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THE NEW GENERATION OF SL-CLASS ROADSTERS



Mercedes-Benz





There is a feeling which keeps pushing us that little bit further. Which leads us to make new discoveries. Which inspires us to journey into the unknown and to keep searching for new answers. And there is a car which arouses this feeling.

Conquering goals to scale new heights.
The SL



A legend which just goes from strength to strength

The dynamism of the SL

Mercedes-Benz has made motor racing history with the SL in a tradition that stretches back as far as the legendary Gullwing model of 1954. However, the SL has never been as dynamic as it is today: new engines with six, eight and twelve cylinders generate spine-tingling acceleration. Yet the changes are not just confined to the engine compartment. The standard-specification ABC Active Body Control (optional for the SL 350) dampens pitching and rolling motion. Now in its second generation, it promises even sharper responsiveness and teams up with the more direct steering to turn each and every bend into pure pleasure.

The SL 350 and SL 500 come as standard with the 7G-TRONIC automatic transmission for seamless transfer of power to the wheels. Seven forwards gears keep the engine running at the optimum speed at all times, while the multiple

downshift feature is able to skip gears automatically as and when required. The list of optional extras includes the new 7G-TRONIC Sport which adds manually operated gearshift paddles to the steering wheel for extra-sporty driving.

The SL 600, SL 55 AMG and SL 65 AMG come equipped with a 5-speed automatic transmission as standard, with the AMG models supplementing this with AMG SPEEDSHIFT for gearshifts that are up to 35 % faster in automatic mode and automatic downshifts during braking, for example. Gearshift paddles for manual gearshifting are included as standard with the 5-speed automatic transmission on the SL 55 AMG and SL 65 AMG and are optionally available for the SL 600.

Numbers that add up to two very enticing letters

The new SL-Class engines boast prodigious performance

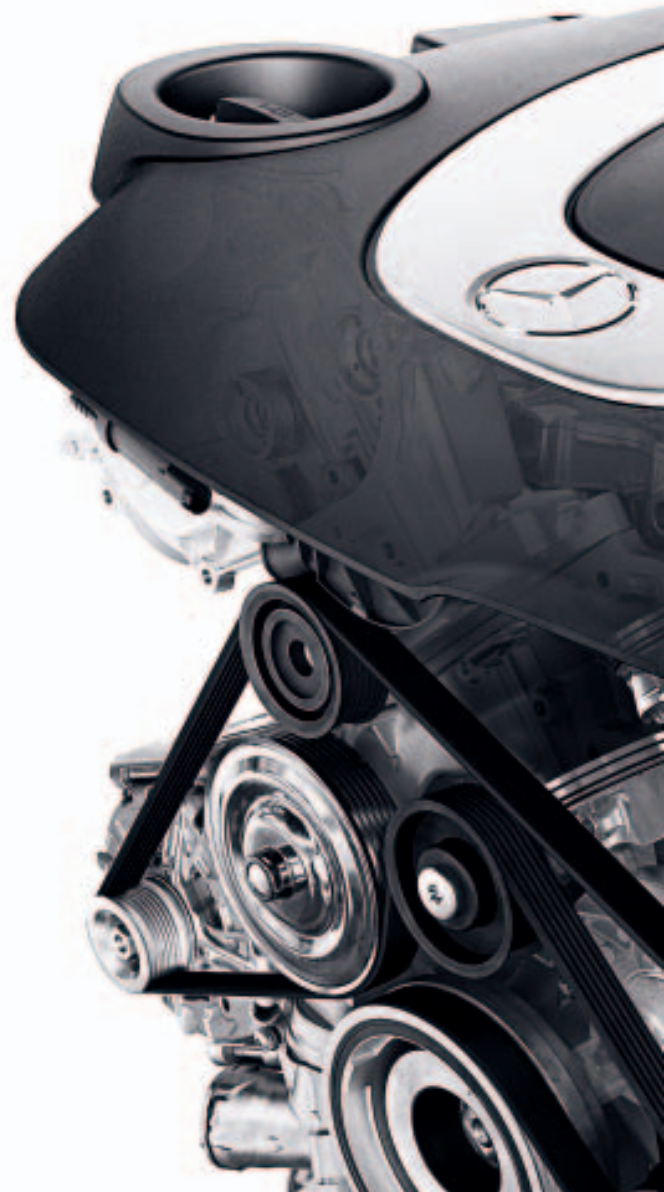
The SL experience opens with the V6 engine that is under the bonnet of the SL 350. A light-weight design throughout, a balancer shaft and state-of-the-art four-valve technology including four camshafts result in unprecedented standards of power delivery and smoothness. Maximum output is 200 kW (272 hp) and the 350 Newton metres of peak torque are on tap between 2400 and 5000 rpm. The sprint from 0 to 100 km/h lasts just 6.6 seconds.

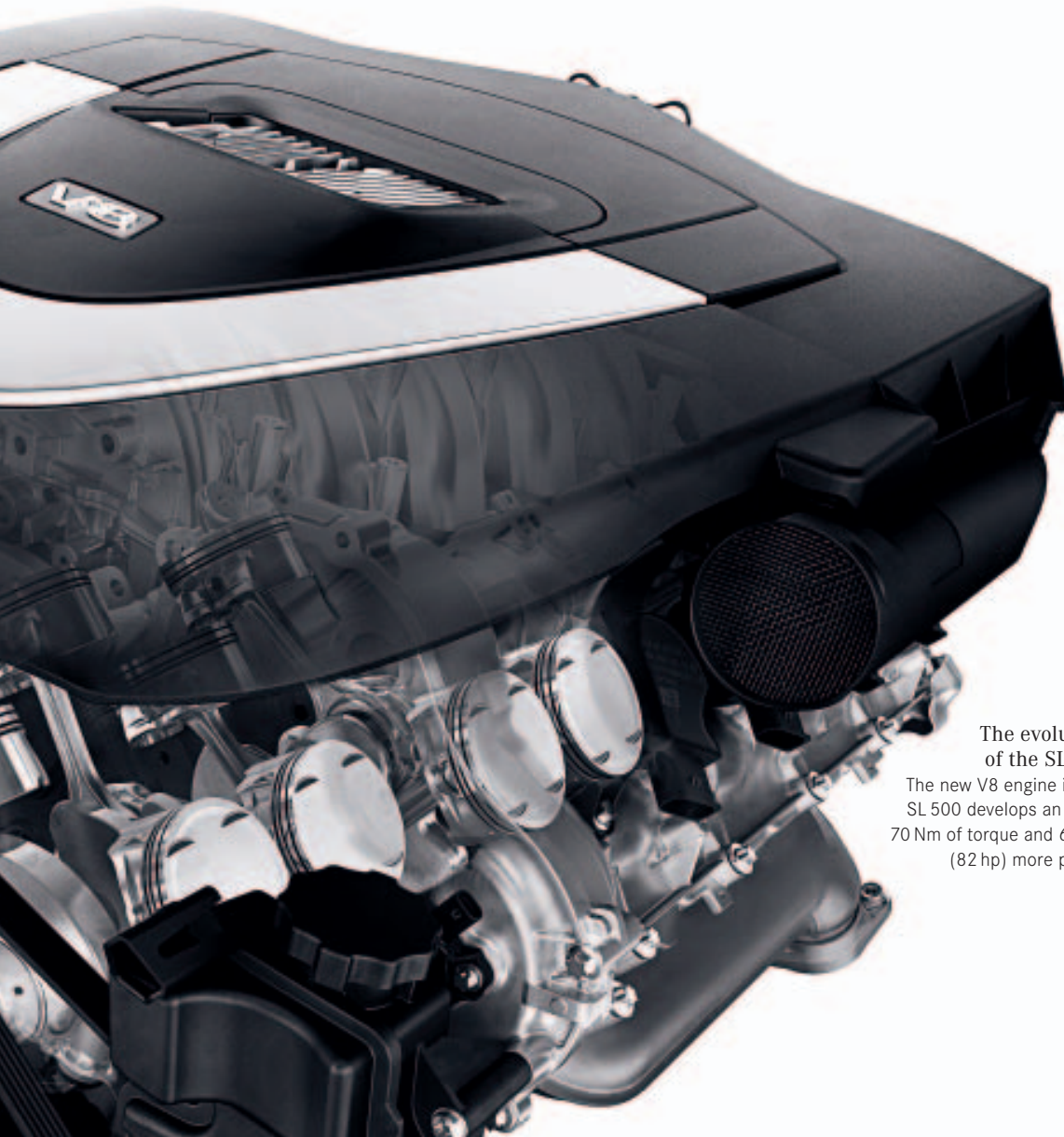
The next rung on the power ladder is the SL 500 with its new V8 engine. Its 285 kW (388 hp) catapult it to 100 km/h in a mere

5.4 seconds and the maximum torque of 530 Nm is available between 2800 and 4800 rpm.

The cylinder heads have been redesigned from scratch: timing of the two intake and two exhaust valves is taken care of by continuously variable camshaft adjustment to optimise combustion of the fuel. Not only does this boost the engine's power output, it reduces its consumption and pollutant emissions too.

V12 has always been a byword for supreme poise and assurance in any situation out on the road, and the SL 600 stays true to this tradition with performance data that truly take your



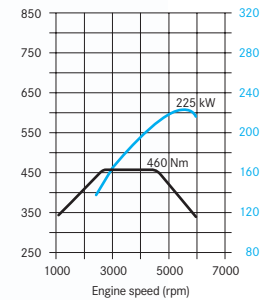


breath away: a maximum torque of 830 Nm and 380 kW (517 hp) of power launch the SL 600 from 0 to 100 km/h in a blistering 4.5 seconds. The V12 engine combines twin turbochargers with an intercooler to offer more spontaneous response, deliver its peak torque at extremely low revs and yet still reduce fuel consumption.

The evolution of the SL 500

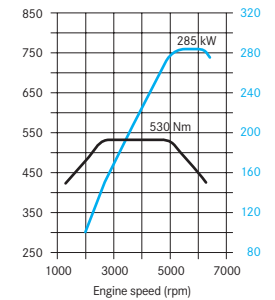
The new V8 engine in the SL 500 develops an extra 70 Nm of torque and 60 kW (82 hp) more power

The predecessor of the SL 500



— Torque (Nm) — Output (kW)

The new SL 500



— Torque (Nm) — Output (kW)



As a rule, sports cars are not associated with comfort. The SL has never been one for rules

Motorsport as you've never experienced it before: the interior of the SL

Depending on the engine and options selected, you will find yourself surrounded by exclusive wood, aluminium or genuine carbon trim parts inside the new SL-Class, as well as being pampered by new leather upholsteries (optional for SL 350). The leather now features an even softer grain and comes in a choice of four new colours (making five in all). The leather-look trim for the instrument cluster with fine topstitching is also new.

The integral seats with reinforced sides make for supremely comfortable motoring. They are second only to the optional perforated luxury seats with active ventilation for cooling down quickly in the summer plus seat heating. If you are looking for even more lateral support when cornering, you may opt for the multicontour seats whose air cushions are able to mould themselves to the contours of your body. They also include a massage function: at the push of a button, air pads gently pulsate to relax the back muscles. The optional COMAND APS control and display system with DVD navigation guides you swiftly

and surely to your destination. And for added peace of mind en route, you can have the DISTRONIC proximity control fitted as an option. At speeds from 30 – 180 km/h, DISTRONIC will automatically keep you at a safe distance from the vehicle in front.

Enjoy perfect climatic comfort with the standard-fit automatic climate control including dust filter and experience high-fidelity concerts on wheels with the optional BOSE® surround sound system.



KEYLESS-GO

With the optional KEYLESS-GO electronic key in your pocket, you merely have to pull the door handle to open the door and push the button on the selector lever to start and switch off the engine

Unfamiliar roads might catch you unawares. Not the SL though

Rollover bar, bi-xenon headlamps and head/thorax bags – you're in safe hands in the SL

Whichever route you choose, you'll always be taking the safe option with the SL thanks to the pioneering safety technology on board. It allows you to indulge in the roadster experience while enjoying the feeling of safety associated with a saloon.

Mercedes-Benz showed the way forwards for roadster safety as long ago as 1989 when it fitted the first ever sensor-controlled rollover bar as standard in the SL-Class. Normally concealed out of sight, it can extend fully in just 0.3 seconds the instant danger is sensed. At the heart of this technology is a tilting-cone sensor which combines with an electronic control unit to detect when the SL is at a critical tilt angle. Plus, an acceleration sensor keeps an eye on the Roadster's current status so that the rollover bar can also be deployed automatically if the vehicle is involved in a collision from the front, side or rear. A preloaded spring makes sure the rollover bar is ready for action at any time, but it can also be raised and lowered manually at the push of a button.

The standard xenon headlamps guarantee optimum visibility when driving on dark country roads. The SL 600 and SL 65 AMG come as standard with bi-xenon headlamps, which are available as an option for all other models and include an additional cornering light function.

And if the worst should happen, rest assured that the SL-Class offers you the best possible protection. The driver's and front passenger airbags trigger in a matter of milliseconds in the event of a collision, and the large-capacity head/thorax bags on both sides inflate in response to an impact from the side to form a protective cushion between door and body.







Let your imagination run wild. With AMG you can always rein it back in again!

The SL 55 AMG and SL 65 AMG

AMG and SL – two sets of letters that are synonymous with motoring passion and exclusiveness. When fused together, the result is two sensational sports cars: propelled by a 5.5-l V8 supercharged AMG engine, the SL 55 AMG has 380 kW (517 hp) of power and up to 720 Nm of torque at its disposal.

The most powerful model in the SL range also holds the title of the most powerful series-produced roadster in the world: the SL 65 AMG. A 6.0-l V12 bi-turbocharged engine with an output of 450 kW (612 hp) and wielding a peak torque of 1000 Nm makes it something of a rarity. The speedometer needle passes the 100-km/h mark in a breathtaking 4.2 seconds. The decelerating power is as reassuring as the accelerating power is exhilarating, thanks to the high-performance AMG composite braking system fitted in both versions. The calling card of the AMG models is their new AMG bodystyling, comprising dynamically styled front apron, side sills and rear apron. The SL 55 AMG is

The SL 55 AMG

The restyled front and optional 19-inch AMG light-alloy wheels give it a powerful aura

shod with new 18-inch AMG light-alloy wheels and the SL 65 AMG sports multipiece 19-inch AMG light-alloy wheels painted in titanium grey as standard.

Awaiting you inside are exclusive nappa leather appointments, an AMG instrument cluster with RACETIMER function plus a new AMG sports steering wheel with gearshift paddles, while the genuine carbon trim parts offer the ultimate in classy looks and feel.

The cockpit

Eye-catching highlights: the carbon trim and ergonomic AMG sports steering wheel with silver-coloured aluminium gearshift paddles



NON-METALLIC PAINT



040 black



590 fire opal



960 alabaster white

METALLIC PAINT



189 green black



197 obsidian black



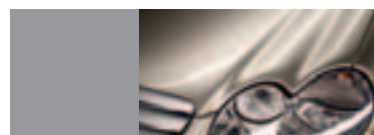
345 jasper blue



359 tanzanite blue



541 thulite red



723 cubanite silver



762 tellurium silver



775 iridium silver

SPECIAL PAINT



946 topaz blue

Nano-particle clearcoat

Whichever finish you choose, the paint-work's extreme resistance to scratching will give it a lasting sheen. This is made possible by the billion or so ceramic particles per square centimetre

TRIM PARTS



731 burr walnut¹



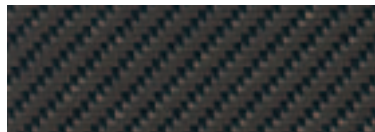
733 chestnut²



736 black ash²



739 aluminium³



H73 carbon⁴

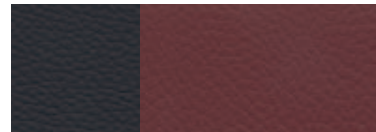
LEATHER⁵



211 black



215 pebble beige



217 flamenco red

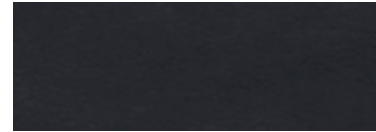


218 alpaca grey

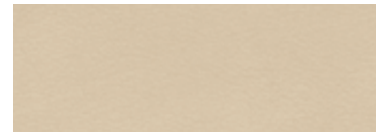


227 cognac brown⁶

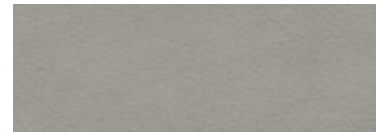
DESIGNO ALCANTARA
ROOF LINER⁷



Y83 Alcantara, anthracite



Y84 Alcantara, pebble beige



Y85 Alcantara, alpaca grey

LEATHER, COMO FABRIC⁸



black

¹Standard on SL 500 and SL 600, optional extra for SL 350, no-cost option for the AMG models

²Optional extra for SL 350, no-cost option for all other models

³Standard on SL 350, no-cost option for SL 500, not available for SL 600, SL 55 AMG, SL 65 AMG

⁴Standard on SL 55 AMG and SL 65 AMG, not available for any other models

⁵Optional extra for SL 350, standard on all other models. Also available as nappa leather as an option

⁶Not available for SL 55 AMG and SL 65 AMG

⁷Not available for SL 55 AMG and SL 65 AMG

⁸Standard on SL 350, not available for any other models

The panoramic vario-roof

A heavenly sight to behold both from the outside and from within: the SL 65 AMG with panoramic vario-roof



	<i>SL 350</i>	<i>SL 500</i>	<i>SL 600</i>	<i>SL 55 AMG</i>	<i>SL 65 AMG</i>
No. and arrangement of cylinders	6/V	8/V	12/V	8/V	12/V
Bore/stroke (mm)	92.9/86.0	98.0/90.5	82.0/87.0	97.0/92.0	82.6/93.0
Total displacement (cc)	3498	5461	5513	5439	5980
Rated output ¹ (kW at rpm)	200/6000	285/6000	380/5000	380/6100	450/4800
Rated torque ¹ (Nm at rpm)	350/2400–5000	530/2800–4800	830/1900–3500	720/2600–4000	1000/2000–4000
Compression ratio	10.7:1	10.7:1	9.0:1	9.0:1	9.0:1
Acceleration 0-100 km/h (s)	6.6	5.4	4.5	4.5	4.2
Top speed ² , approx. (km/h)	250	250	250	250	250
Tyre size					
front	255/45 R 17	255/45 R 17	255/40 R 18	255/40 R 18	255/35 R 19
rear	255/45 R 17	255/45 R 17	285/35 R 18	285/35 R 18	285/30 R 19
Fuel	Premium unleaded	Premium unleaded	Super Plus	Super Plus	Super Plus
Fuel consumption ³ (l/100 km)					
urban	14.8	18.2	22.0	20.3	23.4
extra-urban	7.7	8.8	9.9	9.6	10.4
combined	10.3	12.2	14.3	13.5	15.1
CO ₂ emissions ³ (g/km) combined	246	291	340	324	362
Tank capacity (l)/incl. approx. reserve	80/10	80/10	80/10	80/10	80/10
Turning circle (m)	11.04	11.04	11.04	11.04	11.04
Boot capacity, incl. luggage recess (l)					
Roof closed	339	339	339	339	339
Roof opened	235	235	235	235	235
Kerb weight ⁴	1825	1910	2045	1960	2120
Permissible gross vehicle weight (kg)	2120	2205	2320	2205	2385

¹Figures according to Directive 80/1269/EEC in the currently applicable version

²Electronically governed

³The figures shown were obtained in accordance with the prescribed measuring process (Directive 80/1268/EEC in the currently applicable version).

The figures are not based on an individual vehicle and do not constitute part of the product offer; they are provided solely for purposes of comparison between different vehicle models

⁴Figures according to Directive 92/21/EC, version 95/48/EC (kerb weight with fuel tank 90% full, driver, 68 kg and luggage, 7 kg) for standard-specification vehicles. Optional extras and accessory items generally increase this value, causing the payload to decrease accordingly





Take-back of end-of-life vehicles. Coming full circle

At the end of its long life, you can return your SL-Class to us for environment-friendly disposal in accordance with the EC End-Of-Life Vehicle Law¹. But that day lies a long way off.

¹Applies in accordance with national regulations to vehicles up to 3.5 tonnes gross weight. Mercedes-Benz passenger cars have met the statutory regulations governing the suitability of their design for reuse and recycling for a number of years now. A network of vehicle take-back depots and dismantlers has been established which will process your vehicle in an environment-friendly manner. The ways in which both vehicles and parts can be recovered are subject to ongoing development and improvement. Consequently, the SL-Class will be able to comply with any future increases in the recycling quota within the stipulated time limits. For further information, please call 008001777 7777.

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