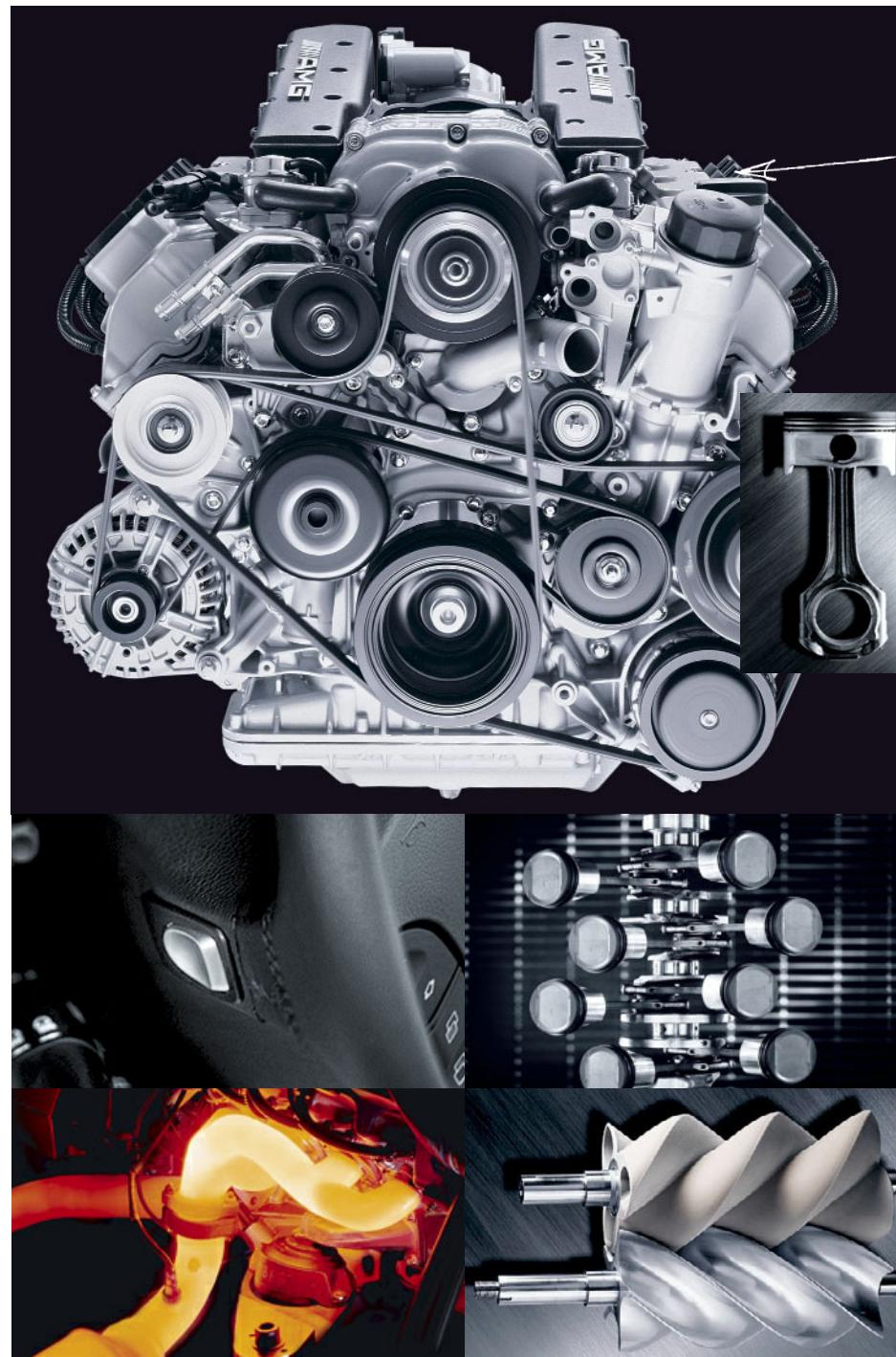
THE POWER OF ONE

In these days of mass production and robotic manufacturing, it might seem indulgent to have each engine handcrafted by a single technician. Or to hand-select parts for ideal balance and minimum tolerances. But it's the best way we know to ensure a virtuoso performance. The AMG engine arsenal includes aluminum pistons forged for strength, crankshafts individually balanced to reduce vibration, and camshafts aggressively profiled for a scintillating redline surge. Low-backpressure exhausts enhance breathing and emit a throaty rumble. For even more massive and instantaneous power, five of the V-8 models feature a helical supercharger with a liquid-to-air intercooler, while both V-12 models get the added thrust of twin intercooled turbochargers. The Mercedes-AMG engine: Meticulously crafted by one person, for one person. You.

A MATCH OF WITS

For more intelligent use of power, AMG SpeedShift™ programming¹ provides 35% quicker gear changes, prevents unwanted upshifts in hard corners to help maintain handling poise, and can downshift automatically to provide engine braking. Its brilliance also means that instead of just opting for the lowest available gear on kickdown, the transmission can instantly calculate and preselect the optimum gear for maximum acceleration. Formula One-inspired fingertip manual mode¹ lets you upshift and downshift by tapping buttons behind the upper steering-wheel spokes.

1 Not available on G 55 AMG.



- SODIUM-FILLED VALVES FOR BETTER COOLING
- ENLARGED FUEL INJECTORS FOR MAXIMUM FLOW

- PISTONS FORGED FOR STRENGTH
- CONNECTING RODS "CRACKED" AFTER FORGING TO ACHIEVE EXACTING TOLERANCES WHEN ASSEMBLED

ON V-8 KOMPRESSOR MODELS:

- TEFLON COATING ON SUPERCHARGER IMPELLER BLADE HELPS TO TURN UP TO 23,000 RPM AND CREATE 11.6 PSI OF MAXIMUM BOOST
- ELECTROMAGNETIC CLUTCH SMOOTHLY ENGAGES SUPERCHARGER WHEN BOOST IS NEEDED
- LIQUID-TO-AIR INTERCOOLER INCREASES INTAKE-AIR DENSITY FOR MORE POWER
- ALL MAJOR RECIPROCATING PARTS HAND-SELECTED AND PRECISELY BALANCED

Race-bred suspension

SMILE AND SAY G'S

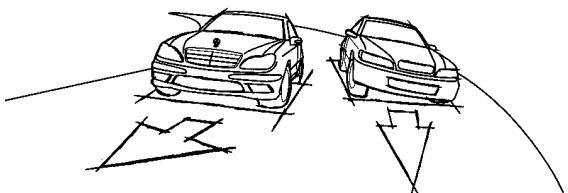
It might surprise you, but we think calling AMG vehicles "racecars for the street" is almost an insult. Because in many ways, it's much more difficult to dial in a suspension that will give phenomenal handling, instant response and precise control – things of utmost importance in competition – while still providing the suppleness and road manners required for satisfying day-to-day driving. To give you the best of both worlds, AMG models undergo extensive real-world autobahn testing as well as exhaustive high-speed evaluations on demanding race courses, including the 73 turns of the legendary Nürburgring and the mercilessly unforgiving surfaces of Nardo in southern Italy. So while every AMG suspension carries the knowledge earned from our successes in the DTM German Touring Car Championship, it's also equipped with a healthy dose of street smarts.



• THE E55 AMG'S AIRMATIC SUSPENSION SWITCHES BETWEEN 4 DAMPING PROFILES, ADJUSTING COMPRESSION AND REBOUND OF EACH SHOCK INSTANTANEOUSLY WITH EACH MOVEMENT



• ELECTRONIC CONTROLS FOR ADAPTIVE DAMPING SYSTEM (ADS) AND **ACTIVE BODY CONTROL (ABC)** RETUNED FOR EVEN SHARPER PERFORMANCE, RESPONSE AND ROAD FEEL



Tenacious brakes

IT'S ALL ABOUT THE BIG PEDAL

Sure, everyone understands about scorchingly fast 0-60 times. Or how pulling nearly 1g in a turn will solidly press you against your seat bolster. But what about braking? Does anybody consider braking numbers to be the sexiest part of performance? Probably not. But when you have to haul down from speed in a hurry, the brake pedal suddenly becomes the most important part of the vehicle. And that's why every AMG features a robust braking system that's been enhanced to be a perfect partner to match each model's extraordinary athletic abilities. You'll find that the perforations in the brake discs¹ are cast in place, because drilling could create stress points. And that we use oversized brake components because they provide even greater stopping power. We could mention the punishment our braking systems receive in the unforgiving world of motorsport, or the rigorous testing down twisty Alpine mountain roads where failure is not an option. But really, the impressive stopping power, fade-resistant performance, and precise control of an AMG braking system need to be experienced. You can always look up the numbers later.



- BRAWNY 4-PISTON, GIANT 6-PISTON OR INCREDIBLE 8-PISTON AMG FRONT CALIPERS PROVIDE MORE EVEN DISTRIBUTION OF PRESSURE ACROSS THE HUGE BRAKE PADS²

- EMERGENCY-SENSING BRAKE ASSIST IS MODIFIED ON ALL AMG MODELS TO TAKE BETTER ADVANTAGE OF THE INCREASED BRAKING ABILITIES

- PERFORATED ROTORS REDUCE UNSPRUNG WEIGHT AND IMPROVE COOLING

¹ G 55 AMG features slotted brake discs.

² Dual-piston front calipers on G 55 AMG.

Predatory presence

FLYING LOW

AMG cars are shaped by a master of aerodynamics—the wind. Building on what we've learned from racing, we carefully study airflow around the vehicle, making additions that help create downforce to plant the chassis more firmly on the road, help reduce drag for quicker acceleration, and help the vehicle slice through the wind with minimal interior noise. Large front air dams feature additional mesh intakes to maximize the flow of cooling air. Dramatic side sills, rear aprons and rear spoilers add to the authority and the airflow. AMG wheels¹ are light, strong and designed to encourage the flow of air across the brakes to help wick away heat. And, fitted with high-performance tires, they help fill out the wheelwells for a decidedly purposeful look. Stainless-steel exhaust tips give the perfect finishing touch. And perhaps the greatest benefit of all—like sleek executive jets, what looks good to the wind also looks exceptionally good to the eye.



E55 AMG shown with optional Lighting Package.



• AMG SIGNATURE SIDE SILLS AND REAR APRON SET OFF THE MASSIVE WHEELS AND PROMINENT EXHAUST



• STANDARD 18" OR 19" AMG-DESIGN ALLOY WHEELS² CLEAR THE ENORMOUS BRAKES, ARE FITTED WITH GENEROUSLY SIZED HIGH-PERFORMANCE TIRES, AND FEATURE AN AGGRESSIVE LOOK



1 AMG 18" and 19" wheels and accompanying high-speed-rated tires provide substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles. 2 Depending on model.

Dedicated driver's environment

FROM THE COCKPIT

Whether you're challenging your favorite road or enjoying the serenity of your standard cruising altitude, AMG interiors are designed for your comfort and control. Step across stainless-steel door sill trim and into a lavishly equipped cabin with a special emphasis on the pilot in command. Unique features are suited to the mission of the vehicle and, depending on model, include supportive sport seats with contrasting nubuck leather inserts, the G-suit-like support of Drive-Dynamic seats, and the rare thrill of a 200-mph speedometer.¹ Standard on all models is the opulence of special leather upholstery and the allure of specially designed AMG gauges. Passenger-car models² even feature buttons behind the spokes of the steering wheel to let you upshift and downshift without your hands leaving the wheel – not that we could ever get you to let go, anyway.

1 Please obey all speed laws. Top speed electronically limited to 155 mph. 2 Excludes G55 AMG.



C 55

LET'S GET PERSONAL

From its CLK-inspired front end to its subtle rear lip spoiler, the C 55 AMG is arguably the most exhilarating personal performance sedan on the road. At the heart of the matter is a 362-hp 5,439-cc V-8 pumping out 376 lb-ft of peak torque – the largest, most powerful C-Class engine ever. Delivering this massive thrust is a 5-speed automatic transmission with AMG SpeedShift™ programming. Steering wheel-mounted fingertip controls allow manual upshifts and downshifts, adding to both function and fun.

An agile AMG-tuned suspension ensures the C 55 AMG is as adept at carving corners as it is at shortening straightaways. Four-piston front calipers grab immense 13.6" perforated discs for relentless braking power. No less pulse-quickenning is the new aerodynamic lower bodywork, framing staggered-width 18" double-spoke wheels and high-performance tires.¹ Settle into the inviting new driver's environment that includes deeply bolstered 10-way power sport front seats in Nappa leather with Alcantara shoulder inserts, and we're sure you'll agree – this is one personal appointment worth keeping.

1 AMG 18" wheels and accompanying high-speed-rated tires provide substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles.



C 55 AMG Sport Sedan shown in optional Brilliant Silver metallic with optional Lighting Package.

SLK 55

will enjoy the adhesive qualities of the AMG-tuned suspension and the arresting performance of the 6-piston compound front calipers grasping perforated 13.4" disc brakes. There's visual muscle as well, with unique AMG lower bodywork, staggered-width 18" wheels and high-performance tires,² and an AMG low-backpressure exhaust system with the SLK 55 AMG's calling card – a sophisticated growl departing its four polished exhaust tips. No less inspirational is an interior awash in rich Nappa leather, including two-tone AMG sport seats with Alcantara shoulder inserts. And for the ultimate rush, the push of a button can deliver the exhilaration of open-air driving in 22 seconds.

1 Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, elevation and vehicle load. 2 AMG 18" wheels and accompanying high-speed-rated tires provide substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles.

F1-INSPIRED, AMG-MOTIVATED

Look underneath the Formula One-inspired nose of the new SLK 55 AMG and you'll find a handcrafted 5,439-cc V-8 pumping out 362 hp and delivering 376 lb-ft of peak torque through the first 7-speed automatic transmission offered on an AMG vehicle. With AMG SpeedShift™ programming and steering wheel-mounted fingertip shift controls, the SLK 55 flashes to 60 mph in a scant 4.9 seconds.¹ Those who live for the late apex



SLK 55 AMG Coupe/Roadster shown in optional Iridium Silver metallic with optional Lighting Package.

E 55

IT'S TIME TO PUT YOUR FOOT DOWN

If your ultimate sport sedan doesn't provide 469 hp, it's not an E55 AMG. Make your demands known to the handcrafted 5,439-cc V-8, and 516 lb-ft of supercharged torque serves up 60 mph in just 4.5 seconds.¹ Revel in the response of the 5-speed automatic transmission with AMG SpeedShift™ technology. Delight in manual-mode shifting, featuring steering wheel-mounted fingertip controls. Scrub off speed with Sensotronic—the world's first electrohydraulic braking system—specially recalibrated for performance by AMG and featuring massive 8-piston front calipers gripping 14.2" perforated discs. Custom-tailored handling is

provided by the adaptive damping of Airmatic Dual Control semi-active air suspension. Savor the luxury of multicontour sport front seats with Nappa leather bolsters and sanded nubuck leather inserts. Or marvel at the active support of optional Drive-Dynamic seats that instantly inflate to provide additional support in turns. Black Birdseye Maple or optional Burl Walnut wood trim creates a rich ambience. Exterior presence is provided courtesy of AMG-design front and rear aprons, chiseled side sills, and staggered-width tires on 18" wheels.² With the ability to impress in so many ways, it's no wonder *Road & Track* wrote that "technology, torque, luxury and true supercar performance make the E55 AMG the new king of high-performance sedans..."³



E55 AMG Sport Sedan shown in Brilliant Silver metallic with optional Lighting Package.



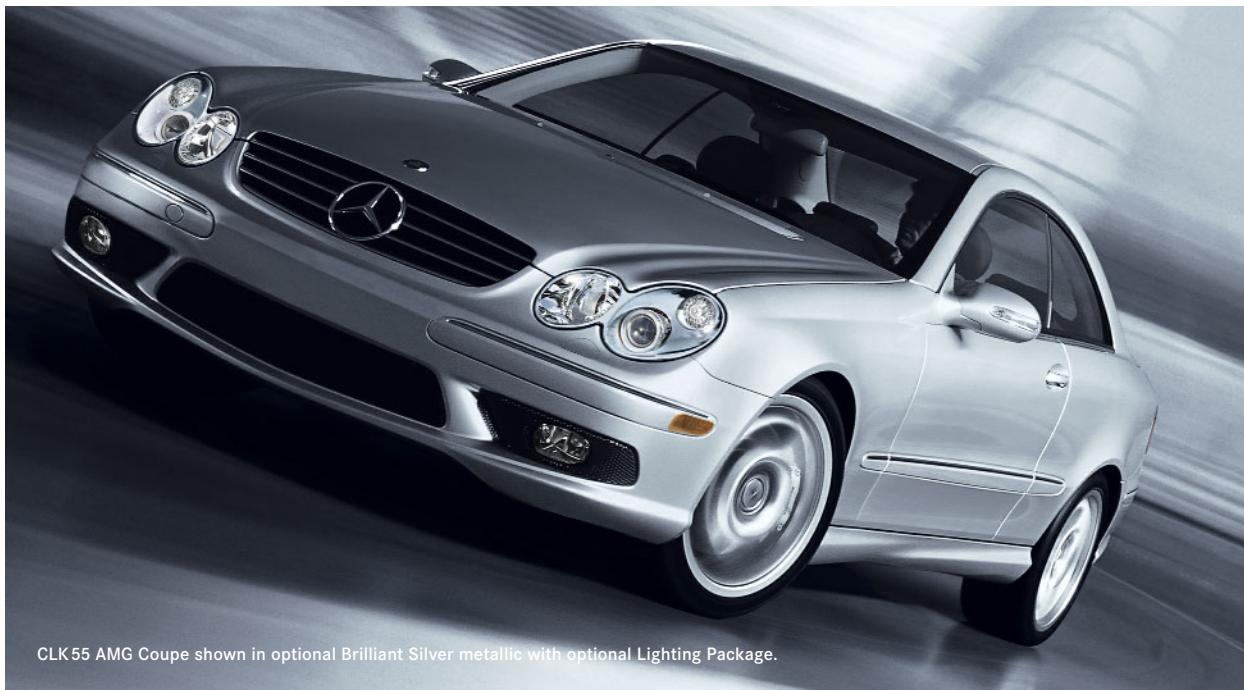
1 Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, elevation and vehicle load. 2 AMG 18" wheels and accompanying high-speed-rated tires provide substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles. 3 *Road & Track*, 6/03.

CLK 55

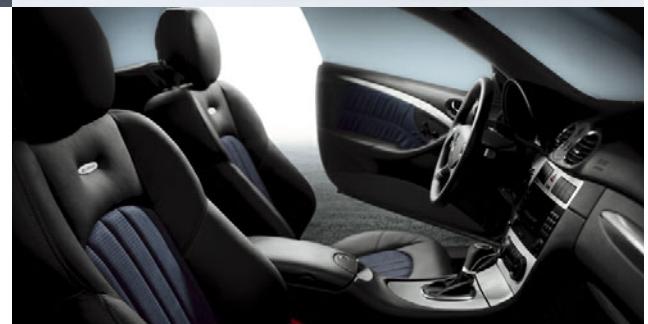
by four stainless-steel tips. AMG SpeedShift™ programming gives instant response. In manual mode, fingertip controls on the steering wheel let you upshift and downshift the 5-speed automatic transmission for true point-and-shoot performance. And you'll want to keep your hands on the wheel to savor the AMG sport suspension working its magic through staggered-width tires on new 18" wheels.³ Giant 13.4" front disc brakes feature new 6-piston calipers. The CLK55's inner beauty is reflected by heated multicontour sport front seats – dressed with AMG-design Nappa leather bolsters and soft, sanded nubuck leather inserts⁴ – as well as sand-cast-finish aluminum or optional Burl Walnut wood trim and the seductive glow of ivory-color AMG gauges.

BEAUTY AND THE BEAST

You could certainly be excused for wanting a CLK55 AMG Coupe or Cabriolet¹ on looks alone. Their elegant allure is accented by an AMG-design front air dam, aerodynamic lower bodywork and subtle rear spoiler. But beneath the beauty lurks the relentless urge of a handcrafted 362-hp 5,439-cc V-8, capable of snagging 60 mph in 5.0 seconds² and ominously burbling the word of 376 lb-ft of torque through a low-backpressure sport-tuned exhaust – made all the more impressive by the Coupe's new dual exhaust accentuated



CLK55 AMG Coupe shown in optional Brilliant Silver metallic with optional Lighting Package.



¹ Availability of Cabriolet is limited. See your dealer. ² 5.0 seconds for Coupe, 5.2 seconds for Cabriolet. Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, elevation and vehicle load.

³ AMG 18" wheels and accompanying high-speed-rated tires provide substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles.

⁴ Ash interior with full Nappa leather seating also available on Cabriolet.

SL 55

PURE LUST

There are many perfectly rational reasons to want an SL 55 AMG. Forget them. Focus instead on the wail of a 493-hp supercharged V-8 rocketing you to 60 mph in 4.5 seconds! The instantaneous thunder of 516 lb-ft of handcrafted torque. Squeezing every last ounce of power through the automatic transmission's fingertip manual-mode controls, with AMG SpeedShift™ technology snapping off the shifts. The SL 55 taunts curves with ABC, the industry's only true fully active suspension system, and Sensotronic, the world's first electrohydraulic braking system – both recalibrated by AMG. And with 8-piston front calipers controlling huge 14.2" discs, you have unflappable stopping power.

If you must exercise your intellect, consider the superb comfort of dynamic multicontour seats and dramatic silver AMG gauges. Ponder the muscular looks of the AMG-design front air dam, side skirts, rear apron and 18" wheels with high-performance tires.² Or with just one button, retract the folding aluminum hardtop, and free your mind with the open-air rush that only a supercharged V-8 roadster can provide.

1 Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, elevation and vehicle load. 2 AMG 18" wheels and accompanying high-speed-rated tires provide substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles.



SL 55 AMG Coupe/Roadster in Brilliant Silver metallic.

The SL 55 AMG is available with your choice of 18" AMG wheels: the high-tech multispoke design shown at right, or the classically muscular appeal of the ultrathin-spoke monoblock wheels shown above.



CL 55

PEERLESS PERFORMANCE

For your consideration: Nearly half a thousand supercharged horsepower capable of rushing you to 60 mph in just 4.6 seconds.¹ The immediate response of **ABC**, the only true fully active suspension—recalibrated especially for the CL 55 AMG. A 5-speed automatic transmission with AMG's SpeedShift™ programming and steering wheel-mounted fingertip controls. AMG 8-piston calipers on 14.2" front discs providing immense braking power. Along with this most impressive résumé, the beauty of a pillarless coupe design with the added intimidation of 18" AMG-design wheels and tires,² a chiseled front air dam, side skirts

and a rear apron. To put it to the test, settle into the AMG-design sport front seats sheathed in perforated Nappa leather. Adjust the dynamic multicontour front seatbacks until they're just right. Glance at the 200-mph speedometer.³ Then turn the key for an unforgettable performance review.



CL 55 AMG Coupe shown in Brilliant Silver metallic.



1 Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, elevation and vehicle load. 2 AMG 18" wheels and accompanying high-speed-rated tires provide substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles. 3 Obey local speed laws. Top speed electronically limited to 155 mph.

S 55

A SEDAN BEYOND SUPERLATIVES

Experience the relentless rush of 493 hp placing 60 mph at your feet in a scant 4.6 seconds,¹ 516 lb-ft of torque available from a mere 2,750 rpm, and a supercharged, intercooled 5,439-cc V-8 singing through dual sport exhausts. Channeling the thrust is a 5-speed automatic transmission that allows manual upshifting and downshifting via fingertip controls on the steering wheel. AMG SpeedShift™ programming gives 35% faster shifts. At your service, the precise response of the **Active Body Control** suspension guides Z-rated tires on 18" double-spoke AMG wheels.² Massive speeds are summarily reined in by AMG 8-piston front calipers on 14.2" front discs and

4-piston rear calipers with 13.0" discs. From the helm, savor the rare pleasure of watching the needle of a 200-mph speedometer³ in an effortless sweep, as Drive-Dynamic front seats respond to cornering forces by instantly recontouring the side bolsters for added support. Take it all in from the supreme comfort of hand-fitted AMG-design Nappa leather and Active Ventilated front seats. Driving one may leave you speechless. But your satisfied grin will speak volumes.



1 Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, elevation and vehicle load. 2 AMG 18" wheels and accompanying high-speed-rated tires provide substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles. 3 Obey local speed laws. Top speed electronically limited to 155 mph.

G 55

READY TO SQUARE OFF

In a world of compromise, this isn't one. With one-third more horsepower and torque than last year, the newly supercharged G 55 AMG lets you stare boldly in the face of convention, lock all three differentials, and drive through it. Your ally in this act of defiance is a handcrafted 5,439-cc intercooled Kompressor V-8 producing a muscular 469 hp, while 516 lb-ft of torque floods in at 2,800 rpm. An AMG dual exhaust system creates rolling thunder from functional sidepipes with two stainless-steel exhaust tips ahead of each rear wheel. The sound of the impending storm serves as a wake-up call to lesser vehicles that

could easily be mesmerized by the 18" wheels and tires,¹ the new slotted front and rear brake discs, or the chrome-finish front turn signal cages, taillamp cages and front-bumper underbar. The revised interior features the security of new **Head Protection Curtains**, the richness of new hand-polished Natural Maple wood, the sumptuous luxury of *designo* Charcoal Nappa leather upholstery with Grey topstitching or *designo* Silver Nappa with Black topstitching, and a Silver-accented AMG instrument cluster, as well as exclusive AMG-design shift knob, floor mats and illuminated stainless-steel door sill trim.



G 55 AMG shown in *designo* Graphite metallic with dealer-installed accessory grille guard.

1 AMG 18" wheels and accompanying high-speed-rated tires provide substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles.

SL 65



THE TWO MOST POWERFUL CARS YOU CAN BUY¹

The numbers are simply staggering: 604 hp. 738 lb-ft of torque at 3,000 rpm. Zero to 60 in 4.2 seconds.² And yet these extremely limited-production vehicles are about much more than just numbers. They are designed to showcase the passion of the engineers at AMG. Open the hood of either the SL 65 or the CL 65 to reveal the beauty of an engine dressed in aluminum and carbon fiber. Deep within, virtually every major component of the Mercedes V-12 has been redesigned to withstand the rigors that 22 lb of AMG twin-turbo boost is capable of producing. The liquid-to-air intercooler's dedicated radiator is enlarged by 70%. To handle ferocious internal temperatures, the underside of each piston is cooled by the spray of an individual oil nozzle – something you'd expect to find on a racing engine. Handling the incredible power is a reinforced 5-speed automatic transmission with AMG SpeedShift™ programming and steering wheel-mounted fingertip manual controls. This dynamic duo's voracious appetite for pavement is matched by the equally inspiring stopping abilities of massive AMG 8-piston front and 4-piston rear ►



► calipers grabbing lightweight perforated compound discs – race-bred to shed heat and withstand abuse. A fitting complement to their other talents is the handling prowess provided by ABC, the world's most advanced active suspension – specially recalibrated by AMG to ensure supercar performance in all conditions. The final links from power to pavement are high-performance tires on staggered-width two-piece AMG double-spoke alloy wheels, 19" in diameter to clear the enormous brakes.³ Each vehicle also features an interior you'd expect from AMG, with a true driver's environment that includes dynamic multicontour and Active Ventilated front seats covered in rich Nappa leather, and unique

AMG-design instruments with a 220-mph speedometer⁴ occupying center stage. Providing visual stimulation to awestruck onlookers is AMG-design lower bodywork, including Formula One-inspired intercooler inlets on the SL 65. Taken separately, each part of the CL 65 AMG and SL 65 AMG is an awe-producing testament to the passion and talent of engineers who continually strive to redefine high performance. Combined, the SL 65 and CL 65 are the ultimate statement of power and exclusivity that could only be created by Mercedes-Benz and AMG.

1 Based on combined peak horsepower and torque. 2004 competitor information used where 2005 information was not available at time of publication. 2 Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, elevation and vehicle load. 3 AMG 19" wheels and accompanying high-speed-rated tires provide substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles. 4 Obey local speed laws. Top speed electronically limited to 155 mph.

CL 65



Who cares about being first?

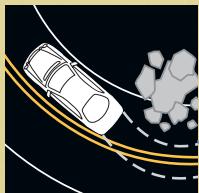
Your loved ones.



— James 7 years



2002
Innovated PRE-SAFE®



1995
Introduced the
Electronic Stability Program



1981
Pioneered the Emergency
Tensioning Device (ETD)



1971
Earned a patent for
the air bag



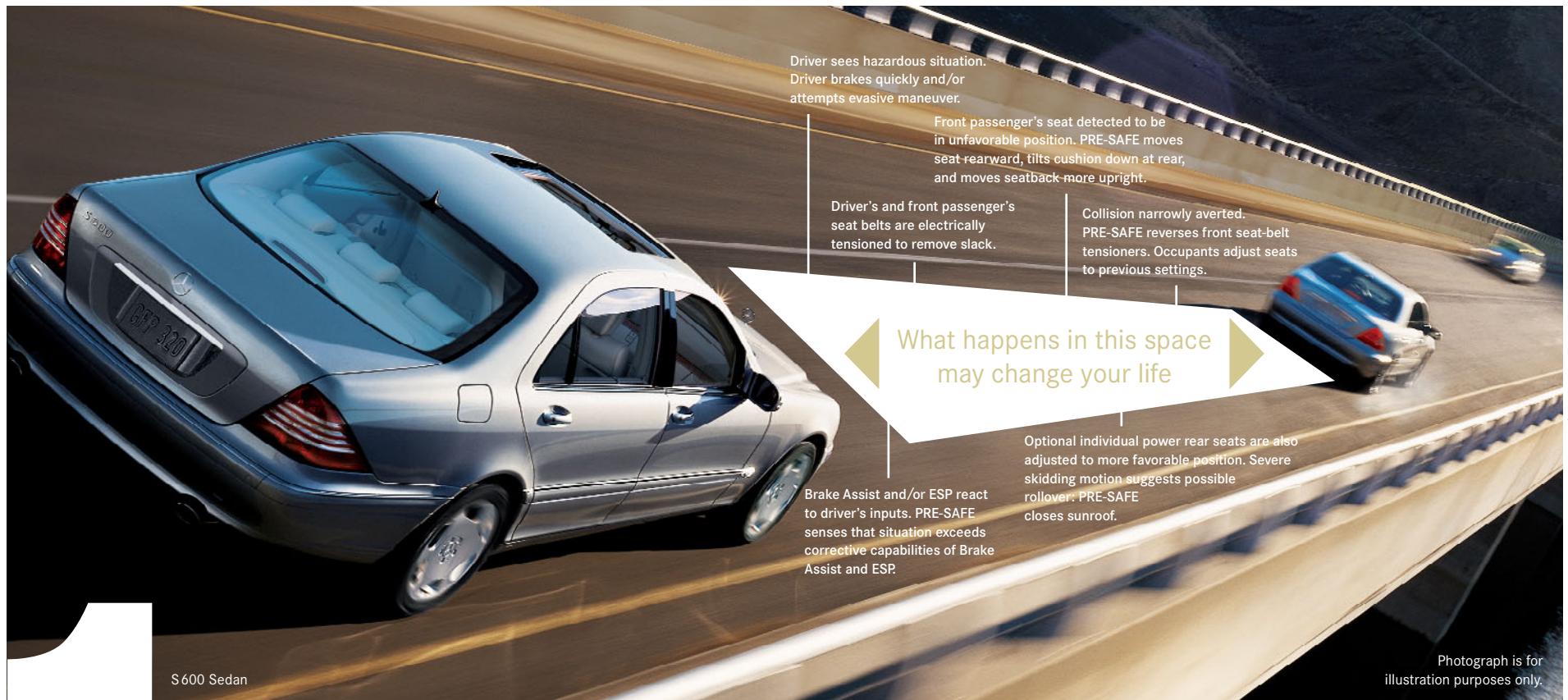
1951
Invented the
crumple zone



A dedication to safety that never stops growing

While certain members of your family may be anxiously awaiting that next growth spurt, our dedication to your safety has created a body of knowledge that grows consistently year by year. And since we believe a vehicle can never be too protective, Mercedes-Benz continues to be at the forefront of automotive safety. Our philosophy starts with an integrated approach that optimizes your ability to stay out of harm's way. It's why you'll find that every Mercedes includes our pioneering emergency-sensing Brake Assist and **Electronic Stability Program (ESP)**. If an accident is unavoidable, you'll find the industry's most comprehensive use of passive restraints. And if you want to see the future of safety—PRE-SAFE®—you can find it in the Mercedes-Benz S-Class, today. Since the beginning, we've introduced countless safety innovations. And it might surprise you, but there are many patents we didn't enforce, so people in any car could share in these life-saving technologies. The reason is simple—our concept of family extends far beyond the automobiles we make.





PRE-SAFE

The theory of relativity says that, as we approach the speed of light, time actually slows down. Unfortunately, when an accident looks likely, time flashes by quickly. And even though a 2004 S-Class can do some amazing things, it's still bound by the laws of physics. While we never recommend breaking laws, with PRE-SAFE®—a revolution in automotive safety—it might seem that we can bend them to make incredibly good use of the precious moments before a possible collision. PRE-SAFE uses sensors from two of the active safety systems already in every S-Class—Brake Assist and our Electronic Stability Program. If system sensors detect certain vehicle circumstances suggesting a possible impact, PRE-SAFE takes action to help protect you before it occurs. Electric tensioners snug up the seat belts of the belted front-seat occupants. PRE-SAFE adjusts the occupied front passenger's seat to a more favorable position for air-bag and seat-belt effectiveness. And should severe skidding motion predict that a rollover is likely, PRE-SAFE closes the sunroof. If there is no accident, all the better. The seat-belt tensioners reverse. You readjust your seats. Open the sunroof. Take a breath. And be thankful that, while many things in theory may be relative, our commitment to your safety is an absolute.

A history of safety firsts

1981

Emergency Tensioning Devices

Emergency Tensioning Devices¹ (ETDs) help remove seat-belt slack in a sufficiently severe front or rear impact.

1985

Electronic traction control

Automatic Slip Control, now incorporated in ESP, counteracts drive-wheel slip under acceleration in low-traction conditions such as rain, snow or loose surfaces. If the system senses wheelspin, it can brake the slipping wheel to balance power to the wheel with grip, or reduce excess engine power, to help you maintain control.²

1989

Pop-up roll bar

If sensors detect an impending rollover, a pop-up roll bar in the SL roadster automatically deploys in just 0.3 second to help preserve occupant space.³ The CLK Cabriolet features pop-up roll bars integrated into the rear head restraints.

1995

Seat-belt force limiters

Seat-belt force limiters⁴ add back some "give" to the seat belts, to help reduce the peak deceleration forces on belted occupants.

1995

Electronic Stability Program (ESP)

ESP remains a benchmark for vehicle control nearly a decade after it was introduced by Mercedes. To help eliminate plowing or fishtailing in a turn, ESP responds to help keep you on course. Sensors monitor your braking and steering input and, upon detecting deviation from your intended path, ESP corrects for oversteer and understeer by applying individual brakes and/or reducing excess engine power.²

1997

Emergency-sensing Brake Assist

Mercedes-Benz research has shown that drivers tend not to brake hard enough, soon enough, in an emergency. Our engineers developed Brake Assist to help overcome this tendency. Upon sensing panic stopping based on the speed at which you depress the brake pedal, Brake Assist automatically applies all available power braking boost immediately. By helping to eliminate the delay caused by human nature, Brake Assist can potentially reduce your overall stopping distance when it matters most.⁵



Antilock disc brakes

While many vehicles employ them today, Mercedes-Benz pioneered the Antilock Braking System (ABS) over 25 years ago, in 1978. All Mercedes models feature fade-resistant disc brakes at all four corners, with a dual-circuit design to help provide consistent, powerful braking in virtually all situations.

Body structure

The body, floorpan, doors and door sills in every Mercedes are part of an integrated safety system that provides formidable protection against side impacts. Every Mercedes passenger car also features an ellipsoidal front bulkhead designed to help channel some of the energy of a frontal impact under, over and around the passenger cabin.

High-strength/low-alloy steel

HSLA steel is used in critical areas throughout the body to create an exceptionally rigid structure, maximizing crash protection and minimizing undesirable chassis flex for improved handling.

Rollover sensor

If an E-Class, S-Class or CL-Class senses a rollover, it will automatically deploy the seat-belt Emergency Tensioning Devices to help reduce occupant movement and, if deemed necessary, inflate the Head Protection Curtains.⁶

1 Standard for all Mercedes-Benz front seats and outboard rear seats. 2 No system, no matter how sophisticated, can repeal the laws of physics. Performance is limited by available traction, which snow, ice and other conditions can affect. Always drive carefully, consistent with conditions. Best performance in snow is obtained with winter tires. 3 The roll bar system is designed to enhance the level of rollover protection compared to an open vehicle without one. No system, no matter how sophisticated, can eliminate the chance of injury in an accident. Please always wear your seat belt, and always raise the rear head restraints when the rear seats are occupied. 4 Standard for front seats of all Mercedes-Benz passenger cars and M-Class, and outboard second-row seats of all passenger cars. Some features are optional or not available on some models. See model brochure or your dealer for details. 5 Braking effectiveness also depends on proper brake system maintenance, and tire and road conditions. 6 WARNING: THE FORCES OF A DEPLOYING AIR BAG CAN CAUSE SERIOUS OR FATAL INJURY TO A CHILD UNDER AGE 13. THE SAFEST SEATING POSITION FOR YOUR CHILD IS IN THE REAR SEAT, BELTED INTO AN APPROPRIATE, PROPERLY INSTALLED CHILD SEAT, OR CORRECTLY WEARING A SEAT BELT IF TOO LARGE FOR A CHILD SEAT.

1997

BabySmart system

The first automatic child-seat recognition system, BabySmart™ automatically deactivates the front passenger's front air bag when a BabySmart-compatible child seat is properly installed.¹

1998

Head Protection Curtains

Found in all Mercedes coupes, sedans, wagons and SUVs for 2005, these multiple-chamber air bags deploy along the windows of the front and rear doors on the affected side, to help protect the front and outboard second-row occupants from head injury and broken glass in a side impact or certain rollovers.¹



1998

10-way air-bag protection

Offering 10-way protection is an 8-air-bag system comprised of dual-stage front air bags, front and rear side-impact air bags, and innovative **Head Protection Curtains** that help to protect the front and rear outboard occupants from broken glass and head injuries.¹

1999

Active Body Control (ABC)

The most advanced active suspension on the market, ABC allows you a driving experience you simply cannot find elsewhere. ABC uses a system of sensors and electronically controlled high-pressure hydraulics to instantly counteract the forces of vibration, pitch, dive, squat and roll. Self-leveling ABC even lets you raise the ride height for added clearance on rutted roads or in deep snow.



2002

Sensotronic Brake Control

Exclusive to the E-Class and SL-Class, Sensotronic, the world's first production electrohydraulic braking system, automatically determines the most effective brake pressure to apply at each wheel individually, adding up to better control—especially in corners. Under normal braking, it precisely modulates the brake pressure to bring you to a smoother stop. Even before you brake, Sensotronic is working for you. Lift your foot off the accelerator quickly, and Sensotronic sets the brake pads near to the discs for even quicker response. Turn on the windshield wipers, and Sensotronic periodically and imperceptibly applies the brakes to keep them drier and ready for action.

2004

Occupant Classification System (OCS)

OCS automatically turns the front passenger's front air bag on or off, and determines its rate of inflation, based on the weight category determined by sensors in the front passenger seat.¹

Crumple zones

Advanced front and rear crumple zones progressively deform to help absorb the force of an impact. Full-width crossmembers and an ellipsoidal front bulkhead help transfer some impact energy around the cabin for added protection. Underhood components are also staggered to prevent their stacking up in a severe frontal impact, to reduce the likelihood of intrusion into the cabin.

Side-impact protection

A reinforced floorpan, doors and door sills are part of an integrated safety structure that includes reinforced seat structures to afford formidable protection against side impacts.

Head restraints

To help reduce the likelihood of whiplash and neck injury, every new Mercedes provides a head restraint for every occupant. Most models also allow remote-control retraction of the rear-seat head restraints via a dashboard switch, to improve the driver's rearward vision when there are no rear passengers.

Tele Aid SOS button

With **Tele Aid**, when a system subscriber needs emergency assistance, pressing the SOS button connects them to a live person who can summon paramedics or police, and call their on-file emergency contacts. The system transmits their location using GPS satellites, and even automatically calls for help if an air bag or ETD deploys.²

1 WARNING: THE FORCES OF A DEPLOYING AIR BAG CAN CAUSE SERIOUS OR FATAL INJURY TO A CHILD UNDER AGE 13. THE SAFEST SEATING POSITION FOR YOUR CHILD IS IN THE REAR SEAT, BELTED INTO AN APPROPRIATE, PROPERLY INSTALLED CHILD SEAT, OR CORRECTLY WEARING A SEAT BELT IF TOO LARGE FOR A CHILD SEAT. WITH BABYSMART SYSTEM, A CHILD UNDER 13 MUST NOT USE THE FRONT SEAT UNLESS THE CHILD IS BELTED INTO AN APPROPRIATE, PROPERLY INSTALLED BABYSMART-COMPATIBLE CHILD SEAT AND THE "PASSENGER AIR BAG OFF" INDICATOR REMAINS ILLUMINATED. NOTE: ON ALL 2005 C-CLASS SPORT COUPES, ALL 2005 E-CLASS MODELS, AND ON C-CLASS SEDANS AND WAGONS (EXCEPT C55 AMG) PRODUCED AFTER APPROXIMATELY LATE SUMMER 2004, OCCUPANT CLASSIFICATION SYSTEM (OCS) IS SCHEDULED TO REPLACE BABYSMART SYSTEM. OCS IS DESIGNED TO TURN THE FRONT PASSENGER'S FRONT AIR BAG OFF WHEN THE SYSTEM SENSES THE WEIGHT OF A TYPICAL CHILD 12 MONTHS OLD OR LESS, PLUS THE WEIGHT OF A STANDARD APPROPRIATE CHILD RESTRAINT. SEE OPERATOR'S MANUAL TO DETERMINE WHICH SYSTEM YOUR VEHICLE HAS, FOR IMPORTANT ADDITIONAL INFORMATION ON THESE SYSTEMS, AND FOR FURTHER INFORMATION REGARDING THE TRANSPORTATION OF CHILDREN HEAVIER THAN A TYPICAL 12-MONTH-OLD. 2 Tele Aid equipment is optional on most C-Class models, standard on all other models. First year's basic Tele Aid service provided at no additional cost with subscription. subscription and acquaintance call required for service to be active. Tele Aid operates only where cellular and Global Positioning System coverage are available. See dealer for details of telematics services.

Who cares about being first?

Your neighbor.

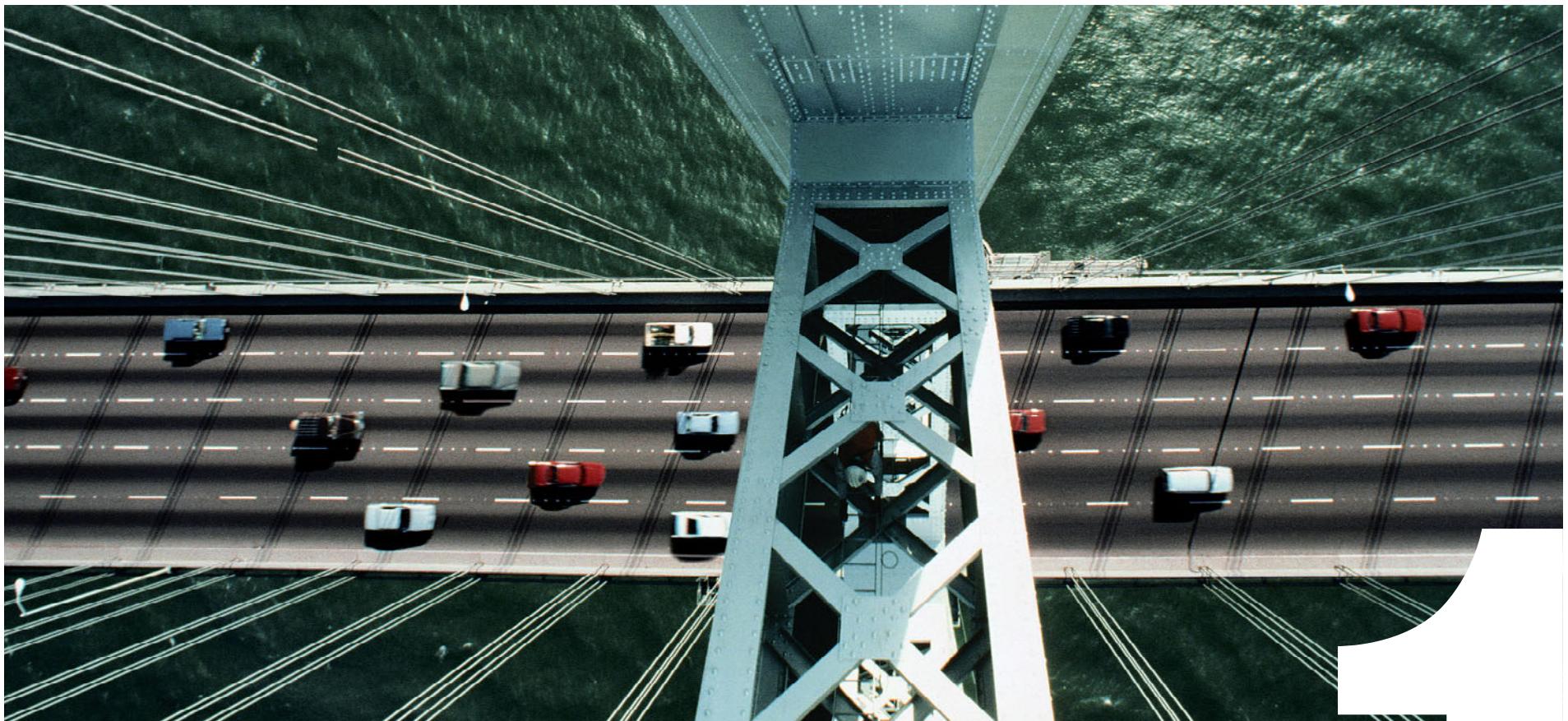


Neighborhood watch takes on a whole new meaning

When you own a Mercedes, you'll just have to face up to the fact that people will look, and people will talk. But that's really nothing new, because the world has been fascinated by Mercedes-Benz design as long as there have been Mercedes automobiles. Our secret? We don't style a car to look good for just this year, or even the next few years. Instead, we believe a Mercedes should inspire passion for a lifetime. It's why many of our creations not only become more desirable as time goes by, but some, like the 300SL Gullwing of the 1950s, even become cultural icons. They've been immortalized in the art of Andy Warhol and in music from Janis Joplin to Jay-Z. You'll even find that the CL-Class and CLK-Class are the leaders in a modern renaissance of pillarless coupe design. So it shouldn't surprise you that Mercedes owners often become Mercedes collectors, and that certain models are now worth hundreds of thousands of dollars. And while only the rarest models are likely to reach those kind of values, we think that with its timeless style, your appreciation of your Mercedes will begin almost immediately. And that's something worth looking into.



E 320 Sedan



Who cares about being first?

Every automaker.

Every car on the road is a Mercedes

Wishful thinking on our part? Perhaps. But more important, no matter what kind of vehicle you drive, you're probably enjoying technology that Mercedes-Benz developed first. Since 1886, when we patented the very first automobile, we've been continually testing, designing and innovating to make automobiles better. In fact, Mercedes-Benz has pioneered, patented and introduced thousands of advances in performance, safety and convenience — many of which eventually show up on virtually every automobile. Along the way, we've created items that many might take for granted now, but were revolutionary when they were introduced, including fuel injection, 4-wheel independent suspension — even the honeycomb radiator design of 1901 that still makes efficient engine-cooling possible today. You'll also find state-of-the-art safety features like our **ESP** stability control and emergency-sensing Brake Assist. We're flattered that so many of our competitors adopt our technology. So if you're wondering what all cars will have in the future, all you have to do is see what's on a Mercedes today.

No company has done more to improve the automobile than the one who invented it

In 1886, Karl Benz earned the patent for the first automobile. He went on to earn the patents for the first motorcycle and the first truck, too. Having developed such revolutionary ideas for their time, an ordinary man might have decided to rest on his laurels. But Karl Benz loved machinery – especially automobiles. And he loved to innovate, continually improving and even reinventing his ideas. Over the years, the

vision, spirit and determination of one man grew to become the defining character of one company – Mercedes-Benz. Whether it's the advancement of performance, safety, durability or convenience, the inquisitive spirit of the man who invented the very first automobile lives in everything we do, even to this day. You might say that Mercedes-Benz has been reinventing the automobile for 119 years.

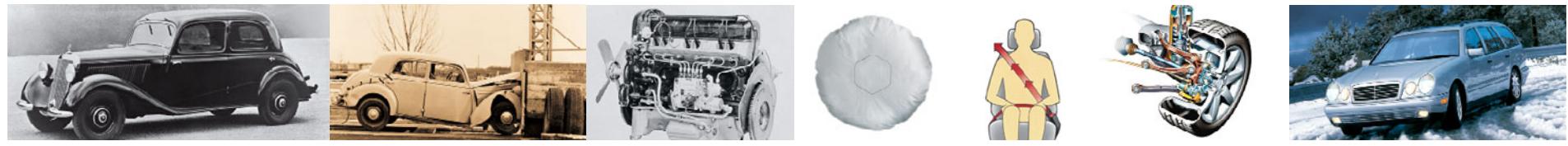


1886
The first car

1911
The first multivalve engine

1921
The supercharged engine

1931
Independent suspension



1936
The first diesel passenger car

1951
The crumple zone

1954
Fuel injection

1971
A patent for
the air bag

1981
Seat-belt Emergency
Tensioning Device (ETD)

1982
Multilink rear
suspension



1989
The pop-up roll bar

1995
Electronic Stability
Program

1996
Panorama roof

1997
The first compact
fuel-cell car

1997
Low-emission
SUV

1997
Brake Assist

1997
BabySmart™ system



1997
SmartKey

1997
Touch Start

1998
Head Protection
Curtains

1998
10-way air-bag
protection



1999.....



1999
Active Body Control

>
The most advanced active suspension on the market, ABC uses a system of sensors and electronically controlled high-pressure hydraulics to instantly counteract the forces of vibration, pitch, dive, squat and roll. You can also raise the ride height for added clearance.



1999
Climate-control seat-belt usage sensors

>
Seat-belt usage sensors allow the climate control to focus first on occupied seating positions. A perfect example of how Mercedes-Benz systems work together to make things better for you.



1999
Airmatic semi-active suspension

>
Airmatic uses electronically controlled air springs to maintain an ideally balanced ride. It also lowers the ride height at higher speeds for improved aerodynamics and fuel efficiency. And automatic 4-wheel level control responds to passenger and cargo loads.



2000
Distronic adaptive cruise control

>
The industry's first adaptive cruise control, Distronic monitors the distance of the vehicle ahead to help maintain your preset speed and following distance automatically.¹



2001
Keyless Go

>
Keyless Go lets you lock or unlock your vehicle without removing the key from your pocket or purse. Start-up is equally easy: Put your foot on the brake, tap the top of the gearshift, and you're ready to drive off.



2002
Drive-Dynamic front seats

>
When you're cornering, air chambers in each side bolster automatically inflate and deflate to help hold you in position. Make a hard left turn, and the right bolster firms up with air. A sharp right, and the left side inflates.



2002
PRE-SAFE

>
If, by monitoring the Brake Assist and the Electronic Stability Program, PRE-SAFE® senses that an accident is possible, it will take action to better protect you, including tensioning the front seat belts, adjusting the front passenger seat—even closing the sunroof for an imminent rollover.



2002
Twin-turbo V-12 engine

>
The recipe for 493 hp and 590 lb-ft of torque includes such impressive technology as two liquid-to-air intercoolers, die-cast alloy engine block, heads and pistons, and magnesium cylinder-head covers.



2002
Sensotronic Brake Control

>
The world's first production electrohydraulic braking system uses its genius to improve everyday driving situations. Lift your foot off the accelerator quickly—as you would when making a sudden stop—and Sensotronic sets the brake pads closer to the discs for even quicker response. Turn on the windshield wipers, and Sensotronic periodically and imperceptibly applies the brakes to keep them drier and ready for action.



2003
7-speed automatic transmission

>
Another industry first, the 7-speed automatic transmission finds the ideal gear for every situation, while providing smoother, quicker shifts that keep the power coming on strong at virtually any speed.



2004
New high-output, high-efficiency engines

>
With the launch of the 2005 SLK, an all-new engine family debuts. In the SLK350, it's a 36-valve DOHC V-6 producing 268 hp and featuring continuously variable intake and exhaust valves, a two-stage intake manifold, innovative tumble flaps in the intake ducts, and alloy heads and block.

Some features are optional or not available on some models. See model brochure or your dealer for details.

¹ Distronic adaptive cruise control is no substitute for active driving involvement. It does not react to stationary objects, nor recognize or predict the curvature and lane layout of the road or the movement of vehicles ahead, and it can only apply a maximum of 20% of vehicle braking power. It is the driver's responsibility at all times to be attentive to traffic and road conditions, and to provide the steering, braking and other driving inputs necessary to retain control of the vehicle.



Graded on a curve

When the road tests the mettle of a vehicle's handling systems, you want nothing less than outstanding performance. That's why every Mercedes-Benz offers industry-leading innovations, such as our pioneering ESP stability control that remains the standard of the industry. Select models employ our Airmatic air suspension that proves a car can give sport-sedan performance without sacrificing a luxurious ride. For true handling honors, look no further than our **Active Body Control (ABC)**—the most advanced active suspension system available—which can virtually eliminate body roll when cornering. And for advanced studies in traction, Mercedes innovations include the revolutionary 4-wheel Electronic Traction System (4-ETS), and the all-season grip of 4MATIC™ all-wheel drive. So while others may hope for a passing grade, we're only happy when we set the curve.



a.

Electronic Stability Program (ESP)

Every Mercedes enjoys a handling advantage that allows it to react quickly and confidently to unexpected driving situations. It's our **Electronic Stability Program**, which continuously monitors your steering and braking actions while you're cornering and compares them to the actual vehicle path. If it senses the onset of plowing (understeer) or fishtailing (oversteer), ESP brakes individual wheels and/or reduces excess engine power, to help keep you on course. ESP also incorporates traction control to help control wheelspin during acceleration.¹

1 No system, no matter how sophisticated, can repeal the laws of physics. Performance is limited by available traction, which snow, ice and other conditions can affect. Always drive carefully, consistent with conditions. Best performance in snow is obtained with winter tires.



b.

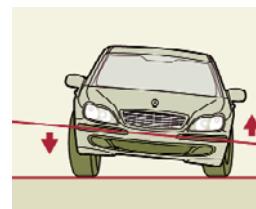
Multilink suspensions and ADS II adaptive damping

For legendary control, every Mercedes passenger car enjoys 4-wheel multilink suspension² featuring antidiive geometry for exceptional poise, even under severe braking. The rear multilink design—a Mercedes innovation—controls rear-wheel movement with outstanding precision, making it ideal for rear-wheel-drive vehicles. Part of our Airmatic air suspension,³ the Adaptive Damping System (ADS II) lets you tailor your driving experience with three selectable suspension modes—two for sport and one for comfort—and continually optimizes ride and handling by individually adjusting each wheel's shock absorber every time the wheel changes its direction of up/down travel.

2 Double wishbone front suspension on E-Class and S-Class models with 4MATIC all-wheel drive. 3 Airmatic and ADS II standard on E500, E55 AMG, S430 and S500 models, and optional on E320 models (except E320 CDI).

4-wheel Electronic Traction System

Our advanced 4-wheel Electronic Traction System (4-ETS) is an innovation in all-wheel traction that can help get your all-wheel-drive Mercedes moving even if only one wheel has grip. If 4-ETS detects the onset of wheelspin, it applies the brakes to the slipping wheel or wheels, to restore the balance of the engine's torque to all four wheels. By simulating the effect of locking the front, center or rear differentials, 4-ETS helps ensure that power is sent to where the traction is—even if that's only one wheel.¹ There are no buttons to push or levers to engage. It's an integral part of the full-time 4-wheel drive and Electronic Stability Program (ESP) of every M-Class and G-Class, and every Mercedes sedan or wagon with 4MATIC all-wheel drive.

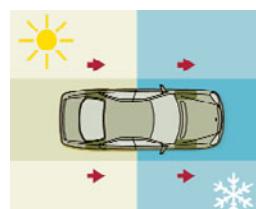


c.

Active Body Control (ABC)

ABC allows you a driving experience you simply cannot find elsewhere, providing an ideal balance of ride and handling, and is capable of cornering with virtually no body roll. ABC uses a system of sensors and electronically controlled high-pressure hydraulics to instantly counteract the forces of vibration, pitch, dive, squat and roll. Self-leveling, automatic-lowering ABC even lets you raise the ride height for added clearance on rutted roads or in deep snow.

Active Body Control (ABC) standard on SL-Class, CL-Class, S 55 AMG and S 600, and optional on S 430 and S 500.



d.

4MATIC all-wheel drive

With 4MATIC, you get the outstanding control of all-wheel drive without sacrificing true sport-sedan driving enjoyment. The system is always engaged and always sending torque to every wheel. With 60% of the overall torque distributed to the rear wheels, crisp steering and the balanced feel of a rear-wheel-drive vehicle are retained, making a 4MATIC Mercedes a joy to drive in any season. And 4MATIC works together with our standard corner-taming ESP, enhancing the all-wheel advantage through curves in rain, snow or even sun.

4MATIC optional on C-Class Luxury models, E-Class (except E320 CDI and E55 AMG), S 430 and S 500, and standard on E500 4MATIC Wagon.

Who cares about being first?

Lifesavers.

When you don't have a second to lose

The streets of Copenhagen are narrow, twisty and often made of cobblestone. They're also the lifeline for the Danish Ambulance Service, which has made over 12,500 emergency responses in their Mercedes SUVs. Working as a team, driver Torben Bang Christensen, Dr. Annemarie Sørensen and their ML 320 leave the hospital hundreds of times each year with one goal in mind – being first on the scene of a medical emergency. Sometimes they travel at high speed through those narrow streets. And sometimes they need to use the sidewalk, or cut across parks – whatever it takes. Dodging cars, cyclists and pedestrians along the way. Even the weather throws down its own challenges, including sleet, rain and heavy winter snow. And no matter what obstacles may come their way, with its durability, responsiveness and vault-like security, both Annemarie and Torben agree: "When we drive in the ML, we feel very safe."





116 heads of state

Wolfgang Wöstendieck is a chauffeur who drove for the German government for many years. In his tenure, he had the honor of carrying 116 heads of state, including presidents, premiers and prime ministers. And regardless of title, they all enjoyed the security, luxury and serenity of his Mercedes-Benz 600 "Pullman" limousine – even when they needed to travel at speeds approaching 120 mph. These magnificent automobiles were made to order in the '60s and '70s, and many still carry the world's dignitaries from place to place today. Reunited with one of the 600s he drove – now a cherished museum piece – Wolfgang's fondness for the car remains strong. Immaculately dressed and soft-spoken, he proudly shows the car's special amenities such as the reclining rear seats or the soft amber interior lighting. When it's time to go, it shouldn't surprise you that Wolfgang drives off in his own Mercedes-Benz. After all, he wouldn't dream of treating the dignitaries in his life to anything less.



Tele Aid wrench button

Press the wrench button to request our legendary Roadside Assistance. You'll be connected to a trained professional who knows your location, the model of your car, even its color.²



Tele Aid SOS button

When trouble strikes, help for you or others is just the push of a button away. The SOS button will connect you to Mercedes-Benz emergency response personnel who can summon paramedics and police, and call your on-file emergency contacts. And you can feel secure knowing that if your air bag deploys, the system will automatically call for help, and will alert us to your location by satellite.²

Lifetime Roadside Assistance

The first of its kind, the Mercedes-Benz Roadside Assistance Program is still the only one that remains in effect for the entire life of the vehicle. Our Roadside Assistance technicians are accomplished problem-solvers who can draw on years of experience and training to get you back on the road as quickly as possible. And if that isn't impressive enough, our legendary Roadside Assistance service includes Sign and Drive, which will bring you some fuel if you've run out, replace a flat tire with your spare, or jump-start your car if the battery is dead. All at no charge, and all for as long as you're driving a Mercedes-Benz – even somebody else's. And while this is more than any other manufacturer provides, when it comes to your peace of mind, we wouldn't consider doing any less!



Tele Aid i-button

Information, please. Press the i-button and the Mercedes-Benz Customer Assistance Center can help you get answers to vehicle questions or locate your nearest Mercedes-Benz dealer. To further enhance your ownership experience, you can also use the i-button to connect to optional services such as Route Assistance and Traffic Information.²



Traffic Information and Route Assistance

An option of your Tele Aid subscription features an automated voice menu to give you hands-free access to information you need.

Tele Aid's Traffic Information service offers real-time, voice-delivered traffic reports that are based on your vehicle's current location – within a 5-mile radius, or along any of up to five regular commutes that you program at our website. Traffic reports are available in over 100 cities and can be updated every minute.

Unlimited, nationwide operator-delivered Route Assistance can help get you to your destination with a minimum of wasted time.

¹ Roadside Assistance repairs may involve charges for parts, service and towing. Vehicle must be accessible from main roads. Depending on the circumstances, these services may be provided by an outside service, courtesy of Mercedes-Benz Roadside Assistance. For models factory-equipped with no spare tire, Roadside Assistance will attempt to reinflate a flat tire after using the vehicle's Tirefit puncture sealant. For full details of Sign and Drive services, as well as the Roadside Assistance Program, please see your dealer. ² First year's basic Tele Aid service provided at no additional cost with subscription. Subscription and acquaintance call required for service to be active. Tele Aid operates only where cellular and Global Positioning System coverage are available. See your dealer for details of telematics services.