

Kitzbüchel 2007: The Mercedes-Benz SUV Family

Contents	Page	11 June 2007
<u>Short version</u>		
Fascinating world of Mercedes-Benz SUVs Tailor-made solutions for the discerning customer	2	
<u>Long version</u>		
The new R-Class – enhanced versatility and appeal SUV Tourer with new combination options	8	
Most successful model in the Mercedes-Benz SUV range M-Class with new V8-engine	13	
GL-Class – First-class on and off-road Superior in any situation	16	
G-Class – an indestructible off-roader Classic formula	18	
At a glance Technical data	21	
BLUETEC – the future of diesel is blue Cleanest diesel technology with excellent fuel economy	22	

The descriptions and information in this press kit apply to the international Mercedes-Benz model range and may vary from country to country.

Fascinating world of Mercedes-Benz SUVs

Stuttgart/Kitzbühel – The most varied range of SUVs in the premium segment comes from Mercedes-Benz. A close look at the model range in the R, M, GL and G-Class quickly shows that one of the 30 basic models available is bound to match up to the relevant individual requirements. With many detailed improvements, the R-Class is the model series with the widest range of variants and particularly excels with its outstanding long-distance comfort, as well as the most spacious and variable interior with up to seven seats. The M-Class is the best-seller of all the Mercedes-Benz Sports Utility Vehicles, and is particularly popular by virtue of its well-balanced characteristics. This series celebrated its much reported debut ten years ago, and is seen as the precursor to all modern premium SUVs. The Mercedes-Benz GL-Class occupies the peak position in the entire SUV world, and its occupants enjoy first-class travel under any conditions, both on and off the road. The solid and dependable "G" best displays its strengths off the beaten track, and is acknowledged as one of the world's best cross-country vehicles. Mercedes-Benz demonstrates the potential of the diesel engine with the innovative Vision BLUETEC models in the R, M- and GL-Class, where fuel economy and very low exhaust emissions are at the centre of ongoing development work.

Even greater interior adaptability, two wheelbase lengths, rear-wheel drive or 4MATIC all-wheel drive, new engine variants and new, even more striking styling – the Mercedes-Benz R-Class now opens up even more possibilities. With a total of 13 basic versions, this model series offers the most extensive range within the Mercedes-Benz SUV family. Moreover, the interior now allows scope for new seating arrangements. For the first time, the R-Class features a second row of seats for three people, providing scope for completely new seating arrangements: this touring SUV now provides seating for five occupants, however two, three, four, six or seven seats are also possible. In addition the owner of an R-Class has the benefit of an unbeatably large and versatile load compartment: the short-

wheelbase R-Class can carry a maximum of 2001 litres, while the figure for the long-wheelbase version is a massive 2436 litres. This makes the R-Class the most variable and spacious model in the entire Mercedes-Benz passenger car range.

R-Class: choice of rear-wheel or 4MATIC four-wheel drive

On the outside, the SUV Tourer is now distinguishable by an even more striking bodystyling package at the front and rear, as well as 18-inch light-alloy wheels, for all V6 versions. The top-of-the-range R 500 4MATIC is fitted with 19-inch wheels. The engine line-up is augmented by the new V6 petrol powerplant in the R 280, which shines with its impressive power delivery and moderate fuel consumption. Mercedes-Benz now offers three new entry-level R-Class models – the R 280 CDI, the R 280 and the R 350 – all of which are V6 versions with rear-wheel drive and a choice of a short or long wheelbase. Thanks to the reduction in weight and inherently lower friction losses in the powertrain, the rear-wheel drive models return even lower fuel-consumption figures. The most fuel-efficient R-Class is now the R 280 CDI which consumes just 8.9 litres of diesel per 100 km (NEDC combined).

More power, lower fuel consumption: new V8-engine for the M-Class

The Mercedes-Benz M-Class has entered the new model year with a new engine. The 285 kW/388 hp model ML 500 4MATIC is now equipped with the 5.5-litre V8 petrol unit, which increases the output by 82 hp compared to the preceding model and boosts the maximum torque from 460 to 530 newton metres. This power increase has a considerable effect on performance: the ML 500 4MATIC now accelerates to 100 km/h in 5.8 seconds, and has a maximum speed of 250 km/h. This increase in power and performance is not matched by a higher fuel consumption, however, as the NEDC combined consumption has been reduced by 0.6 litres to 12,8 litres per 100 kilometres. The range of petrol models is complemented by the 200 kW/272 hp model ML 350 with a V6-engine, as well as the high-performance ML 63 AMG with 375 kW/510 hp.

The top model in the diesel range is the ML 420 CDI 4MATIC, which develops an output of 225 kW/306 hp and a maximum torque of 700 Nm, and therefore has the highest torque of any model in the entire M-Class series. In addition to the V8 diesel there is a choice of two other diesel units, both of them offering excellent performance with an even lower fuel consumption. The basic V6-engine in the ML 280 CDI has an output of 140 kW / 190 hp, while the ML 320 CDI with the same displacement generates 165 kW/224 hp. Both versions consume just 9.4 litres of diesel per 100 kilometres.

The first generation of the M-Class (W 163) was launched in 1997 and is acknowledged as the precursor to all modern premium SUVs, with worldwide sales of around 600,000 units before its replacement in 2005. The present W 164-series M-Class is set to continue this success story, and 250,000 Mercedes-Benz customers have already purchased current model.

GL-Class: top model in the SUV sector

With the GL-Class, Mercedes-Benz occupies the peak position in the market segment for luxurious Sports Utility Vehicles. This premium off-roader excels with excellent driving dynamics both on and off the road, and spoils its occupants with outstanding spaciousness together with the comfort of a luxury-class saloon.

With its confident and imposing external appearance, the GL-Class visually substantiates its claim to leadership in the hotly contested, worldwide market segment, while the interior welcomes its occupants with the typical Mercedes-Benz atmosphere of luxury and comfort reminiscent of the S-Class.

The range of engines comprises four ultra-modern units whose harmonious torque and power characteristics decisively contribute to driving pleasure.

The V8 diesel engine of the GL 420 CDI 4MATIC develops 225 kW/306 hp and 700 newton metres of torque for superior drive characteristics, while the well-proven V6 unit of the GL 320 CDI 4MATIC guarantees effortless progress with 165 kW/224 hp and 510 newton metres. Like all diesel models in the Mercedes-Benz passenger car range, these two common-rail diesels are equipped with a maintenance-free particulate filter. A second eight-cylinder model is available in addition to the 285 kW/388 hp, 5.5-litre V8-engine in the GL 500 4MATIC – the GL 450 4MATIC with a peak output of 250 kW/340 hp.

In combination with the innovative 4MATIC four-wheel drive system, AIRMATIC air suspension as standard, precise speed-sensitive power steering and the likewise standard Adaptive Damping System ADS, the majestic GL (wheelbase 3075mm) delights its occupants with impressive handling and excellent ride comfort. And while the GL already cuts a very good figure on the roads, it is a genuine off-roader which also excels as a cross-country vehicle. The modified AIRMATIC system allows a ground clearance of up to 307 millimetres, and the standard Offroad-Pro engineering package considerably enhances the capabilities on difficult terrain with its low-range transmission and disc-type locks at the rear and centre differentials. Other electronic control systems such as Offroad-ABS, Downhill Speed Regulation (DSR) and start-off assist help to reduce the driver's workload even further.

G-Class – 28 years of development work for sheer perfection

Even in its 28th production year, Mercedes-Benz is rigorously continuing a model strategy for the legendary G-Class which is just as unique as the classic off-roader itself: the striking body shape and indestructible base structure have been retained since 1979, and at the same time constant evolutionary improvements still reaffirm the technical leadership of the "G". The latest model facelift mainly affects the interior, where a new instrument cluster provides a more up-to-date look. Together with a centrally located display for the driver, four analogue dial instruments with fine chrome bezels provide a clearly laid out information centre. The elegant, four-spoke multifunction steering wheel has also been redesigned, while the modified centre console improves operating safety and upgrades the cockpit in visual terms. The standard appointments in the G 500 and G 55 AMG petrol models include the control and display system COMAND APS with a DVD navigation system, integral radio, CD-player and telephone keypad. Bi-xenon headlamps and foglamps with cornering lights are likewise standard equipment in all versions. Externally the new model is only distinguishable by discreetly modified rear lights. The "G" continues to be available in three body variants: two station wagon versions with a short or long wheelbase, and an extravagant Convertible with an electro/hydraulically operated roof.

Now as before, the classic among Mercedes-Benz off-road vehicles offers a superior synthesis of effective drive and dynamic system. In addition to permanent four-wheel drive with a low-range, off-road gearbox, standard equipment includes the electronically controlled traction system 4ETS, the Electronic Stability Program ESP[®] and three differential locks which can be selected at the touch of a button. Magna Steyr in Graz, Austria, has been producing the G-Class on behalf of Mercedes-Benz since 1979, with around 190,000 produced to date. And no end to this success story is yet in sight. The "G" will continue to complement the Mercedes-Benz model range of highly capable SUVs in the coming years. Confirmation of the eternal youth enjoyed by the G-Class recently came from the well-known off-road magazine "4wheel fun": in a vote for the "2007 Superstar" in the luxury category, this classic vehicle was declared the winner by a wide margin.

BLUETEC - the future of the diesel engine

Impressive output, high torque, a low fuel consumption and very low exhaust emissions - the Vision BLUETEC models in the GL, M and R-Class demonstrate that this innovative drive technology is particularly able to develop its potential in large, high-performance SUVs. The promising future of the BLUETEC concept is well illustrated by the Vision GL 320 BLUETEC. This muscular SUV with a powerful V6 diesel engine has an output of 165 kW/224 hp and a torque of 510 newton metres, has an average fuel consumption of only 9.9 litres of diesel per 100 kilometres and meets the most stringent worldwide exhaust emission standards.

Mercedes-Benz has developed two versions of the modular BLUETEC emissions control system, both of them with the same purpose, namely to reduce nitrogen oxide emissions. This is the only diesel exhaust gas component whose levels are inherently above those of petrol engines. In the E 320 BLUETEC saloon already launched in the USA, an oxidising catalytic converter and a particulate filter are combined with an improved, particularly durable storage-type NOx catalytic converter and an additional SCR converter. The second BLUETEC version is even more effective, and can also be used in the Vision GL 320 BLUETEC,

Vision ML 320 BLUETEC and Vision R 320 BLUETEC shown here. In this case AdBlue, a harmless, aqueous urea solution, is sprayed into the exhaust tract, where the downstream SCR catalytic converter reduces up to 80 percent of the nitrogen oxides to harmless nitrogen and water.

Contact:

Wolfgang Zanker, Tel. +49 71117- 7 58 47 wolfgang.zanker@daimlerchrysler.com

Eva Wiese, Tel. +49 711 17-9 23 11 eva.wiese@daimlerchrysler.com

Internet site:

More news from DaimlerChrysler is available at: www.media.daimlerchrysler.com

The new R-Class – enhanced versatility and appeal

Even greater interior adaptability, two wheelbase lengths, rear-wheel drive or 4MATIC all-wheel drive, new engine variants and new, even more striking styling – the Mercedes-Benz R-Class now opens up even more possibilities. With a total of 13 basic versions, this model series offers the most extensive range within the Mercedes-Benz SUV family. Moreover, the interior now allows scope for new seating arrangements. The line-up, which includes the familiar configurations with up to six individual seats, has been augmented to include a five-seat version and a seven-seat variant.

The Mercedes-Benz R-Class continues to set trends. This exceptional automotive concept combines the acknowledged strengths of several vehicle classes. Exemplary touring comfort, superlative handling dynamics, a high level of adaptability, extremely spacious accommodation, including a vast luggage compartment, coupled with expressive design and hallmark Mercedes safety – the R-Class leaves very little to be desired. For the first time, the R-Class features a second row of seats for three people, providing scope for completely new seating arrangements: normally this touring SUV provides seating for five occupants, however two, three, four, six or seven seats are also possible. In addition the owner of an R-Class has the benefit of an unbeatably large and versatile load compartment: the short-wheelbase versions with a five-seat configuration can swallow 939 litres of luggage when loaded up to the roof, while the long-wheelbase models have a luggage compartment capacity of 1118 litres. The short-wheelbase R-Class can carry a maximum of 2001 litres (longest load-compartment length 1982 mm) while the figure for the long-wheelbase version is an unparalleled 2436 litres (longest load-compartment length 2217 mm). These passenger and load compartment dimensions make the R-Class the most spacious model in the entire Mercedes-Benz passenger car range. Both versions feature practical stowage compartments under the load-compartment floor, with a

capacity of 51 and 52 litres respectively. These can be used for stowing various items and keeping valuables out of sight.

Pure Variability

Even holiday trips with five people and all their luggage on board are handled with ease. The second seat row not only has space for three fully-grown adults, but will alternatively accommodate no less than three child seats or child restraint systems. The range of child seats offered by Mercedes-Benz Accessories GmbH has just the right solution for any age group. The outer seats are equipped with ISOFIX attachment points. All the seats are fitted with three-point seat belts, and the passive safety system can be enhanced even further with optional sidebags. If only four persons are travelling and the rear seat in the centre is not required, it can be turned into a comfortable centre armrest in just a few simple moves. Plus two individual seats can be added at the rear to transform the R-Class into a 5+2-seater. Despite the new seating arrangement in the centre of the vehicle, convenience functions such as fore/aft adjustment and EASY ENTRY, which facilitates access to the rear seats, are retained. All the seats in the rear can be folded down individually to provide a larger transport capacity, creating a completely flat loading area from the front seat backrests to the tailgate. Loading is an easy matter thanks to the low loading sill height of 695 millimetres. The previously mandatory 4+2-seat configuration is still available as an option.

Attractive exterior exudes confidence

The new model-year R-Class not only boasts new interior features. On the outside, too, the facelifted SUV Tourer is distinguishable by an even more striking bodystyling package at the front and rear, circular fog lamps and 18-inch light-alloy wheels for all V6 versions. The top-of-the-range R 500 4MATIC is fitted with 19-inch wheels. R-Class customers can also choose from three new paint colours: calcite white, sanidine beige or periclase green. These changes apply to both the short-wheelbase and long-wheelbase models.

Complete range from R 280 CDI to R 500 4MATIC

Page 10

The engine line-up is augmented by the new V6 petrol powerplant in the R 280, which shines with its impressive power delivery and moderate fuel consumption. This particular unit develops 170 kW/231 hp, propels the R-Class from 0 to 100 km/h in 9.6 seconds and consumes a mere 10.9 litres of premium unleaded per 100 km (NEDC combined figure). The R 280 CDI 4MATIC, equipped with a latest-generation common-rail diesel engine developing 140 kW/190 hp, is even more fuel-efficient. With a peak torque of 440 Nm, the V6 powerplant delivers smooth performance yet requires just 9.3 litres of diesel per 100 km. The R 500 4MATIC model also features a new engine in the shape of a 5.5-litre V8 developing 285 kW/388 hp and a peak torque of 530 Nm, thus ensuring impressive performance figures. The flagship V8 engine develops 82 hp more than the previous model, while fuel consumption has been reduced by up to 7 percent (all NEDC combined figures). All R-Class models are specified with the innovative 7G-TRONIC automatic transmission with DIRECT SELECT lever on the steering column.

Mercedes-Benz now offers three new entry-level R-Class models – the R 280 CDI, the R 280 and the R 350 – all of which are V6 versions with rear-wheel drive and a choice of a short or long wheelbase. Thanks to the reduction in weight and inherently lower friction losses in the powertrain, the rear-wheel drive models return even lower fuel-consumption figures. The most fuel-efficient R-Class is now the R 280 CDI which consumes just 8.9 litres of diesel per 100 km (NEDC combined).

All five-seater and 4+2-seater model variants are equipped with a steel suspension, while air suspension with level control is available as an optional extra for the rear axle. All 5+2-seater variants and the flagship R 500 4MATIC model have air suspension with level control fitted as standard at the rear. AIRMATIC air suspension with the Adaptive Damping System (ADS) is available as an optional extra for all versions.

Complete range of equipment for the ultimate in comfort

Page 11

All R-Class models feature new items of standard equipment that make automotive travel even more relaxing. For instance, the THERMATIC automatic climate control is equipped with a combination filter to further reduce the pollutants in the air inside the vehicle, while the spacious glove compartment now incorporates an AUX-IN connection for external audio or entertainment devices. On request the interior can be enhanced even further with a two-tone colour scheme. In conjunction with a leather or nappa leather interior in beige or grey, areas such as the roof liner, pillar linings, steering wheel, door armrests, rear side walls and vehicle floor are in black to provide an attractive contrast.

In addition to the extensive standard equipment package, the R-Class offers numerous assistance systems that represent the pinnacle in handling comfort and safety, and back up the claim to leadership in this market segment. These include DISTRONIC proximity control, actively ventilated front seats, LINGUATRONIC voice control and a reversing camera for safe and easy parking or manoeuvring when visibility is poor. As soon as the driver selects "R" (reverse gear), the camera image appears in the COMAND APS display. Rear passengers can select their own on-board entertainment programme courtesy of the rear-seat entertainment system. If the panoramic glass sliding roof is specified, the interior appears even more airy and spacious. Further comfort-enhancing options include an auxiliary heater with remote control and an electrically heated steering wheel for when the weather turns colder.

Scientific studies carried out by the DaimlerChrysler research department confirm the outstanding level of long-distance comfort provided by the R-Class. During a detailed programme of scientific tests, driver stress measured on the basis of heart rate was much lower in the R-Class than in comparable vehicles. This means that the strain on the driver is noticeably reduced, enabling him to concentrate more fully on the traffic and respond to critical situations with greater alertness. Mercedes-Benz has concerned itself with this important area,

which is known as stress-relieving safety, for the last 25 years. It represents an important development aim, and has reached an outstanding level in all passenger cars bearing the Mercedes star.

M-Class with a new V8-engine

The Mercedes-Benz M-Class has entered the new model year with a new top-of-the-range engine. The 285 kW/388 hp ML 500 4MATIC is now equipped with the latest-generation 5.5-litre V8 petrol engine, which excels with an outstanding performance and a reduced fuel consumption.

The output of the ML 500 4MATIC has been increased by 82 hp compared to its predecessor, while maximum torque has been boosted from 460 to 530 newton metres. Naturally this power increase has a considerable effect on performance: the ML 500 4MATIC now accelerates to 100 km/h in 5.8 seconds, reaching this speed more than one second sooner than its predecessor. Its maximum speed is 250 km/h. This increase in power and performance is not matched by a higher fuel consumption, however, as the NEDC combined consumption has been reduced by up to 0.6 litres to 12.8 litres per 100 kilometres. The range of petrol models is complemented by the 200 kW/272 hp model ML 350 with a V6-engine, as well as the high-performance ML 63 AMG with 375 kW/510 hp.

The top model in the diesel range is the ML 420 CDI 4MATIC, which develops an output of 225 kW/306 hp and a maximum torque of 700 Nm, and therefore has the highest torque of any model in the entire M-Class series. Its key performance figures are outstanding: the ML 420 CDI 4MATIC sprints from standstill to 100 km/h in 6.5 seconds and has a maximum speed of 235 km/h. At the same time its fuel consumption remains moderate at an average of 11.1 litres of diesel per 100 kilometres. In conjunction with a large tank capacity of 95 litres, this favourable fuel consumption provides a remarkable operating range the ML 420 CDI 4MATIC is able to cover a distance of almost 900 kilometres without refuelling. In addition to the high-torque V8 diesel there is a choice of two other diesel units, both of them offering excellent performance with an even lower fuel consumption. The basic V6-engine in the ML 280 CDI has an output of 140 kW / 190 hp, while the ML 320 CDI with the same displacement generates 165 kW/224 hp. Both versions consume just 9.4 litres of diesel per 100 kilometres. All the diesel models are equipped with a maintenance-free particulate filter as standard, and fall below the currently most stringent Euro 4 exhaust emission limits.

Luxurious appointments and exemplary safety

The standard features of the most successful high-volume model in the Mercedes-Benz SUV family include the seven-speed automatic transmission 7G-TRONIC with DIRECT SELECT, ESP[®], 4MATIC permanent four-wheel drive and the 4ETS traction system with additional functions such as Downhill Speed Regulation, start-off assist and Offroad-ABS. On request, comfort can be enhanced even further with multi-zone THERMOTRONIC, which has individually controlled zones for the driver, front passenger and rear seat occupants, the AIRMATIC air suspension system with the adaptive damping system ADS, the telematic system COMAND APS or KEYLESS-GO. Difficult terrain can be mastered more easily with the Offroad-Pro engineering package, which includes a low-ratio box, electronically controlled, disc-type locks for the centre and rear axle differential and a higher ground clearance.

Passive safety has always been one of the strengths of this all-rounder – as is the case for all models in the Mercedes-Benz SUV family. In addition to the robust chassis structure with its high-strength passenger cell and deformation zones at the front and rear, airbags with multi-stage activation logic, sidebags for the driver and front passenger, as well as windowbags extending across all the seat rows, provide the occupants with excellent protection. This can be enhanced even further with the optional, preventive occupant protection system PRE-SAFE[®].

Worldwide success story

The first generation of the M-Class (W 163) was launched in 1997 and is acknowledged as the precursor to all modern premium SUVs. Equipped with a permanent four-wheel drive as standard, it combined the comfort and handling safety of a passenger car with the robustness of an off-road vehicle. In addition this Sports Utility Vehicle offered plenty of space and excellent variability, therefore its success was assured from the start: until its replacement in 2005, the first-generation of the M-Class achieved worldwide sales of around 600,000 units. The present W 164-series M-Class is set to continue this success story. The 2005 M-Class is even more agile, comfortable and safe, while the engine range is

more powerful with units optimised for exhaust emissions and fuel consumption. The overall design is decidedly sporty in nature, with an angled windscreen, prominent wings and a shoulder line that rises gently towards the rear. These evolutionary improvements to the M-Class appear to have met the wishes of SUV enthusiasts worldwide very well, as around 250,000 Mercedes-Benz customers have already purchased the latest model.

GL-Class – First-class on and off-road

With the GL-Class, Mercedes-Benz occupies the peak position in the market segment for luxurious Sports Utility Vehicles. This premium off-roader excels with excellent driving dynamics both on and off the road, and spoils its occupants with outstanding spaciousness together with the comfort of a luxury-class saloon. The GL-Class also sets a further milestone with the comprehensive safety concept PRE-SAFE[®], which has been realised in this segment for the first time.

Accordingly the GL-Class meets all the requirements for a modern, innovative SUV or redefines them on a higher level. Naturally typical Mercedes off-roader attributes such as outstanding solidity, robustness and durability are retained. It is not by chance that the model designation is a reference to the legendary progenitor of all Mercedes-Benz off-roaders, namely the G-Class. With its confident and imposing external appearance, the GL-Class visually substantiates its claim to leadership in this hotly contested market segment. Its striking design idiom exudes power and exclusivity, with calm body surfaces, powerful, wedge-shaped features and striking details giving this high-end off-roader an impression of forward-flowing energy even when at standstill. The proportions of the spacious body (length 5088 mm, width 1920 mm, height 1840 mm) round off the attributes of this multi-talented vehicle.

The range of engines comprises four ultra-modern units whose harmonious torque and power characteristics decisively contribute to driving pleasure. The V8 diesel engine of the GL 420 CDI 4MATIC develops 225 kW/306 hp and 700 newton metres of torque for superior drive characteristics, while the well-proven V6 unit of the GL 320 CDI 4MATIC guarantees effortless progress with 165 kW/224 hp and 510 newton metres. Both common-rail diesels are equipped with a maintenance-free particulate filter as standard. A second eight-cylinder model is available in addition to the 285 kW/388 hp, 5.5-litre V8-engine in the GL 500 4MATIC – the GL 450 4MATIC with a peak output of 250 kW/340 hp.

Top-class performance and handling both on and off the road 4MATIC – the permanent four-wheel drive system by Mercedes-Benz – ensures that the GL-Class has superior driving dynamics in any conditions. In combination with the standard AIRMATIC air suspension, precise speed-sensitive power steering and the likewise standard Adaptive Damping System ADS, the majestic GL (wheelbase 3075mm) delights its occupants with impressive handling. And while the GL already cuts a very good figure on the roads, it is a genuine off-roader which also excels as a cross-country vehicle. In its highest off-road mode, the modified AIRMATIC system provides a ground clearance of 307 millimetres, with a fording depth of 600 millimetres. And in the event that even this ground clearance proves insufficient, a steel underbody guard protects critical chassis and drive components. The standard Offroad-Pro engineering package considerably enhances the GL's capabilities on difficult terrain. Thanks to a low-range ratio (2.93 : 1) in the transfer case and disc-type locks with up to 100-percent effectiveness on the reinforced rear axle and centre differential, there is hardly any stretch of terrain that cannot be overcome. All these traction-improving measures are augmented by the electronic traction control system 4ETS. On difficult terrain, other electronic control systems such as Offroad-ABS, Downhill Speed Regulation (DSR) and start-off assist come to the driver's aid.

G-Class – an indestructible off-roader

Even in its 28th production year, Mercedes-Benz is rigorously continuing a model strategy for the legendary G-Class which is just as unique as the classic off-roader itself: the striking body shape and indestructible base structure have been retained since 1979, and at the same time constant evolutionary improvements still reaffirm the technical leadership of the "G". The latest model facelift mainly affects the interior. Externally the new model is only distinguishable by discreetly modified rear lights.

In the interior a new instrument cluster provides a more up-to-date look. Together with a centrally located display for the driver, four analogue dial instruments with fine chrome bezels provide a clearly laid out information centre. The elegant, four-spoke multifunction steering wheel has also been redesigned; its illuminated keys allow information to be accessed or various functions to be operated merely by thumb pressure, without the driver being distracted from the traffic situation. The modified centre console with new controls and switches for the air conditioning system and comfort functions both improves operating safety and upgrades the cockpit in visual terms.

The standard appointments in the G 500 and G 55 AMG petrol models include the control and display system COMAND APS with a DVD navigation system, integral radio, CD-player and telephone keypad. An integral compass function provides orientation when driving off-road. The diesel model G 320 CDI is equipped with the Audio 20 radio with CD-player and telephone keypad as standard. As a further enhancement, this cross between a modern SUV and a dyed-in-the-wool all-terrain vehicle features heated front seats and a 12V power socket in the front passenger footwell. The G 320 CDI has a leather-lined steering wheel as standard, while the driver of the G 500 and G 55 AMG even has the benefit of the luxurious wood/leather version. Externally, the latest generation is distinguishable by its rear lights, which use up-to-date LED technology to lend a youthful look to the rear end. The standard appointments also include bi-xenon headlamps and foglamps with cornering lights.

Three body variants, exclusive optional extras

Mercedes-Benz has accompanied this model facelift with the introduction of a number of exclusive optional extras for the G-Class. These include a reversing camera, which shows the driver what is happening behind the vehicle on the 6.5-inch screen of the new COMAND APS unit. Other attractive features include a tyre pressure monitoring system with information displayed in the instrument cluster, the interior package with robust "ARTICO" man-made leather or the new "Cognac" leather upholstery, which adds another colour to the previously available black or grey (optional at no extra cost in the G 500).

The "G" is available in three body variants, two station wagon versions with a short or long wheelbase, and an extravagant convertible with an electro/hydraulically operated roof. The engine range begins with the 165 kW/224 hp model G 320 CDI, which combines the advantages of the preceding G 270 CDI and G 400 CDI models: it matches the low fuel consumption of the 156 hp five-cylinder unit, but also excels with a performance similar to that of the V8 diesel with 250 hp. Naturally the G 320 CDI also meets the currently most stringent EU4 exhaust emissions standard, and is equipped with a maintenance-free diesel particulate filter as standard. In addition to the G 320 CDI, the model range still includes the 296 hp model G 500 with a V8 petrol engine, which has been equipped with the 7G-TRONIC transmission since last year. The top model is the supercharged V8 model G 55 AMG with 500 hp.

Superior drive system for any conditions

Now as before, the classic among Mercedes-Benz off-road vehicles offers a superior synthesis of effective drive and dynamic system. In addition to permanent four-wheel drive with a low-range, off-road gearbox which can be selected while on the move, standard equipment includes the electronically controlled traction system 4ETS, the Electronic Stability Program ESP[®] and three differential locks which can be selected at the touch of a button. Magna Steyr in Graz, Austria, has been producing the G-Class on behalf of Mercedes-Benz since 1979, with around 190,000 produced to date. And no end to this success story is

yet in sight. The "G" will continue to complement the Mercedes-Benz model range of highly capable SUVs in the coming years.

Page 20

G-Class: an outstanding off-roader

Hardly any other vehicle has received so many automotive awards as the G-Class. This year – as in 2006 – the readers of the highly respected motoring magazine OFF ROAD voted the venerable G-Class "Off-roader of the Year" in the "Classic" category. More confirmation of the eternal youth enjoyed by the G-Class recently came from the well-known off-road magazine "4wheel fun": in a vote for the "2007 Superstar" in the luxury category, this classic vehicle was declared the winner by a wide margin. No less than 13 times, the readers of "auto, motor und sport" have voted the G-Class the world's best off-road vehicle, and in 2003 it was nominated as a "classic of the future" by the magazine "Motor Klassik".

Technical data at a glance

	Model	Cyl.	cc	kW/hp at rpm	Nm from rpm	Transmission	0-100 km/h s	V _{max} km/h	l/100 km NEDC comb.
R-Class ¹	R 280 CDI	V6	2987	140/190 4000	440 1400	7G-TRONIC	9.7 (9.8)	210	8.9-9.1 (9.0-9.2)
	R 280 CDI ² 4MATIC	V6	2987	140/190 4000	440 1400	7G-TRONIC	9.9	210	9.3-9.5
	R 320 CDI 4MATIC	V6	2987	165/224 3800	510 1600	7G-TRONIC	8.7 (8.8)	222	9.3-9.5 (9.3-9.5)
	R 280	V6	2996	170/231 6000	300 4800	7G-TRONIC	9.6 (9.7)	222	10.9-11.1 (10.9-11.1)
	R 350	V6	3498	200/272 6000	350 2400	7G-TRONIC	8.1 (8.2)	234	11.1-11.3 (11.1-11.3)
	R 350 4MATIC	V6	3498	200/272 6000	350 2400	7G-TRONIC	8.1 (8.2)	234	11.4-11.6 (11.5-11.7)
	R 500 4MATIC	V8	5461	285/388 6000	530 2800	7G-TRONIC	6.1 (6.3)	250 ⁴	12.9-13.1 (12.9-13.1)
M-Class	ML 280 CDI 4MATIC	V6	2987	140/190 4000	440 1400	7G-TRONIC	9.8	205	9.4-9.6
	ML 320 CDI 4MATIC	V6	2987	165/224 3800	510 1600	7G-TRONIC	8.6	215	9.4-9.6
	ML 420 CDI 4MATIC	V8	3996	225/306 3600	700 2000	7G-TRONIC	6.5	235	11.1-11.3
	ML 350 4MATIC	V6	3498	200/272 6000	350 2400	7G-TRONIC	8.4	225	11.5-11.7
	ML 500 4MATIC	V8	5461	285/388 6000	530 2800	7G-TRONIC	5.8	250 ⁴	12.8
	ML 63 AMG 4MATIC	V8	6208	375/510 6800	630 5200	7G-TRONIC	5.0	250 ⁴	16.5
GL-Class	GL 320 CDI 4MATIC	V6	2987	165/224 3800	510 1600	7G-TRONIC	9.5	210	9.8-10.0
	GL 420 CDI 4MATIC	V8	3996	225/306 3600	700 2200	7G-TRONIC	7.6	230	11.6-11.8
	GL 450 4MATIC	V8	4663	250/340 6000	460 2700	7G-TRONIC	7.2	235	13.3-13.5
	GL 500 4MATIC	V8	5461	285/388 6000	530 2800	7G-TRONIC	6.5	240	13.9-14.1
G-Class ³	G 320 CDI	V6	2987	165/224 3800	540 1600	7G-TRONIC	9.1	177	11.0
	G 500	V8	4966	218/296 5500	456 2800	7G-TRONIC	7.5	190	15.5
	G 55 AMG	V8	5439	368/500 6100	700 2750	AG 5	5.5	210 ⁴	15.9

¹ Figures in brackets refer to models with long wheelbase; ² Only available with short wheelbase;

³ Figures refer to long Station Wagon, G 55 AMG only available as long Station Wagon; ⁴Electrically limited

BLUETEC – the future of diesel is blue

Impressive output, high torque, a low fuel consumption and very low exhaust emissions – the Vision BLUETEC models in the GL, M- and R-Class demonstrate that this innovative drive technology is particularly able to develop its potential in large, high-performance SUVs.

The promising future of the BLUETEC concept is well illustrated by the Vision GL 320 BLUETEC. This muscular SUV with a powerful V6 diesel engine has an output of 165 kW/224 hp and a torque of 510 newton metres, has an average fuel consumption of only 9.9 litres of diesel per 100 kilometres and meets the most stringent worldwide exhaust emission standards.

BLUETEC is a technology developed by DaimlerChrysler for the effective reduction of fuel consumption and exhaust emissions in diesel vehicles. It is particularly aimed at the nitrogen oxides, the only diesel exhaust gas component whose levels are still inherently above those of petrol engines. Mercedes-Benz has developed two versions of the modular BLUETEC emissions control system: in the E 320 BLUETEC saloon already launched in the USA, an oxidising catalytic converter and a particulate filter are combined with an improved, particularly durable storage-type NO_x catalytic converter and an additional SCR converter. The second BLUETEC version is even more effective, and can also be used in the Vision GL 320 BLUETEC, Vision ML 320 BLUETEC and Vision R 320 BLUETEC shown here. In this case AdBlue, a harmless, aqueous urea solution, is sprayed into the exhaust tract, where the downstream SCR catalytic converter reduces up to 80 percent of the nitrogen oxides to harmless nitrogen and water. Which BLUETEC system is used depends on the relevant vehicle concept and weight, as well as the required NO_x reduction. In each case the aim remains the same: BLUETEC makes the diesel the cleanest diesel in the world in every vehicle class, and thereby offers the potential to meet even the most stringent exhaust emissions standards.

Development focus on reducing untreated emissions

Page 23

The main focus of the development engineers is not only on the aftertreatment of exhaust gases, however. They also see it as their task to minimise the nitrogen oxides as far as possible by in-engine measures, for the lower the untreated emissions, the more effective the emissions control measures can be. Accordingly the engine specialists at Mercedes-Benz are working intensively to optimise the engines and their combustion processes. As in series production engines, the "hardware" of the latest BLUETEC units includes four-valve technology, third-generation common-rail direct injection, turbochargers with variable geometry and exhaust gas recirculation. A highly sensitive, electronic engine management system responds precisely to widely varying operating conditions and optimises the combustion processes.

This BLUETEC technology from Mercedes-Benz benefits from the company's extensive know-how in building low-emission commercial vehicles, where the technology has been in successful operation since early 2005 and is now available for all model series. DaimlerChrysler has already delivered more than 60,000 Mercedes-Benz trucks and buses equipped with this trailblazing technology. And with the E 320 BLUETEC, the first passenger car to feature this technology celebrated its debut to great acclaim in the USA in 2006. The car was voted "2007 World Green Car", and therefore honoured as a pacemaker for a new diesel technology with particularly low emissions.