

Mercedes-Benz at the New York International Auto Show 2008

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

Five new models take to the stage

Stuttgart – Mercedes-Benz is presenting three new SUVs equipped with the world's latest and cleanest diesel engine at the New York International Auto Show 2008. The new R 320 BlueTEC, ML 320 BlueTEC and GL 320 BlueTEC use the highly efficient AdBlue exhaust aftertreatment system and are able to undercut the stringent Bin 5 limits applicable in the USA, with the potential to meet the coming EU6 standards.

Mercedes-Benz is also presenting the meticulously revamped new generation of the successful M-Class. The dynamic, stylish SUV now has even more distinctive characteristics, and looks even sportier and more powerful. The M-Class standard specification has also been significantly upgraded. It now includes the unique, anticipatory occupant protection system PRE-SAFE® and NECK-PRO head restraints, as well as an all-new, high-performance telematics system. The Mercedes-Benz ML 63 AMG, the dynamic top-of-the-line M-Class, is also set to become more distinctive and striking.

Mercedes-Benz has developed, upgraded and improved the SL-Class Roadster down to the smallest detail – far beyond any normal facelift. The cult roadster looks sporty, poised and assured, is even more dynamic thanks to a new direct-steer system yet offers more safety and comfort. Two new six-cylinder engines round off the SL line-up: the SL 280 develops 170 kW/ 231 hp and offers a compelling entry-level route into the world of SL sports cars. Meanwhile, a newly developed, particularly free-revving sports engine powers the SL 350.

Mercedes-Benz is continuing its diesel passenger car initiative in the USA with three new SUVs equipped with the world's latest and cleanest diesel engine. The new models R 320 BlueTEC, ML 320 BlueTEC and GL 320 BlueTEC will initially be available exclusively in America. They are powered by a cutting-edge V6

engine featuring the environmentally friendly BlueTEC technology developed by Mercedes-Benz, with whose help the diesel models produced by the Stuttgart manufacturer already count as the world's cleanest. The new SUVs are equipped with AdBlue injection, which has already been demonstrating its exemplary effectiveness and economy in Mercedes-Benz trucks and buses for a number of years. As a result the three new models achieve even lower emissions, are able to undercut the stringent Bin 5 limits applicable in the USA thanks to their highly efficient AdBlue exhaust aftertreatment system, and also have the potential to meet the coming EU6 standards. In addition, all three of these new SUVs have also been significantly upgraded with much more extensive standard equipment, and now offer even more comfort together with unique safety features. Accordingly, first-class environmental credentials and outstanding comfort are paired with the already legendary power, economy and operating range of Mercedes-Benz diesel vehicles. With this pioneering achievement, Mercedes-Benz is once again underlining its status as a technological leader. The new diesel cars with BlueTEC technology and AdBlue injection will be available in the USA from autumn 2008.

M-Class - more dynamic, more powerful and with even more style

The Mercedes-Benz M-Class is the trendsetter among today's SUVs. Its exceptional status is down to its characteristic dynamic, stylish design, a combination of compelling performance both on and off-road, the ride comfort and ease of operation of a saloon, along with a high perceived value. The M-Class also comes with a range of safety features that are unsurpassed in the SUV segment. Buyers have also come to appreciate these outstanding qualities. Since the second-generation M-Class was launched in April 2005, some 300,000 units have been delivered to customers around the world. As such, the state-of-the-art off-roader remains one of the most successful vehicles in this rapidly growing market segment.

Mercedes-Benz has now substantially upgraded the new-generation M-Class with fresh styling touches, even higher quality and extensively enhanced equipment and appointments. The premium SUV now looks even more powerful and sportier, making a bolder statement in terms of character and presence. The front end is dominated by a new-look, robust bumper as well as headlamps with a pronounced step in the lower edge. Three wide, black louvres with large, rectangular air apertures and a gleaming chrome edge give structure to the radiator, making the new-generation M-Class appear even more dominant.

The rear bumper with integrated reflectors has also been restyled, making the M-Class appear even more poised. The reversing lights also feature darkened indicator repeater lenses in a smoked-glass look. Roof rails are now also included as part of the standard equipment in the M-Class.

Interior with high-grade appointments

The interior of the new-generation, state-of-the-art off-roader has been stylishly upgraded with high-quality materials. In the new interior the eye is drawn to the four-spoke leather multifunction steering wheel with its chrome trim, improved ease of operation.

The new-generation M-Class features a brand new telematics generation developed by Mercedes-Benz, offering a new dimension in user-friendliness and high performance. The occupants are also able to enjoy a surround-sound experience of concert hall quality with the latest generation of the optional Harman Kardon® Logic7® sound system.

The Mercedes-Benz M-Class has always set the benchmark in terms of safety in the SUV segment. In future it will also come as standard with the anticipatory occupant protection system PRE-SAFE® and NECK-PRO head restraints.

Fuel consumption reduced by up to 0.4 litres per 100 kilometres

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The M-Class features powerful yet economical V6 and V8 petrol or diesel engines, which are now even more fuel-efficient. The 4MATIC permanent all-wheel drive offers outstanding performance both on and off-road.

Five units are available in the new-generation M-Class ranging from 140 to 285 kW (190 to 388 hp). The engineers' meticulous attention to detail has reduced fuel consumption by up to 0.4 litres per 100 kilometres compared with the outgoing models. Moreover, the most powerful engine developing 375 kW/510 hp is available in the guise of the ML 63 AMG 4MATIC.

Mercedes-Benz ML 63 AMG

The Mercedes-Benz ML 63 AMG, the dynamic top-of-the-line M-Class, is also set to become more distinctive and striking: a chromed underguard now adorns the new front and rear aprons; the AMG radiator grille in high-gloss black with chrome highlights appears much larger than before. A new AMG ergonomic sports steering wheel, new 20-inch AMG light-alloy wheels as well as 21-inch AMG light-alloy wheels available as an option for the first time supplement the facelift features on the ML 63 AMG.

The new-generation SL-Class: sportier than ever before

The SL-Class takes its place alongside the very best Mercedes dream cars. Mercedes-Benz has developed, upgraded and improved the roaster down to the smallest detail – far beyond any normal facelift. The result is a car that offers an incomparable synthesis of sportiness, safety and comfort in this vehicle class: Mercedes refinement on a sporty level.

The new decidedly sporty, effortlessly assured appearance is in tune with the handling qualities of the Mercedes Roadster, which is even more dynamic thanks to a new direct-steer system yet offers more safety and comfort. Two new six-cylinder engines will supplement the SL line-up from spring 2008: the SL 280

develops 170 kW/231 hp and offers a compelling entry-level route into the world of SL sports cars. The SL 350 is powered by a newly developed, extremely free-revving sports engine. Compared to the previous 3.5-litre engine, the output has been boosted by 16 percent to 232 kW/316 hp, while the peak torque has been increased by 10 newton metres and now stands at 360 newton metres. This powerplant accelerates the new SL 350 from 0 to 100 km/h in a mere 6.2 seconds, making it 0.4 seconds faster than the outgoing SL 350. With this sports car, however, the extra power does not come at the expense of fuel economy: at 9.9 litres per 100 kilometres, the SL 350 is 0.4 litres more economical than the preceding 200 kW/272 hp model on the NEDC driving cycle.

The top-of-the-line models in the SL-Class line-up include the SL 500 with a V8 engine and the twelve-cylinder SL 600. Their engines consume up to 0.4 litres less fuel per 100 kilometres than before.

Contacts:

Wolfgang Zanker, Telephone: +49 (0) 711 17-75847, wolfgang.zanker@daimler.com

Eva Wiese, Telephone: +49 (0) 711 17-92311, eva.wiese@daimler.com

Michael Allner, Telephone: +49 (0) 711 17-75846, michael.allner@daimler.com

Inka Halba, Telephone: +49 (0) 711 17-75849, inka.halba@daimler.com

Frank Bracke, Telephone: +49 (0) 711 17-75852, frank.bracke@daimler.com

Pietro Zollino, Telephone: +49 (0) 711 17-75855, pietro.zollino@daimler.com

More information from Mercedes-Benz at: www.media.daimler.com

The cleanest solution: Mercedes-Benz to introduce the first diesel models with AdBlue injection in America

- **Cleanest exhaust emissions by injecting aqueous urea solution**
- **Meets future stringent US Bin 5 standard**
- **High output, economy and comfort add up to superb driving pleasure**

In October 2006, Mercedes-Benz was the first manufacturer to commence a BlueTEC initiative in the passenger car segment which was timed to coincide with the introduction of low-sulphur fuel in the United States of America. The E 320 BlueTEC proved a great success from the outset, and was voted "World Green Car of the Year 2007". As a next step, Mercedes-Benz is now due to offer the R, ML and GL 320 BlueTEC in the USA, the world's first three diesel cars which not only meet the particularly demanding criteria of the American Bin 5 standard, but also have the potential to fulfil the stringent EU6 standard due in the future – and which therefore considerably better all the current, worldwide exhaust emission standards for diesel passenger cars.

With attributes such as excellent pulling power, economy and a high output, the diesel engine has also proved an attractive alternative to the spark-ignition engine in the USA in times of increasing fuel prices and growing sensitivity to the issue of CO₂ emissions. In the land of large minivans, pickups and SUVs, and the given driving conditions characterised by steady cruising speeds on the highways and enormous overland distances, the diesel is able to show its advantages particularly well. At the same time, American legislation sets very strict emission standards for diesel-powered vehicles. This is why Mercedes-Benz introduced the E 320 BlueTEC with its in-house BlueTEC technology in America first, and is now including a variant of this BlueTEC technology with AdBlue injection in its cross-Atlantic range. This innovative drive technology enables these large and powerful SUVs to meet the limits imposed by the US Bin 5 standard.

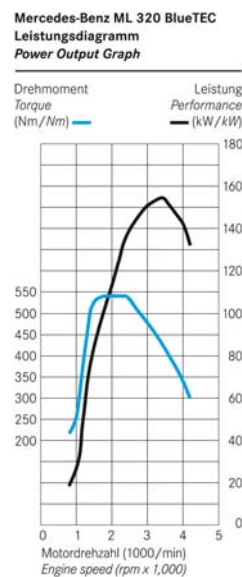
Impressive power, great fuel economy and extremely low emissions

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The muscular V6 diesel engine powering the new BlueTEC models in the GL, M and R-Class shows that a low fuel consumption and very low emissions are also possible for large SUVs. It has an output of 155 kW/211 hp and develops a torque of 540 Nm. Fuel economy is outstanding: the GL 320 BlueTEC, for example, consumes just 9.5 litres of diesel fuel per 100 kilometres (25 mpg). This represents an advantage of around 20 to 40 percent versus a comparable petrol model, and easily makes the Mercedes-Benz GL 320 BlueTEC the most economical full-size SUV in the USA.

Key technical data at a glance:

| | |
|----------------------------|--------------------|
| Cylinders | V6 |
| Valves per cylinder | 4 |
| Displacement cc | 2987 |
| Bore x stroke mm | 83 x 93 |
| Compression ratio | 1:16.5 |
| kW/hp at rpm | 155/210 at 3400 |
| Nm at rpm | 540 at 1600 – 2400 |



Certain features of the six-cylinder diesel engine had to be modified for use in the new models ML 320 BlueTEC, GL 320 BlueTEC and R 320 BlueTEC with AdBlue injection. The piston crowns were revised for an improved mixture formation, and the compression ratio was reduced from 17.7 to 16.5. The VNT turbocharger and engine control unit were also improved and reconfigured. All three of the new SUVs are available only with the 7G-TRONIC seven-speed automatic transmission.

As a modular concept for an effective reduction in the fuel consumption and emissions of diesel vehicles, the BlueTEC technology developed by Mercedes-Benz puts in place a number of coordinated measures which both minimise untreated emissions using in-engine features and ensure efficient exhaust gas aftertreatment. All relevant emissions components are successively and concertedly reduced to a minimum, in part by using an oxidising catalytic converter and a particulate filter. The most important goal is to achieve a drastic reduction in nitrogen oxide emissions, the only exhaust gas constituent which has inherently higher levels in diesel engines than in petrol engines.

Mercedes-Benz has developed two versions to this end. In the E 320 BlueTEC Saloon available in the USA and the E 300 BlueTEC sold in Europe, an oxidising catalytic converter and a particulate filter are combined with a particularly durable NO_x storage-type catalytic converter and a special SCR (Selective Catalytic Reduction) converter. The second BlueTEC version is used for the new GL 320 BlueTEC, ML 320 BlueTEC and R 320 BlueTEC models. In this case AdBlue, an aqueous urea solution is injected into the stream of exhaust gases. This releases ammonia, of which 80 percent is reduced to form harmless nitrogen and water by the downstream SCR converter.

This innovative emissions control technology follows the following stages:

- Optimisation of the engines and their combustion processes to reduce untreated emissions as far as possible. These measures include electronic engine management, four-valve technology, third-generation common-rail direct injection with piezo-electric injectors, a turbocharger with variable turbine geometry and exhaust gas recirculation.
- Oxidising catalytic converters are used to minimise emissions of carbon monoxide (CO) and unburned hydrocarbons (HC).
- A particulate filter, which has been standard equipment in all Mercedes-Benz diesel models in many countries since summer 2005, reduces particulate emissions to a barely measurable level. This easily meets both the current EU4 particulate limits (0.025 grams/kilometre) and the current US limits.

- Nitrogen oxides are reduced by a storage-type NOx catalytic converter combined with an SCR catalytic converter, or by AdBlue injection combined with an SCR catalytic converter. These effective aftertreatment methods allow the nitrogen oxide emissions of BlueTEC vehicles to be reduced by up to 80 percent.

AdBlue injection specially advantageous in large vehicles

Whether a storage-type NOx catalytic converter or AdBlue injection is used depends on the individual vehicle concept and the prevailing market conditions from case to case. AdBlue technology has advantages for large saloons, pickups and SUVs, as the engine does not need to operate with an intermittent, rich combustion mixture to clean the storage-type NOx catalytic converter which removes the harmful nitrogen oxides from the exhaust stream. This would be necessary at frequent intervals in the case of heavy vehicles with relatively high fuel consumption, and would lead to an even higher consumption.

In the case of the urea-SCR process, the reducing agent AdBlue is injected into the exhaust tract. This is an aqueous urea solution which is carried in an auxiliary tank. When injected into the hot, pre-treated exhaust gases, AdBlue is first broken down into its constituents of water and urea. From around 170 degrees Celsius the urea is converted into ammonia (NH₃) – the actual active agent in this process. The ammonia is stored in the catalytic converter, and reduces the nitrogen oxides into harmless nitrogen when exhaust gases containing nitrogen oxides flow through the catalytic converter. The engine management system controls the injection of AdBlue in such a way that the ammonia reservoir of the SCR converter always contains some but never too much ammonia. This is monitored by an NOx sensor.

A small AdBlue tank is sufficient

The urea solution is held in a separate onboard tank, and fed to the metering module by means of a pump. As the average consumption of AdBlue is only around 0.1 litres per 100 kilometres (or 1 to 3 percent of diesel consumption), the tank can be of such a size that it only needs to be refilled at the workshop during regular service intervals. The tank capacity is 28 litres in the R 320 BlueTEC and ML 320 BlueTEC, and 32 litres in the GL 320 BlueTEC. Even under more demanding conditions with a higher AdBlue consumption, e.g. when towing a trailer, this is sufficient to avoid the need for unscheduled refilling stops in the workshop. This means that the customer has no need to concern him- or herself with the AdBlue level in the tank. Should the AdBlue level unexpectedly fall below a certain level nonetheless, the electronics provide a timely warning.

More extensive equipment and visual modifications

With these innovative BlueTEC models in the R, M and GL-Class, Mercedes-Benz is not only demonstrating the potential of the diesel as a drive system, but also offers tailor-made solutions for the high expectations of the premium segment with the widest range of SUVs. The R-Class particularly excels with its outstanding long-distance comfort, and with the most generous and variable interior with up to seven seats. The M-Class is the most successful Mercedes-Benz Sport Utility Vehicle, and is seen as the trailblazer for all modern premium SUVs. And with the GL-Class, Mercedes-Benz occupies the peak position in the entire SUV world – its occupants enjoy first-class on-road and off-road travel under all conditions.

All three SUVs have now been revised in numerous respects. The modifications to the M-Class are the most comprehensive of all. The new generation of this dynamic SUV now has even more striking characteristics, and appears even more sporty and powerful. The front and rear ends have been redesigned and given a stylistically updated and youthful touch. The front end of this off-roader is now defined by a redesigned bumper, re-contoured headlamps and a larger, even more dominant radiator. The rear aspect also has a redesigned bumper with inset

reflective strips to emphasise the vehicle width, as well as tail lights with smoked-glass lenses. Stylistic fine-tuning and new materials which are pleasing to the eye and touch combine with a new two-tone colour scheme to add fresh highlights to the interior. One eye-catching feature is the new four-spoke multifunction steering wheel, which the GL and R-Class will also receive.

The standard appointments for the M, R and GL-Class have also been significantly expanded. They now include the unique, preventive occupant protection system PRE-SAFE® and NECK-PRO head restraints, as well as a new, Mercedes-Benz developed telematic system with further improved user friendliness, high performance and numerous additional functions.

Key new features at a glance

| | M-Class | R-Class | GL-Class |
|--|---------|---------|----------|
| Leather multifunction steering wheel in four-spoke design with shift paddles | X | X | X |
| Seats with new design | X | | |
| 4-way electrically adjustable lumbar support for driver and front passenger seat | X | X | X |
| Trailer coupling, folding | X | | |
| New telematics generation | X | X | X |
| LINGUATRONIC voice control with whole-word input | X | X | X |
| Surround-sound system | X | X | X |
| Rear-seat entertainment system with larger screens and radio headsets | X | X | X |
| PRE-SAFE as standard | X | X | X |
| NECK-PRO head restraints as standard | X | X | X |

More performance, more comfort – new-generation telematics

A completely newly developed generation of telematic systems developed by Mercedes-Benz will be used in SUVs in future. These excel with even greater user friendliness, a high performance and numerous new functions. Integrated

features include a hand-free system based on Bluetooth technology, and an Aux-In connection for mobile audio units such as an iPod. On request there is also a new Media Interface, which can connect an external music source with the onboard electronics and control system of the off-roader, enabling music tracks to be shown in the instrument cluster and the colour display in the centre console, and conveniently accessed using the keys on the multifunction steering wheel. At the same time the battery of the audio unit is charged.

There is a choice of three units, all of them with a colour display, a twin tuner for improved radio reception, speed-sensitive volume control, a keypad for entering telephone numbers and radio frequencies and a Bluetooth interface which enables a mobile phone to be wirelessly linked to the hands-free system. In the USA there is also the option of an HD radio and SIRIUS satellite radio. In conjunction with the new telematics generation, Mercedes-Benz also offers the optimised LINGUATRONIC voice control system as an option.

The occupants are also able to enjoy a surround-sound experience of concert hall quality with the latest generation of the optional harman kardon® Logic7® sound system. With its high output and digital signal processor (DSP), this ensures outstandingly transparent listening pleasure.

As a further option, passengers in the rear can be provided with a rear-seat entertainment system featuring two large, 8-inch screens, a DVD-player, two wireless headsets for more freedom of movement and a remote control unit.

Unrivalled safety features as standard

In the SUV segment too, Mercedes-Benz vehicles have always been exemplary when it comes to safety. In future the R, M and GL-Class will be supplied with the preventive occupant protection system PRE-SAFE® and NECK-PRO head restraints as standard equipment.

Mercedes-Benz is the trendsetter for diesel cars

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As long as 70 years ago, Mercedes-Benz was the first manufacturer to use the combustion principle pioneered by Rudolf Diesel in a passenger car engine. This technology has a much higher efficiency than the spark-ignition engine, and has been steadily improved over many years. One decisive technological leap forward led to the development of the modern diesel in 1997: the introduction of common-rail direct injection in combination with four-valve technology. Since then the abbreviation CDI has stood for both unrivalled fuel economy and an enormous increase in torque – a synonym for a level of pulling power which guarantees plenty of driving pleasure and often makes diesels superior to petrol models developing the same output.

If the diesel has previously had any disadvantages versus the petrol engine, this has been in the area of its specific emissions – above all soot particles and nitrogen oxides. Ever since the introduction of the maintenance-free particulate filter in autumn 2003, Mercedes-Benz has however also set the best example where particulates are concerned. And despite having achieved a reduction in nitrogen oxides by around 75 percent thanks to in-engine measures over the last 15 years, Mercedes-Benz has not been content to rest on its laurels in this respect. Equipped with innovative BlueTEC technology, which was introduced for the first time in a passenger car in the USA, the high-tech diesel engines from Mercedes-Benz meet the world's toughest exhaust emission limits. While AdBlue injection makes the new M 320 BlueTEC, R 320 BlueTEC and GL 320 BlueTEC the world's cleanest diesel SUVs.

Key technical data at a glance

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| | ML 320 BlueTEC | GL 320 BlueTEC | R 320 BlueTEC |
|--|----------------------|----------------------|----------------------|
| Cylinders | V6 | V6 | V6 |
| Valves per cylinder | 4 | 4 | 4 |
| Displacement cc | 2987 | 2987 | 2987 |
| Bore x stroke mm | 83 x 93 | 83 x 93 | 83 x 93 |
| Compression ratio | 1:16.5 | 1:16.5 | 1:16.5 |
| kW/hp at rpm | 155/210 at 3400 | 155/210 at 3400 | 155/210 at 3400 |
| Nm at rpm | 540 at 1600 - 2400 | 540 at 1600 - 2400 | 540 at 1600 - 2400 |
| Acceleration 0-60mph s* | 8.5 | 9.2 | 8.6 |
| AdBlue tank capacity gall. | 7 | 8.5 | 7 |
| Fuel consumption (Fuel Economy Label) | | | |
| Urban mpg* | 18 | 17 | 18 |
| Highway mpg * | 24 | 23 | 24 |
| Tank capacity gall. | 25.1 | 26.4 | 21.1 |
| Tyres | 255/50 R19 BRI (MOE) | 275/50 R20 GYR (MOE) | 255/50 R19 BRI (MOE) |

* provisional figures

The descriptions and data contained in this press kit refer exclusively to vehicles of US-specific configuration.

M-Class facelift

Trendsetter with a markedly dynamically elegant aura

- **New-look front end and rear add stylish touches**
- **New multifunction steering wheel and high-quality interior**
- **State-of-the-art entertainment and navigation units on board**
- **Extensive best-in-class safety features now as standard**

The Mercedes-Benz M-Class is the trendsetter among today's SUVs. Its exceptional status is down to its characteristic dynamic, stylish design, a combination of compelling performance both on and off-road, the ride comfort and ease of operation of a saloon, along with a high perceived value. The M-Class also comes with a range of safety features that are unsurpassed in the SUV segment. Buyers have also come to appreciate these outstanding qualities. Since the second-generation M-Class was launched in April 2005, some 300,000 units have been delivered to customers around the world. As such, the state-of-the-art off-roader remains one of the most successful vehicles in this rapidly growing market segment.

Mercedes-Benz has now substantially upgraded the new-generation M-Class with fresh styling touches, even higher quality and extensively enhanced equipment and appointments. The premium SUV now looks even more powerful and sportier, making a bolder statement in terms of character and presence.

Added character and style for the exterior

The assured appearance of the M-Class is now marked by its dynamically flowing, yet at the same time crisp lines and a clear, powerful design idiom. Thanks to the new-look front-end as well as the modified rear, the new-generation M-Class looks more muscular yet brings a sense of aesthetic elegance to bear – in short, it has even more style.

The front end is dominated by a new-look, robust bumper as well as headlamps with a pronounced step in the lower edge. This step continues seamlessly down and around the radiator with its distinctive contours. The larger, lower-set radiator is another element brimming with character. Three wide, black louvres with large, rectangular air outlets and a gleaming chrome edge give structure to the radiator, making the new-generation M-Class appear even more dominant. Fog lamps set well to the outside and a new-look simulated underguard make the off-roader appear wider and even more dynamic.

The rear bumper with integrated reflectors has also been restyled, making the M-Class appear even more poised and assured for anyone following behind. The optional stainless steel underguard conceals the exhaust system with its twin tailpipes and also gives the car a wider stance on the road. The reversing lights also feature darkened indicator repeater lenses in a smoked-glass look. Roof rails are now also included as part of the standard-fit styling and practical features, along with the new powerful mirrors with their larger surface designed to provide better visibility.

Interior with high-grade appointments

The interior of the new-generation, state-of-the-art off-roader has been stylishly upgraded with high-quality materials. The door centre panel is now trimmed in ARTICO man-made leather. Two-tone leather appointments are also available as an option to give a hand-made impression. In the enhanced interior the eye is also drawn to the new, four-spoke leather multifunction steering wheel with its chrome trim, improved ease of operation and standard-fit shift paddles. The seats have a more attractive, sportier design and can be fitted with four-way lumbar support as an option.

The new-generation M-Class features a brand new telematics generation developed by Mercedes-Benz, offering a new dimension in user-friendliness, high performance and a host of useful new functions. Integrated features include a hands-free system based on Bluetooth technology, and an aux-in connection for mobile audio devices such as an iPod. On request there is also a new Media

Interface, which can connect an external music device with the off-roader's onboard electronics and control system, enabling music tracks to be shown in the instrument cluster and the colour display in the centre console, and conveniently accessed using the buttons on the multifunction steering wheel. At the same time, the audio device's battery is also charged.

There is a choice of three units, all of them with a colour display, a twin tuner for improved radio reception, speed-sensitive volume control, a keypad for entering telephone numbers and radio frequencies and a Bluetooth interface which enables a mobile phone to be wirelessly linked to the hands-free system. Along with the new telematics generation, Mercedes-Benz also is now also offering enhanced LINGUATRONIC voice-operated control system as an optional extra in the M-Class for the first time.

The occupants are also able to enjoy a surround-sound experience of concert hall quality with the latest generation of the optional Harman Kardon® Logic7® sound system, which delivers exceptionally crystal-clear listening pleasure thanks to its output of 610 watts and digital signal processor (DSP).

Rear-seat passengers also have the option of a new entertainment system with two large 8-inch screens, a centrally integrated DVD player, two sets of wireless headphones for greater freedom of movement as well as two remote controls.

Unrivalled safety features as standard

The Mercedes-Benz M-Class has always set the benchmark in terms of safety in the SUV segment. In future it will also come as standard with the anticipatory occupant protection system PRE-SAFE® and NECK-PRO head restraints.

Fuel consumption reduced by up to 0.4 litres per 100 kilometres

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The M-Class is powered by powerful yet economical V6 and V8 petrol or diesel engines, which are now even more fuel-efficient. The 4MATIC permanent all-wheel drive delivers outstanding performance both on and off-road. And the standard-fit 7G-TRONIC automatic transmission with optimised shift characteristics translates the power from the engines into refined dynamism.

Five units are available in the new-generation M-Class ranging from 140 to 285 kW (190 to 388 hp). The engineers' meticulous attention to detail has reduced fuel consumption by up to 0.4 litres per 100 kilometres compared with the outgoing models. Moreover, the most powerful engine developing 375 kW/510 hp is available in the guise of the ML 63 AMG 4MATIC.

At a glance: new design and technology

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Exterior design

- All-new front-end design with prominent horizontal lines
- New radiator grille with three black louvres and chrome highlights (available in sterling silver look with chrome highlights as an option in the exterior sports package)
- New-look projection-beam headlamps
- New exterior mirrors with larger mirror surfaces
- New rear bumper
- Tail lights with darkened lenses (LED tail lights with clear-glass look as an option)
- Twin exhaust system with oval tailpipes (rectangular chromed tailpipes in the exterior sports package as an option, standard for V8)
- Roof rails included in standard specification
- Chrome trim strip in the rub strips (optional in the exterior sports package, standard for V8)
- Waistline trim strip in chrome (optional in the exterior sports package, standard for V8)
- Load sill guard on the rear bumper in chrome (optional in the exterior sports package, standard for V8)
- Exterior sports package with new, enhanced features such as aluminium-look roof rails

Interior design

- Leather-trimmed dashboard in nappa leather or ARTICO man-made leather
- Door linings in ARTICO man-made leather
- New two-tone leather appointments
- Leather multifunction steering wheel in four-spoke design with shift paddles
- Seats with new design
- Three types of wood trim: burr walnut, poplar with bird's-eye look or poplar in anthracite, with stowage compartment in dashboard console as standard
- Luggage cover in standard specification

Comfort

- 4-way electrically adjustable lumbar support for driver and front passenger seats
- Trailer coupling, manually folding

Infotainment

- COMAND system with large colour display and new additional functions
- COMAND APS including hard-disc navigation, Music Register and voice-operated control
- Universal media interface for connecting an iPod and other audio devices
- LINGUATRONIC voice-operated control system with whole-word recognition capability
- Surround sound system with twelve speakers and an output of 610 watts
- Rear-seat entertainment system with larger screens and wireless headphones

Safety

- PRE-SAFE[®] as standard
- NECK-PRO head restraints as standard

Engines and transmission

- Fuel consumption reduced by up to 0.4 litres per 100 kilometres

Chassis

- New 17, 18, 19 and 20-inch light-alloy wheels
- 19-inch 5-spoke light-alloy wheels standard for V8

The performance SUV strikingly honed to perfection

- **New front and rear aprons with chromed underguard**
- **Larger AMG radiator grille in high-gloss black with chrome highlights**
- **AMG ergonomic sports steering wheel and new 20-inch AMG light-alloy wheels**

The Mercedes-Benz ML 63 AMG now demonstrates even more emphatically its exceptional status as the performance SUV with the largest displacement and highest output. The new AMG front apron is an eye-catching feature with its high-gloss, chromed underguard. The lower cooling air inlet appears even larger thanks to the central black grille. New-look headlamps flank the equally new AMG-specific radiator grille: painted in high-gloss black, its three radiator louvres feature chrome highlights. Round fog lamps set well to the outside with chrome surrounds and the flared wheel arches in the body colour make the flagship M-Class appear even wider and more muscular.

Even more unmistakable, even more powerful: this philosophy is also continued at the rear. The high-gloss, chromed underguard is the undoubted highlight on the equally new AMG rear apron with integrated reflectors. Further visual highlights include the two chromed twin tailpipes on the AMG sports exhaust system. The dark-tinted tail lights are replaced with LED tail lights with their clear-glass look if the optional bi-xenon headlamps are specified. New-look exterior mirrors as well as the standard-fit aluminium-look roof rails add the finishing touches to the styling modifications.

Viewed from the side, the new 20-inch 5-spoke AMG light-alloy wheels make a bold statement. Painted titanium grey with a high-sheen finish, the 10-inch tyres are shod with 295/40 R 20 tyres front and rear.

An even more impressive wheel/tyre combination is available as an option: titanium-grey-painted, high-sheen 21-inch AMG light-alloy wheels with the new twin-spoke styling are shod with 295/35 R 21 tyres.

The new AMG ergonomic steering wheel stands out in the practical, high-quality interior of ML 63 AMG: perforated leather adorns the specially shaped grip area, while the bottom two spokes are finished with a silver-coloured insert. New AMG aluminium shift paddles allow the driver to shift gear manually. A nappa leather-trimmed dashboard is also available as an option.

The new telematics generation NTG 2.5 also features in the M-Class. The Audio 20 fitted as standard in the ML 63 AMG combines ease of use and logical menu structure with consummate entertainment. A hands-free system with Bluetooth technology comes as standard and a new Media Interface in the glove compartment is available as an option, which enables mobile audio devices such as the iPod to be fully integrated and then controlled via the audio system's user interface. Mercedes-Benz also offers the optional enhanced LINGUATRONIC voice-operated control system with its hallmark outstanding functionality in conjunction with the new telematics generation.

AMG 6.3-litre V8 engine and permanent, asymmetrical all-wheel drive

With a maximum output of 375 kW/510 hp at 6800 rpm the ML 63 AMG remains the most powerful off-roader on the market two-and-a-half years after its launch. The AMG 6.3-litre V8 engine develops maximum torque of 630 Nm at 5200 rpm from a displacement of 6208 cc. In essence, this superior engine delivers top-notch performance. The ML 63 AMG accelerates from 0-100 km/h in 5.0 seconds, top speed is 250 km/h (electronically limited). Power transfer is via the AMG SPEEDSHIFT 7G-TRONIC automatic transmission with three drive modes.

The permanent all-wheel drive is decidedly sporty: the power is split asymmetrically 40:60 between the front and rear wheels to provide optimum agility. The AMG sports suspension based on AIRMATIC guarantees dynamic performance combined with the hallmark Mercedes long-distance comfort. The air

suspension features AMG-specific damper struts and the specially configured adaptive damping system ADS including automatic level control all-round. Both the dampers and springs instantly respond as the current driving situation changes, but their settings may also be adjusted manually in three stages at the touch of a button. The generously dimensioned AMG high-performance braking system, which features internally ventilated and perforated brake discs all-round, guarantees the shortest possible braking distances and optimum resistance to fading.

AMG sports seats with nappa leather upholstery and Alcantara inserts

The standard specification of the ML 63 AMG includes electrically adjustable AMG sports seats with nappa leather upholstery, Alcantara inserts in the shoulders areas, multicontour function and heating. The AMG instrument cluster comes with a specially designed AMG main menu with gear indicator, recommended upshifts, as well as engine oil temperature and battery voltage display. The integrated RACETIMER enables the driver to record lap times on a racing circuit.

The new-generation SL-Class: sportier than ever before

- **New design idiom with unmistakable sporty overtones**
- **New, dynamic direct-steer system**
- **New, particularly free-revving sports engine**

Mercedes-Benz is continuing its long-standing tradition of producing legendary sports cars with the new-generation SL-Class. No other sports car in this market segment offers such a perfect balance of sportiness, safety and comfort. These three qualities are the cornerstones of thrilling, active motoring that provides a profound sense of well-being – for hallmark Mercedes refinement at the highest, sportiest level. The world's most successful premium roadster in its class now features a new look which gives the car a distinct air of sportiness and effortless assurance.

When it came to developing a concept and design for the new-generation SL-Class, the Mercedes-Benz engineers set out with the aim of accentuating the roadster's sporty attributes even more strongly than before. This aspiration is reflected in the new front end design, featuring as its centrepiece a wide and, therefore, very imposing radiator grille, whose arrow shape symbolises sporty virtues such as the car's go-getting performance potential.

A horizontal fin adds visual width to the radiator grille and thereby emphasises the muscular appearance of the SL's front end, which consequently seems surprisingly new yet, at the same time, reassuringly familiar. By using expressive stylistics in this way, the Mercedes designers are able to forge a link with the SL's history and create a front end design that is reminiscent of the earlier SL Roadster models, which also expressed their poise and assurance through wide,

very distinctive radiator grilles. Hence the front end design of the new-generation SL shows Mercedes-Benz taking the styling of the legendary sports car to the next level.

The designers also pay homage to the forefather of the SL model series: the two powerdomes on the bonnet and the gill-style air outlets in the front wings are unmistakable hallmarks of the 300 SL from 1954 and have been given a modern interpretation for the new Mercedes sports car.

These classic design features drawn from five decades of roadster tradition are in stylish harmony with new elements of the modern Mercedes design idiom, including the distinctive V-shape of the front section and, above all, the headlamps, which are drawn deeply into the flanks, thus further emphasising the impression of breadth at the front end. As well as giving the SL a highly contemporary look, this striking headlamp design also sees the Roadster continuing its traditional role as a trendsetter. Just like its predecessors, the new-generation SL features a front end design that will serve as a template for future Mercedes passenger cars.

At the rear, too, the new-generation SL demonstrates its sporty nature even more clearly than before. This is achieved first and foremost by a new, diffuser-look bumper which adds a motorsport touch. In conjunction with the equally new trapezoidal exhaust tailpipes this design element emphasises the width of the body, further symbolising the power just waiting to be unleashed by the roadster.

Direct-steer system: consummate sporty driving pleasure

The SL name is synonymous with driving pleasure as well as design. These Mercedes sports cars have always offered a scintillating driving experience that does not deal in compromises – neither in terms of handling dynamics nor by any means when it comes to comfort or safety. It was under this premise that the Mercedes engineers modified and perfected the SL technology, one example being the new, optionally available direct-steer system, which is as simple as it is ingenious and provides a whole new driving experience when cornering.

This new development is based on the familiar standard-fit speed-sensitive power steering system whose principal benefit is the lower steering forces when driving slowly, manoeuvring or parking. The difference is the variable rack ratio, which adjusts in line with the steering angle, increasing sharply as soon as this reaches five degrees. All of which means that, compared to a steering system with a constant ratio, the driver does not have to move the steering wheel as much when cornering. The car's response is therefore noticeably more direct, allowing the driver to steer in a more spontaneous or, in other words, sportier fashion.

When driving slowly or parking, the new technology combines with the speed-sensitive power steering to provide even more comfort than before as the large ratio further reduces the steering effort required.

In addition, the SL still offers some of the very finest chassis technology available in the shape of a four-link front suspension and multi-link independent rear suspension. Meanwhile the Active Body Control (ABC) system, included as standard on the SL 500 and the SL 600, remains a unique masterpiece. It compensates for the body's pitching, rolling and lifting movements, and adapts the suspension settings automatically to suit the current driving situation. This makes for excellent agility on the one hand and optimum driving stability on the other, without compromising the car's supreme levels of comfort. Mercedes-Benz has further fine-tuned the ABC shock-absorber settings for the new-generation SL in order to bring a whole new quality to this unique blend of sportiness, comfort and safety.

Size 255/45 R 17 wide-base tyres and 17-inch light-alloy wheels are fitted as standard on the new SL 280 and SL 350 models, whereas the V8-powered SL 500 Roadster will now run on 18-inch wheels shod with 255/40 R 18 tyres. And the exclusive character of the twelve-cylinder SL 600 model is accentuated by 18-inch ten-twin-spoke light-alloy wheels with 255/40 R 18 tyres at the front and 285/35 R 18 tyres at the rear.

Engines: new, extremely sporty six-cylinder powerplant

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Mercedes-Benz is extending the SL-Class line-up by introducing an attractive entry-level model in the shape of the SL 280 developing 170 kW/231 hp. The six-cylinder powerplant delivers its peak torque of 300 Nm from 2500 rpm and propels the roadster from 0 to 100 km/h in 7.8 seconds, whilst fuel consumption on the NEDC driving cycle is just 9.4 litres per 100 kilometres.

For the SL 350, the Mercedes engineers have developed a V6 powerplant that brings the sporty qualities of the new SL generation right to the fore. The term "sports engine" could not be more apt: through a process of meticulous engineering, the Stuttgart specialists have further enlivened the temperament of the six-cylinder unit, enhancing its free-revving response dramatically. The engine responds instantaneously to movements of the accelerator pedal, and can rev up to 7200 rpm in order to make full use of its power reserves in certain driving situations. Compared to the previous 3.5-litre engine, the output has been boosted by 16 percent to 232 kW/316 hp (at 6500 rpm), while the peak torque has been increased by 10 newton metres and now stands at 360 newton metres. This powerplant accelerates the new SL 350 from 0 to 100 km/h in a mere 6.2 seconds, making it 0.4 seconds faster than the outgoing SL 350.

In this case, however, the extra power does not come at the expense of fuel economy: at 9.9 litres per 100 kilometres, the new SL 350 is 0.4 litres more economical than the preceding 200 kW/272 hp model on the NEDC driving cycle.

The sporty character of the V6 power unit is also clearly audible. Its powerful, sonorous sound is the result of meticulous work carried out by sound designers, whose specialist skills also contribute to the sense of sporty driving pleasure. In this respect, the standard-fit seven-speed automatic transmission also has an important role to play: on the one hand by allowing fast multiple downshifts when accelerating, on the other by providing a new double-declutching function that is activated during manual downshifts. Quite apart from producing an exceedingly sporty sound, this function also enhances comfort and safety as the double-declutching equalises the rotational speeds of the crankshaft and

transmission. This set-up gives the driver the advantage of even more harmonious gear changes. Plus, there is a noticeable reduction in load-alteration effects.

The flagship engines in the SL line-up remain the eight-cylinder unit in the SL 500 developing 285 kW/388 hp and the V12 powerplant in the SL 600, which develops 380 kW/517 hp helped by its twin turbochargers. The Mercedes engineers also worked meticulously on these models to further reduce fuel consumption by up to 0.4 litres per 100 kilometres.

Safety: lights for every driving situation, whatever the weather

For five decades, Mercedes sports cars have been setting the pace when it comes to innovative developments in active and passive safety for open-top cars. The new-generation SL continues this tradition, the main focus of the engineers' efforts this time being to improve driving safety at night and in fog. Hence the sports car is equipped as standard with high-intensity bi-xenon headlamps, which are considerably more powerful and energy-efficient than comparable LED headlamps. In addition, the optionally available Intelligent Light System provides five different lighting functions designed specifically for typical driving situations and weather conditions: country mode, motorway mode, enhanced fog lamps, as well as the cornering light function and active light function. The variable-control bi-xenon headlamps activate the various light functions automatically. Motorway mode is activated in two stages when the speed exceeds 90 km/h, increasing the driver's range of vision by up to 60 percent.

The active light function causes the headlamps to pivot to the side in line with the steering angle when the driver enters a bend, allowing him to see around 25 metres further into a long bend than is the case with conventional dipped beam. The cornering light function is activated automatically at speeds below 70 km/h when the driver steers and/or indicates. This means that, as well as enhancing safety when turning at junctions or intersections, this light function is also active when cornering at low speed and improves illumination of the areas at the side of the carriageway. The enhanced fog lamps ensure better illumination of the

verges, making it easier for drivers to get their bearings. The intelligent headlamp technology installed in the SL can therefore make a vital contribution to road safety.

Interior: sporty ambience and hallmark Mercedes comfort

A look inside the new-generation SL shows what Mercedes designers mean when they talk about the "balance of sportiness and comfort". The integral seats, the new-look three-spoke leather steering wheel and the completely restyled instrument cluster immediately make it clear that this is a thoroughbred sports car. Everything fits like a glove, all the controls are easy to see and within just as easy reach. The speedometer and rev counter sport a classic chronometer design with new-look dials that promise unerring precision.

As soon as the ignition is switched on, the cockpit instruments grab the driver's attention: the red speedometer and rev counter needles are aroused from their six o'clock position, rotate once around the dials to their maximum values and then revert to their zero positions. The message these needle movements convey to the driver is unmistakable: "start your engine".

The SL 600 underlines its top billing in the SL line-up even more clearly than before. Inside the passengers are cosseted by extremely soft Exclusive nappa leather and trim elements in exquisite poplar wood. V12 emblems on the seat backrests, on the centre steering wheel spoke and on the door sills, as well as the uniquely designed interior door panels round off the refined twelve-cylinder ambience perfectly. On the outside, the flagship SL model is distinguishable by its exclusive 18-inch ten-twin-spoke light-alloy wheels and discreet yet highly effective detailing such as the matt-silver-painted louvres of the side air outlets and the centre divider in the trapezoidal exhaust tailpipe trims. Mercedes-Benz has upgraded the already extensive standard-equipment package by adding the KEYLESS-GO system and a remote-locking boot lid.

AIRSCARF: Mercedes invention extends the open-air season

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The long list of systems that help to provide an outstanding level of comfort in the roadster includes a further innovation in the new-generation SL. AIRSCARF – the neck-level heating system developed and patented by Mercedes engineers – is so called because it distributes air at just the right temperature through the head restraints, forming a warm, invisible "scarf" around the driver and passenger.

This Mercedes-Benz invention allows its customers to enjoy open-air driving pleasure for longer and even more often than before. The roadster season now lasts until well into the winter months as AIRSCARF provides the SL occupants with all the warmth they need.

Infotainment: latest multimedia technology in the centre console

The new-generation SL is also fit for the future when it comes to information, entertainment and communications: Mercedes-Benz has further modified the standard-fit COMAND system, equipping it with additional functions. The result is infotainment par excellence: the multimedia device combines a car radio including a twin tuner with telephone controls, a CD/DVD changer and a slot for SD memory cards. Further new additions include a Bluetooth interface, which connects a mobile phone to the standard-fit hands-free system wirelessly, and a large colour display (6.5"), which enhances user-friendliness and serves as a high-resolution screen for playing DVD films – although not whilst the car is being driven, for obvious safety reasons.

Even more high-tech electronics are available ex factory, as Mercedes customers can also order the optional COMAND APS system. Its additional features include a Europe-wide navigation system whose data are stored on a hard disc and therefore allow extremely fast route calculations. For playing music, there is an integrated six-disc CD/DVD changer and a Music Register for storing around 1000 MP3 tracks. A saved database enables automatic recognition of the music tracks and their artists. This information is then posted on the colour display.

The standard COMAND APS package also includes the latest-generation LINGUATRONIC voice-operated control system, which controls the navigation, telephone and audio systems based on its ability to recognise entire words. This system is of great benefit as drivers no longer need to spell out their commands. Instead, they simply say what they want, whether it be a destination for the navigation system, a radio station or a name in the stored phone book.

For the first time, it is also possible to connect an iPod, USB stick or other external audio device to the COMAND system thanks to a newly developed, universal Media Interface in the centre console (optional). This UCI (Universal Consumer Interface) is more than just an electronic "socket", however; it also includes an ECU that links the external music storage device to the SL's on-board electronics and control system. In this way, the iPod audio tracks also appear in the instrument cluster and on the COMAND display in the centre console, and can be simply called up by using the buttons on the multifunction steering wheel. The audio device's battery is charged for as long as the portable music player is connected to the car via the UCI.

For a complete in-car music experience, Mercedes-Benz can equip the new-generation SL with the Harman Kardon[®] Logic7[®] sound system (optional extra), which is also used in the S-Class and whose abilities have been confirmed in numerous tests. The sound system has an output of 510 watts and converts the SL interior into a mobile concert hall – whether the vario-roof is up or down – courtesy of ten high-performance speakers and state-of-the-art surround technology.