

# Mercedes-Benz at Auto China 2008: World premiere of the GLK

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

## World premiere of the GLK-Class; SL, M-Class and CLS even more attractive after the model facelift

**Stuttgart/Beijing - At this year's Auto China fair in Beijing (April 20-28, 2008), the focus will be on the keenly anticipated world premiere of the Mercedes-Benz GLK-Class. With its functional yet attractive and striking body lines, and extraordinary capabilities both on and off the road, this distinctive character sets new standards in the compact SUV segment. Equally certain to generate a great deal of interest are the new model generations of the SL, M and CLS-Class. The new SL continues the tradition of the sports car family that was founded by the legendary 300 SL "Gullwing" in 1954. This premium roadster with its decidedly sporty and serene design excels with outstanding performance, first-class safety features and luxurious comfort. Following its model update, the successful M-Class now has a significantly more striking appearance and gives an even more sporty, muscular impression. Specific fine-tuning measures have also made the four-door CLS Coupé – the initiator of a new automotive segment – considerably more attractive.**

The compact SUV segment is now being enhanced by a new, distinctive character. This multi-talented newcomer not only sets itself apart from the competitive lineup by virtue of its functional yet strikingly attractive body design, but also reconciles attributes that were previously completely contradictory: thanks to the Agility Control suspension, outstanding performance and handling safety are now matched by a first-class level of ride comfort. Working in conjunction with the onboard electronic control systems, the variable 4MATIC four-wheel drive ensures perfect on-road performance together with well-balanced off-road capabilities. It is precisely this duality that makes the GLK-Class so attractive: while this model is among the more road-oriented vehicles in the Mercedes-Benz SUV range, it certainly earns the "G" in its model designation. "The GLK rounds off our extremely successful SUV family, and transfers typical

Mercedes attributes such as refinement, dynamism and safety into a compact format. This means that the bar in this market segment has now been raised considerably", says Dr. Dieter Zetsche, Chairman of Daimler AG.

Superior performance is assured by the range of powerful yet economical and environmentally compatible four and six-cylinder engines. As a BlueEFFICIENCY model, the GLK 220 CDI comes equipped with the new Mercedes-Benz four-cylinder diesel engine. This entry-level unit develops 125 kW/170 hp, but consumes only 6.9 litres of diesel per 100 kilometres. The rock-solid foundations of the GLK-Class are equally convincing. The extremely robust bodysell provides the basis for exemplary passive safety, superior noise and interior comfort with the feel-good atmosphere typical of a Mercedes, and high value retention. A very high standard of onboard features and attractive equipment packages likewise distinguish the GLK from the rest of the compact SUV field. Moreover, the very latest systems such as the trailblazing PRE SAFE safety concept or the Intelligent Light System (ILS) are available for the first time in this market segment.

### **Sportier than ever before: the legendary SL-Class**

In spring 2008, Mercedes-Benz is set to open another chapter in its long and legendary sports car tradition with the new generation of the SL-Class. Now in a new design, the world's most successful premium roadster in its class is even more sporty and serene in all respects. This is matched by the handling characteristics of this two-seater, which is even more agile with the direct-steer system while offering even more safety and comfort. The SL range continues to be headed by the V12 flagship model, the SL 600, and the 285 kW/388 hp SL 500 with a V8-engine.

In the field of safety, the SL builds on its already substantial lead with bi-xenon headlamps and the optional Intelligent Light System, whose lighting functions are configured for typical driving situations. Another new onboard feature is the Mercedes-invented AIRSCARF neck-level heating system. This optional extra significantly improves comfort when driving with the roof down, and can extend the open-top season until well into the colder months. Information and

entertainment for the occupants of the SL are provided by the standard COMAND multimedia system, which has likewise been completely newly developed and equipped with new functions. Page 4

### **M-Class: dynamic entry by the most successful of the SUVs from Mercedes-Benz**

Mercedes-Benz has carefully updated the successful M-Class. The new generation of this dynamic and elegant SUV now has even more striking characteristic features, and appears even more sporty and powerful.

The front end of this off-roader is now characterised by a redesigned bumper, reshaped headlamps and a larger, even more imposing radiator. The rear end likewise has a redesigned bumper with inserted reflector strips which emphasise the vehicle width, as well as tail lights in a smoked-glass look. The standard appointments of the M-Class have also been considerably extended, and now include the unique PRE-SAFE<sup>®</sup> preventive occupant protection system, NECK-PRO head restraints and the newly developed telematic system.

The petrol model ML 350 4MATIC with its 200 kW/272 hp V6-engine impresses with a high level of smoothness and superior performance. Thanks to new front and rear aprons with chrome-plated underride guards and a larger AMG radiator grille, the top-of-the-range Mercedes-Benz ML 63 AMG developing 375 kW/510 hp is now even more striking and eye-catching.

Since the second generation of the M-Class appeared in April 2005, no less than around 300,000 examples have been delivered to customers all over the world. This modern off-roader therefore continues to be one of the most successful vehicles in this high-growth market segment.

### **CLS-Class: fine-tuning measures for this successful design trendsetter**

The unique, four-door CLS Coupé – the initiator of a new automotive segment – is even more attractive thanks to a number of fine-tuning measures. A prominent

feature at the front end is the modified radiator grille, which now has two instead of the previous four louvres. In the air intakes, three-dimensional, diamond-shaped meshes painted in atlas grey add even more self-assurance and emphasise the width of the vehicle. A new design also for the exterior mirrors, which have larger lenses and integrated, arrow-shaped LED indicator repeaters. New, attractive 17-inch light-alloy wheels lend even more appeal to the side aspect. At the rear, the CLS catches the eye with a new rear apron, new tail lights and modified exhaust tailpipes. As in the M-Class, the revised interior of the CLS is enhanced by the new telematics generation. In addition to the new entry-level engine of the CLS 280, the CLS 350 CGI is a convincing proposition with its up-to-date V6 CGI engine featuring innovative piezo-electric injection and a spray-guided combustion process. From now on the flagship model in this series, the CLS 63 AMG with its 378 kW/514 hp AMG6.3-litre V8-engine, is fitted with 19-inch AMG light-alloy wheels and a new AMG sports exhaust system.

### **Auto China: most successful motor show in the Middle Kingdom**

The biennial Auto China fair is celebrating its 10th anniversary in 2008. Organised by the Munich exhibition specialist IMAG together with its Chinese partners, the Auto China fair has become the most successful motor show in the Middle Kingdom. From April 20 to 28 (April 20/21 only trade visitors/press) around 1500 exhibitors are presenting their products in eight halls covering an area of 100,000 square metres at the New China International Exhibition Center. The exhibition site is located in the industrial area of Tianzhu airport in the Shunyi district of Beijing, and was planned and constructed as part of the urban development scheme for the coming Olympic Games. More than 600,000 visitors are expected to attend the fair.

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## Compact design with genuine character: the new Mercedes-Benz GLK-Class

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Stuttgart/Beijing - Brimming with genuine character, the new GLK-Class is set to take the world of compact SUVs by storm. Yet it is not just the distinctive all-rounder's practical and appealingly compact body form that sets it apart from the competition. It also brings together what were previously seen as entirely contradictory attributes. The AGILITY CONTROL suspension serves up a unique blend of outstanding handling dynamics, exceptional driving safety and superlative ride comfort. Meanwhile the sophisticated, variable 4MATIC all-wheel-drive system joins forces with the latest electronic control systems to deliver consummate on-road performance and superb off-road suitability. It is precisely this kind of combination that lends the GLK-Class such immense appeal. The GLK-Class may be one of the more road-oriented Mercedes-Benz SUVs, but the "G" – alluding to the archetypal Mercedes off-roader – still has a rightful place in the model name.

Superlative performance comes courtesy of the powerful yet economical and eco-friendly four and six-cylinder engines. The BlueEFFICIENCY version of the GLK 220 CDI features the new entry-level four-cylinder diesel engine from Mercedes-Benz, which develops 125 kW/170 hp yet only consumes 6.9 litres of diesel per hundred kilometres. And the unshakeable foundations of the GLK-Class are similarly impressive. The highly robust body is key to the pioneering passive-safety setup, the extremely low noise levels, the exceptional degree of interior comfort – to produce that typical Mercedes feeling of wellbeing – and the high value retention. Furthermore, exemplary appointments and attractive equipment packages make the GLK stand out from the compact-SUV masses. Plus state-of-the-art systems such as the leading-edge PRE-SAFE® safety concept and the Intelligent Light System (ILS) are available in this market segment for the very first time.

With its poised, confident presence, the mere look of the GLK-Class leaves one in no doubt about its intent to conquer the compact premium SUV segment. It is

arguably the most sophisticated of all takes on this particular theme. And it displays echoes of the G-Class, the founding father of the Mercedes-Benz SUV family. Design chief Prof. Peter Pfeiffer takes up the story: "With the G-Class we created a style icon that has been a benchmark in SUV design for the past 30 years. Combining this bold concept with the latest Mercedes-Benz design idiom makes the GLK a vehicle of genuine character."

No other model in the world of compact SUVs, past or present, comes close to matching the GLK's distinctively expressive appearance. The body is beautifully proportioned (length 4528 mm, width 1840 mm, height 1689 mm), while there is a special allure in the interplay between the classic angular shape and the typical design features found in all contemporary Mercedes-Benz passenger cars. Here the unmistakable design idiom, consisting of taut lines and large, expansive surfaces, is combined with the typical body features of a practical off-road vehicle, such as short overhangs, an upright front end, slim roof pillars, a steeply raked windscreen and taut roof lines. Rather than being a stylistic end in itself, however, the body design allows the typical advantages of an off-road vehicle to be introduced to the more road-oriented compact-SUV category for the first time. Large angles of approach and departure plus good ground clearance make off-road ventures a sheer joy. The outstandingly clear layout of the body and good all-round visibility, combined with the raised seating position, enhance everyday practicality and ensure relaxed driving, even in dense city traffic.

### **Superlative ride comfort, outstanding handling dynamics and excellent off-road performance**

The AGILITY CONTROL suspension on which the GLK-Class is founded displays a high level of flexibility and resolves a conflict of aims that particularly affects the SUV class, where chassis engineers want to create a vehicle that is both sportily agile and comfortably smooth yet one which can also cope with off-road terrain. If the focus is on sporty, active handling, the suspension and, above all, the shock absorbers need to display a certain firmness, which precludes access to the brand's typical suspension comfort and limits the off-road options. If the vehicle is set up with softer dampers to ensure suspension comfort and off-road

capability, dynamic handling naturally suffers. The solution is "amplitude-dependent damping". In this system, the damping forces of the shock absorbers are configured to respond flexibly rather than lineally. In normal driving mode on moderately contoured roads or during slow off-road manoeuvres, the system responds softly, enhancing both the occupants' comfort and the vehicle's off-road capability. To ensure that this level of comfort is maintained when driving hard or performing abrupt evasive manoeuvres, in these situations the dampers deliver a harder performance, permitting a high level of handling stability. At the same time, the driver of the GLK is supported by speed-sensitive power steering, specified as standard for the V6 models, which provides the appropriate level of steering assistance for the situation in hand. Parking and off-road manoeuvring are made much easier because maximum power assistance is available. At higher speeds, the assistance is reduced in favour of greater handling stability.

All the base models in the GLK series are fitted with 17-inch, size 235/60 R 17 light-alloy wheels and size 235/60 R 17 tyres. In conjunction with the exterior sports package, which is included as standard when the car first comes onto the market, or the off-road styling package, all models are shod with mixed-size tyres which, together with the AGILITY CONTROL suspension and the asymmetric power distribution between the front and rear axle, form the basis for a even better transfer of power between the wheels and the road. And the more effective this power transfer, the less frequently the electronic control systems need to intervene. The road-oriented exterior sports package features size 7.5 J x 19 light-alloy wheels with 235/50 R 19 tyres at the front and size 8.5 J x 19 wheels with 255/45 R 19 tyres at the rear. If the GLK is ordered with the off-road styling package, the front axle has size 7.5 J x 17 light-alloy wheels with 235/60 R 17 tyres, while the rear axle features size 8.0 J x 17 wheels with 255/55 R 17 tyres. All models are equipped with a TIREFIT system for repairing tyre damage. A compact spare wheel, which can be used on the front or rear axle, is available as an optional extra.

## **4MATIC: high-performance all-wheel-drive system with sophisticated control systems** Page 9

The 4MATIC powertrain at the heart of the GLK-Class is one of the most capable all-wheel-drive systems on the market. The driving dynamics systems ESP<sup>®</sup>, ASR and 4ETS are superbly harmonised with each other; when they go into action their quality of control is so good that top-notch longitudinal and lateral dynamism coupled with best possible handling stability are possible under all conditions, both on and off-road. Thanks to the compact, lightweight and friction-optimised concept, with a longitudinally installed engine and block-design main transmission and transfer case, the system offers various advantages over its counterparts equipped with a transversely installed drive unit. Fuel consumption, for example, is about on a par with that of a comparable conventionally powered vehicle, while the minimal vibration and noise levels rival those of today's luxury-class models.

The 45:55 percent basic distribution of the drive torque between the front and rear axle – along with the ESP<sup>®</sup>, ASR and 4ETS dynamic handling control systems – ensures effortless and predictable performance. When tuning the overall suspension, the engineers at the Mercedes-Benz Technology Center (MTC) made a defined level of understeer a top priority. All GLK models display these characteristics, even if road conditions vary widely. Whether it be dry or wet. On snow, ice or unsurfaced roads. The newly developed multi-disc clutch in the centre differential supports the system if the friction between the tyres and the road surface is particularly low, for example on snow or ice. A basic partial locking torque of 50 newton metres between the front and rear axle produces a significant increase in traction whilst the high level of directional stability is maintained.

The "G" button on the centre console makes the GLK with off-road engineering package even more assertive on rough terrain. Pressing the button activates a special driving program which varies the shift points of the 7G-TRONIC transmission, "softens" the accelerator pedal characteristics and activates the ESP<sup>®</sup> off-road function. In this mode the system is designed to operate with a

higher degree of wheel slip while retaining directional stability. This control strategy improves traction off-road, particularly on low-friction surfaces such as sand, gravel or stone chippings. There is also a manual transmission mode, in which the shift paddles on the steering wheel can be used to change between the gears. A further switch activates the Downhill Speed Regulation (DSR) system, which automatically maintains a pre-programmed speed on steep downhill inclines. The off-road-specific body dimensions are equally impressive. The large ground clearance of 201 millimetres (GLK 280 4MATIC) and the short body overhangs (front 816 mm, rear 957 mm) make for favourable angles of approach and departure – 23 degrees and a maximum of 25 degrees, respectively. Meanwhile the relatively short wheelbase length of 2755 millimetres and the vehicle weight of 1830 kilograms, which is remarkably low for an SUV, allow the GLK to make good headway on even the most topographically demanding of terrain.

As well as a tyre pressure loss warning system, the tried-and-tested Electronic Stability Program (ESP<sup>®</sup>) for the GLK incorporates a vehicle/trailer stabilisation function, which can defuse critical driving situations involving a trailer before they become dangerous by applying the individual wheel brakes as and when required. The permitted towing capacity is 2000 kilograms.

### **Effortlessly superior: new four-cylinder diesel engine and proven V6 powerplants**

State-of-the-art powerplants ensure an exceptionally high level of ride comfort and impressive performance right across the GLK range. Plus fuel-consumption figures are low, as is the emission count. Customers have a choice of four model variants: diesel aficionados can opt for the GLK 220 CDI BlueEFFICIENCY or GLK 320 CDI, while those with a preference for petrol can select the GLK 280 or GLK 350, both of which feature a V6 powerplant.

In the GLK 220 CDI BlueEFFICIENCY, the all-new diesel engine generation posts an excellent set of figures. Like the V6 unit in the GLK 320 CDI, the four-cylinder engine with a displacement of 2.2 litres and an output of 125 kW/170 hp reflects

the dynamism of the GLK concept as a whole and produces impressive performance coupled with lower fuel consumption and reduced emissions. Torque is equally impressive, with some 400 newton metres available across a broad engine speed range of 1400 to 2800 rpm. Technical highlights of the exceptionally compact and smooth-running CDI powerplant with rear camshaft drive include fourth-generation common-rail direct injection with an injection pressure of 2000 bar and a two-stage turbocharger system. The state-of-the-art powerplant propels the GLK from 0 to 100 km/h in just 8.8 seconds and on to a top speed of 205 km/h. The compression-ignition engine with extremely low untreated emissions delivers exceptional environmental performance and, like all diesel engines for Mercedes passenger cars, features exhaust gas recirculation, an oxidising catalytic converter and a maintenance-free diesel particulate filter as standard. In addition, the engine developers have succeeded in reducing untreated emissions by a decisive margin. The smooth-running four-cylinder unit consumes a mere 6.9 litres of diesel per hundred kilometres under test conditions, emits just 183 grams of CO<sub>2</sub> per kilometre and already meets the requirements of the EU5 emission standard. The diesel line-up is augmented by the proven V6 powerplant in the GLK 320 CDI, which develops 165 kW/224 hp and achieves a peak torque of 540 newton metres, enabling the GLK to perform even more admirably: here the top speed is 220 km/h whilst acceleration from 0 to 100 km/h takes just 7.5 seconds. The V6 engine also features exhaust gas recirculation, an oxidising catalytic converter and a maintenance-free diesel particulate filter. Diesel consumption is a mere 7.9 litres per hundred kilometres. Plus the engine complies with the Euro 4 standard.

The two smooth-running V6 petrol models – the GLK 280 and the GLK 350 – develop 170 kW/231 hp and 200 kW/272 hp respectively, all of which makes for rapid performance. Yet fuel consumption is only moderate. The 3.5-litre V6 in the GLK 350 4MATIC stands out in particular, achieving figures similar to those of a sports car. It has a top speed of 230 km/h and races from 0 to 100 km/h in 6.7 seconds. Both engines also comply with the Euro 5 standard, consuming 10.2 litres and 10.4 litres per hundred kilometres respectively.

All of the engine variants for the GLK are matched with the 7G-TRONIC 7-speed automatic transmission as standard. But the exceptional performance and low fuel consumption are not just down to the perfect combination of the highly sophisticated engines with the 7G-TRONIC and the friction-optimised powertrain. Further key factors include the relatively low overall weight (GLK 280: 1830 kg) and the exceptional aerodynamics for a vehicle of this design ( $C_d$  figure 0.35).

### **Extensive safety package for occupant protection**

In combination with the front and rear deformation zones, the GLK's high-strength passenger cell provides a highly efficient foundation for the occupant protection systems. These include:

- Adaptive, two-stage airbags for the driver and front passenger
- Kneebag for the driver (Europe and Australia)
- Front sidebags and, as an option, sidebags for the rear seats
- Windowbags across both seat rows from the A-pillar to the C-pillar
- NECK-PRO crash-responsive head restraints for the driver and front passenger
- 3-point seat belts for all five seats
- Belt tensioner and adaptive belt-force limiter for the driver and front passenger, belt tensioner and belt-force limiter for the outer rear seats
- ISOFIX child seat attachments
- Belt height adjuster for the driver and front passenger
- Belt status indicator for the rear passengers in the instrument cluster

The optionally available PRE-SAFE<sup>®</sup> anticipatory occupant protection system, made available in the compact-SUV market segment for the very first time, sees Mercedes-Benz taking safety to a new, high level in this segment. The highlight of the concept is the networking between the active and passive safety systems. PRE-SAFE<sup>®</sup> uses the sensors of the dynamic handling control systems – for example, Brake Assist (BAS) and ESP<sup>®</sup> – and can improve the protective functions of the passive safety components in potential accident situations. The

standard-fit adaptive brake lights, which flash to warn the traffic behind when the brakes are applied abruptly, help to prevent accidents. Page 13

During the development phase of the GLK, attention was also paid to pedestrian protection. Firstly, Mercedes remains true to the idea of preventing accidents in the first place. This is why standard equipment for all GLK models includes Brake Assist (BAS), which shortens the braking distance significantly, especially during panic braking, so as to help prevent accidents or at the very least mitigate their consequences. Secondly, the front section incorporates crumple space between the body and the major assemblies beneath, allowing the bonnet to yield considerably if hit by a pedestrian.

### **Relaxed travel in classic Mercedes style**

The distinctive looks of the body are seamlessly continued inside the GLK-Class. On the one hand, the contemporary treatment of the surfaces brings the latest in Mercedes design to the interior. On the other hand, the GLK offers a high-quality and comfortable interior with impressive materials and precise detailing. Occupants enjoy a profound sense of wellbeing when on board – a hallmark of all Mercedes vehicles. The dashboard is the dominant feature here, visually extending into the door panels to lend additional width to the generously dimensioned interior. Further eye-catching features include an elegant trim level highlighted by a fabric that matches the seat upholstery, specified as standard. Alternatively, GLK customers can opt for various wood or aluminium highlights here and in the door operating panels at the front and rear. The upper section of the dashboard encompasses the instrument cluster and the static central display. Meanwhile the driver's armrest with an integral stowage compartment and the controller for the optional COMAND APS infotainment system are located in ergonomically ideal positions between the front seats. Control of the individual menus is intuitive, following the familiar and well-proven control logic used in the S-Class. Additional shortcut buttons make it easier to access the most important main functions.

In terms of spaciousness, the GLK matches vehicles that are much bigger on the outside. The interior architects at the MTC have succeeded in achieving seating-

comfort dimensions on a par with those of the much larger M-Class – for example the distance between the heel reference point and the seat reference point in the GLK-Class is 318 mm (front) and 346 mm (rear). Front and rear headroom are also comparable at 1010 mm and 1012 mm respectively. The boot, including an additional compartment beneath the load compartment floor, holds at least 450 litres. When the 1/3:2/3-split rear seats are folded forwards, the boot capacity increases to max. 1550 litres, the load compartment length to 1674 mm.

### **Complete range of standard equipment, complementary equipment packages**

The level of equipment available for the GLK-Class is at premium-segment standard, including details normally only to be found in the higher vehicle categories. Standard-fit comfort-enhancing features include the THERMATIC 2-zone automatic climate control system, a steering column adjustable for height and reach, front seats with electrically adjustable height and backrest angle, including seat inclination adjustment, manual lumbar support with 2-way adjustment for the driver's seat and the Audio 20 sound system, including a radio/CD combination with integral Bluetooth interface for mobile phones, a microphone for the hands-free system and a central 5-inch colour display. Further features include power windows all round and cruise control with SPEEDTRONIC.

The GLK-Class model range is equipped to an exceptionally high standard. There are also two equipment packages to choose from, allowing customers to tailor the GLK to their own requirements. Among other things, the exterior sports package consists of 19-inch 7-spoke light-alloy wheels, stiffer sports suspension lowered by 20 millimetres and a chrome package with roof rails in aluminium.

Alternatively, customers can select the off-road styling package, featuring 17-inch light-alloy wheels, robust off-road pads and simulated underguards on the front and rear apron as well as the chrome package as standard. The only difference is that this version has matt black roof rails, in keeping with the off-road look.

The off-road engineering package – with DSR switch, a "G" switch for activating a special off-road program and a heavy-duty, weight-optimised underguard and

underbody protection in Gemtex – is also available as an optional extra. If the COMAND APS system is specified, the navigation system has a useful extra feature designed specifically for off-road vehicles. If the vehicle enters an area not covered by digitised maps, the driver can activate a tracking system to save the vehicle's route. This means that GLK drivers can always find a way back to their starting point, based on the principle of Ariadne's thread.

Customers can also opt for the THERMOTRONIC 3-zone luxury automatic climate control system (for the first time in this market segment), genuine leather appointments, fine wood trim elements or the rear-seat entertainment system with 2 screens, radio remote control, 2 sets of radio headphones per screen and an Aux-In socket for multimedia devices such as games consoles. LINGUATRONIC voice-operated control makes the COMAND APS system even easier to use, while the fully electrical, 10-way seat adjustment feature with memory package simplifies the process for setting preferred seating positions. Items that can be ordered for all models include 20-inch light-alloy wheels and the electrically operated panoramic glass sliding sunroof. Further options that come highly recommended include the Intelligent Light System (ILS), featuring five light functions (cornering light function, country mode, motorway mode, active light function and enhanced fog lamps), which are activated in specific driving situations, or the EASY-PACK tailgate, which can be operated at the push of a button. .

### **Mercedes-Benz GLK Edition 1: attractive model to celebrate sales launch**

The exclusive "Edition 1" model will be produced to mark the sales launch of the GLK-Class. This particular variant, sure to be the subject of great demand, is based on the exterior design of the models with exterior sports package but also features 20-inch wheels, the electrically operated EASY-PACK tailgate and specially coloured privacy glass in the rear compartment. The interior is based on the interior sports package and has been upgraded to include further quality details such as black/white nappa leather seats from the designo range, an AMG multifunction leather steering wheel, a black roof lining, exclusive aluminium trim elements and the COMAND APS system. All of these exclusive GLK models are available in calcite white as standard, although customers can specify any other

paint finish. Engine-wise, the GLK Edition 1 can be combined with any of the V6 units. .

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### **Mercedes offers the widest range of SUVs**

Mercedes-Benz offers the widest range of SUVs in the premium segment, the GLK being the brand's fifth model series in this internationally growth-oriented market. In response to customers' wishes, the company initially extended its model range sideways and upwards by introducing the R-Class, M-Class, GL-Class and G-Class. The GLK, a compact SUV, is the latest addition to this successful family. The R-Class is the model series with the most variants, all of which impress with an outstanding level of long-distance comfort and the most generous and variable interiors of all the Mercedes SUVs, including up to seven seats. The most successful Mercedes-Benz Sports Utility Vehicle, with around 950,000 vehicles sold to date, is the M-Class, offering an exciting and highly effective balance between on-road performance and off-road ability. This model series, which celebrated its high-profile premiere some ten years ago, is seen as the precursor to all today's premium SUVs. The GL-Class in turn has occupied pole position in the entire SUV world since 2006, its occupants travelling first-class whatever the conditions, whether on or off the road. The G-Class, which effectively started it all, is celebrating 30 years of service this coming year. The "G" really comes into its own when venturing off the beaten track and still ranks as one of the world's best off-roaders. .

### **Bremen plant produces the GLK-Class on an exclusive basis**

The GLK is produced solely at the Mercedes-Benz plant in Bremen. The site, taken over from Hanomag-Henschel in 1969, was a production plant used by the carmaker Borgward up until 1961 and is a major cog in Daimler's world-wide production network. As the home plant for the C-Class Saloon and C-Class Estate, it sets the quality standards for all plants that handle these model series world-wide.

European customers can order the compact model with genuine character from June 30, 2008, with deliveries set to commence in the autumn. The prices for the German market, not including local VAT, are as follows: .

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GLK 220 CDI 4MATIC BlueEFFICIENCY	€ 33,900
GLK 320 CDI 4MATIC	€ 38,700
GLK 280 4MATIC	€ 36,600
GLK 350 4MATIC	€ 38,700

*Technical data and equipment and appointments may vary from country to country.*

## Complete range of standard equipment, attractive equipment packages\* Page 18

All GLK-Class models feature an exceptionally high level of standard equipment, including:

- 4MATIC permanent all-wheel drive
- 7G-TRONIC seven-speed automatic transmission with Comfort and Sport modes
- Adaptive airbags for the driver and front passenger
- Adaptive brake lights
- Aerial integrated in roof spoiler (additional roof aerial if COMAND is specified)
- AGILITY CONTROL suspension with selective damping system
- Anti-lock braking system (ABS) with Brake Assist (BAS) and hill-start assist
- Armrest between driver and front passenger, sideways folding, with compartment
- ASSYST maintenance interval indicator
- Audio 20 sound system, radio/CD with integrated Bluetooth interface and microphone, central 5-inch colour display
- Bag hooks (2) in the load compartment
- Belt height adjuster for driver and front passenger
- Belt status indicator for rear passengers in instrument cluster
- Belt tensioners and adaptive belt-force limiters for the front seats, belt tensioners and belt-force limiters on the outer rear seats
- B-pillars in high-gloss black
- Brake pad wear indicator
- Bumpers, exterior mirror housings and door handles in the body colour
- Coat hooks on the tailgate inner door pulls
- Crash boxes, bolted for easy repair, front and rear
- Cruise control
- Diesel particulate filter (for CDI models)
- Dynamic handling control systems – ESP<sup>®</sup>, ASR, 4-ETS, ABS, BAS

- ELCODE locking system with infrared/radio remote control, integral immobiliser, automatic locking whilst driving, unlocking in the event of an accident (crash sensor), extended central locking function
- Fog lamps with chrome surrounds/rear fog lamp
- Glove compartment, air-conditioned
- Head restraints in the rear (three)
- Headlamp Assist
- Heated and electrically adjustable exterior mirrors
- Heated rear windscreen
- Heated windscreen washer nozzles
- Indicators in the exterior mirrors
- Instrument cluster with three analogue round gauges (speedometer, rev counter, temperature display/fuel gauge) and central display
- ISOFIX child seat attachments in the rear
- Kneebag on the driver's side (Europe and Australia)
- Light-alloy wheels, 17-inch with size 235/60 R 17 tyres
- Load compartment cover (no-cost option)
- Load sill guard cover, inside and outside, made from black plastic
- Load-securing rings in the load compartment
- Lumbar support with manual 2-way adjustment for the driver's seat
- Map pockets on the rear of the front seat backrests
- More scratch-resistant paintwork
- Multifunction steering wheel with four buttons
- NECK-PRO crash-responsive head restraints for driver and front passenger
- Outside temperature display
- Power steering, electrohydraulic, with safety steering column
- Power windows (4)
- Rear windscreen wiper activated automatically after reverse gear is engaged
- Rear-seat backrest with 1/3:2/3 split, forwards folding with integral folding rear armrest including double cup holder and stowage compartment
- Rev counter
- Seat occupancy sensor on front passenger side

- Seats for driver and front passenger with electrical height and backrest adjustment and adjustment of the seat angle
- Side skirts in black, grained
- Sidebags for driver and front passenger
- Sockets, 12 V, at front and rear of centre console, in the glove compartment and in the load compartment
- Speed-sensitive power steering (GLK 280 4MATIC, GLK 350 4MATIC, GLK 320 CDI 4MATIC)
- Steering column, adjustable for height and reach
- Stowage compartment under the load compartment floor
- Stowage net in load compartment, left
- Sun visors with illuminated vanity mirrors
- THERMATIC 2-zone automatic climate control
- Tinted glass all round
- TIREFIT (or emergency wheel as a no-cost option)
- Trim elements for interior in fabric
- Tyre pressure loss warning system
- Warning and ambient lights in the tailgate
- Windowbags

### **Exterior sports package or off-road styling package to complement the range of standard equipment**

Two equipment packages are available, allowing customers to tailor the GLK to their own requirements.

The exterior sports package includes:

- 19-inch 7-spoke light-alloy wheels with size 235/50 R 19 front tyres and size 255/45 R 19 rear tyres
- Chrome package with roof rails in aluminium, chromed rectangular exhaust tailpipes, inner and outer load sill guards with stainless-steel inserts, fog lamps with chrome surrounds and waistline trim strip in chrome
- Radiator grille with three chrome louvres

- Rear apron with chrome trim strips
- Rub strips in chrome
- Side skirts painted in body colour
- Sports suspension, lowered by 20 mm

The off-road styling package includes:

- 17-inch light-alloy wheels with size 235/60 R 17 tyres at the front and size 255/55 R 17 tyres at the rear
- Chrome package with chromed rectangular exhaust tailpipes, inner and outer load sill guards with stainless-steel inserts, fog lamps with chrome surround and waistline trim strip in chrome
- Front and rear apron with off-road pads in black, grained
- Radiator grille with two chrome louvres
- Roof rails in matt black
- Simulated underguards front and rear in black, grained

### **Exclusive additional equipment from higher-segment models**

GLK customers can upgrade their vehicles on a visual and functional level by specifying further items of equipment:

#### Off-road engineering package

- 3-spoke leather steering wheel with shift paddles
- Additional underguard in Gemtex
- DSR switch (Downhill Speed Regulation)
- "G" switch for activating a special off-road driving program: modified accelerator pedal characteristics, adapted 7G-TRONIC shift points, manual shift mode for 7G-TRONIC, off-road ABS, specially tuned ESP<sup>®</sup>/4-ETS
- Off-road monitor with compass indicator, altimeter, GPS coordinates and tracking system to record routes in areas not covered by digitised maps (if COMAND APS is specified)

#### Interior sports package

- 3-spoke leather steering wheel with shift paddles
- Aluminium trim elements in the dashboard and in the front and rear door panels
- Combined fabric/ARTICO man-made leather upholstery
- Instrument cluster in matt silver with tube-style design
- Interior lighting package
- Selector lever in leather with chrome inlay
- Sports pedals with a stainless-steel look
- Stainless-steel door sills in the doors

#### Additional optional extras available for all models:

- 20-inch 7-spoke or 5-twin-spoke light-alloy wheels with size 235/45 R 20 tyres at the front and size 255/40 R 20 tyres at the rear
- Automatic child seat recognition on the front-passenger side
- Automatically dimming interior mirror and exterior mirrors
- COMAND APS with 7.5-inch monitor positioned in centre of dashboard, integral radio, CD/DVD player, hard-disc navigation with tracking system for recording routes outside areas covered by digitised maps, telephone operation and off-road menu, can be combined with TV tuner and reversing camera
- Fine wood trim elements in pine brown or burr walnut in the interior
- Genuine leather interior appointments
- Heated front seats
- Intelligent Light System with five light functions that are activated in specific driving situations (cornering light function, country mode, motorway mode, active light function and enhanced fog lamps)
- LINGUATRONIC voice-operated control system for navigation, radio, telephone and CD/DVD player/changer
- Media Interface
- Panoramic glass sliding sunroof, electrically operated
- PARKTRONIC
- PRE-SAFE®
- Privacy glazing

- Page 23
- Rear-seat entertainment system with 2 screens, radio remote control, 2 sets of IR headphones, aux-in socket for multimedia devices such as games consoles, DVD player
  - Remote controlled, electrohydraulically operated EASY-PACK tailgate
  - Seat adjustment, 10-way, fully electrical with memory package
  - Sidebags in rear
  - THERMOTRONIC 3-zone luxury automatic climate control

*\*Selection only, equipment and appointments may vary from country to country; in alphabetical order*

## At a glance

\*

Technology highlights and equipment items for the new GLK-Class\*

<b>4MATIC:</b> permanent all-wheel-drive system from Mercedes-Benz. Includes all-wheel-drive powertrain with 45:55 percent power distribution (front axle/rear axle), a single-stage transfer case and centre differential with a basic locking torque of 50 Nm as well as ESP® and 4ETS control systems.	Standard
<b>4ETS:</b> the electronic traction system increases the drive torque at the wheels offering good grip by braking the wheels providing less traction, thus enabling headway to be made even under the toughest of driving conditions.	Standard
<b>7G-TRONIC:</b> the seven-speed automatic transmission features intelligent electronic control and widely spaced gears to optimise performance, fuel consumption and noise levels.	Standard
<b>Active light function:</b> the bi-xenon headlamps, part of the Intelligent Light System, follow the driver's steering-wheel movements.	Standard in conjunction with ILS
<b>Adaptive belt-force limiters:</b> reduce the force exerted on the driver or front passenger through a process of controlled yielding in line with the accident severity.	Standard
<b>Adaptive brake lights:</b> in emergency braking the brake lights flash to warn the traffic behind.	Standard
<b>ADAPTIVE BRAKE:</b> the newly developed braking system provides assistance functions for further enhanced safety and convenience.	Standard
<b>Adaptive front airbags:</b> the driver and front passenger airbags are activated in line with the accident severity.	Standard
<b>AGILITY CONTROL:</b> a selective damping system adapts the shock absorber forces in line with the current driving situation.	Standard
<b>Automatic child seat recognition:</b> automatically deactivates the front passenger airbag in conjunction with specific Mercedes child seats.	Optional
<b>Belt tensioner:</b> reduces slack in the seat belt in the event of a crash and can thereby reduce the load on occupants.	Standard
<b>Belt-force limiter:</b> reduces the forces exerted on the occupants by the seat belts during an accident.	Standard

<b>Bi-xenon headlamps:</b> gas discharge lamps with projection-beam technology for main and dipped beam improve visibility at night or in poor weather conditions.	Standard in conjunction with ILS
<b>Bluetooth interface:</b> allows a wireless connection between a mobile phone and the hands-free system.	Standard
<b>Brake Assist (BAS):</b> can detect emergency situations based on use of the brake pedal; makes the full braking pressure available within a fraction of a second, regardless of how heavily the pedal is pressed, and thereby shortens the braking distance.	Standard
<b>Child seat recognition:</b> the front passenger airbag is deactivated automatically if a Mercedes rear-facing child seat is installed.	Optional
<b>COMAND APS:</b> audio and communications system with integral radio, CD/DVD player, hard-disc navigation, telephone operation and off-road menu. The navigation system features a tracking system for recording and storing routes outside areas covered by digitised maps if required. An integral music server for storing up to 1000 tracks is also included.	Optional
<b>Cornering light function:</b> the additional illumination of the area to the side of the vehicle when turning, at junctions or on tight bends enhances safety.	Standard in conjunction with ILS
<b>Country mode:</b> this function – part of the Intelligent Light System – replaces the previous dipped-beam function and ensures brighter and more widespread illumination of the left side (LHD vehicles) or right side (RHD vehicles) of the carriageway.	Standard in conjunction with ILS
<b>Crash boxes:</b> impact-absorbing elements in the front and rear vehicle structure reduce repair costs after collisions at low impact speeds.	Standard
<b>Cruise control:</b> system for controlling the vehicle speed, including SPEEDTRONIC variable speed limiter.	Standard
<b>Dark-tinted thermal-insulation glass</b> for the rear side windows and the rear windscreen	Optional
<b>Diesel particulate filter:</b> the maintenance-free system operates without additives and reduces particulate emissions (already low thanks to engine modifications) by a further 99 percent.	Standard for all diesel models

<b>Downhill Speed Regulation (DSR):</b> allows the driver to pre-program various maximum speeds before negotiating steep descents.	Standard in conjunction with off-road engineering package
<b>EASY-PACK tailgate:</b> an electromechanical drive system allows the tailgate to be opened and closed automatically.	Optional
<b>Enhanced fog lamps:</b> this function – part of the Intelligent Light System – is used to swivel the outer headlamp on the driver's side outwards so as to improve orientation.	Standard in conjunction with ILS
<b>ESP®:</b> can stabilise the GLK fully automatically in dynamically critical situations and thereby reduce the risk of skidding and roll-over; also warns the driver if the tyre inflation pressure suddenly falls.	Standard
<b>ESP® vehicle/trailer stabilisation:</b> this ESP® component can defuse critical driving situations involving a trailer before they become dangerous by applying individual wheel brakes as required.	Standard
<b>"G" button:</b> activates the driving program designed specifically for off-road driving (softer accelerator pedal characteristics, adjusted shift points/manual shift mode for 7G-TRONIC, off-road ESP® and ABS function)	Standard in conjunction with off-road engineering package
<b>Headlamp Assist:</b> a sensor on the windscreen controls the headlamps automatically, switching them on at dusk/dawn, when it is dark, when driving through tunnels and if rain or snow is falling.	Standard
<b>Headlamp cleaning system:</b> system of pressure jets, which eliminates any backglare caused by dirty headlamp lenses.	Standard in conjunction with bi-xenon headlamps/ ILS
<b>Intelligent Light System:</b> this new headlamp technology provides five light functions which are activated depending on the driving situation and weather conditions (also see "Cornering light function", "Country mode", "Motorway mode", "Active light function" and "Enhanced fog lamps").	Optional
<b>Kneebag:</b> can provide extra protection potential in certain situations.	Standard (Europe and Australia)
<b>LINGUATRONIC:</b> this voice-operated control system can be used to operate the car radio, CD/DVD player, CD/DVD changer, navigation system and telephone; navigation destinations and phone-book entries can be spoken as entire words.	Standard in conjunction with COMAND APS

<b>Luxury multifunction steering wheel:</b> the radio, telephone, navigation system, display and other devices can be operated via the steering wheel.	Optional
<b>Memory package:</b> there are three memory slots each for storing the position of the driver's seat and front passenger seat. The steering-wheel and exterior-mirror settings can also be stored.	Optional
<b>Motorway mode:</b> at speeds above 90 km/h the output of the dipped beams is increased while slightly elevating the headlamp on the driver's side to illuminate the carriageway more uniformly; the driver's range of vision is increased by around 50 metres.	Standard in conjunction with ILS
<b>NECK-PRO:</b> crash-responsive head restraints for the driver and front passenger, which provide support for the head at an earlier stage in the event of a rear impact, thus reducing the risk of injury and the consequences thereof.	Standard
<b>Off-road ABS:</b> additional ABS program specifically for off-road use, designed to shorten braking distances on poor surfaces and extreme descents.	Standard in conjunction with off-road engineering package
<b>Off-road engineering package:</b> further enhanced off-road capability thanks to special driving programs such as off-road ABS and Downhill Speed Regulation (DSR), plus an additional underguard for off-road driving.	Optional
<b>Paintwork:</b> more scratch-resistant; plus the paint has more shine and more depth of colour.	Standard
<b>Panoramic sliding sunroof:</b> a large glass roof stretching from the windscreen to the load compartment. The front section slides rearwards at the push of a button.	Optional
<b>PARKTRONIC:</b> ultrasonic sensors assist the driver when parking.	Optional
<b>PRE-SAFE®</b> uses the sensors in the dynamic handling control systems such as ABS, BAS or ESP® and can improve the protective potential of the passive safety components in possible accident situations.	Optional
<b>Rain sensor:</b> automatic adjustment of the windscreen-wiper interval based on the weather conditions, with two-stage intermittent control.	Standard
<b>Reversing camera:</b> when reverse gear is selected, the image recorded by the rear camera is shown on the COMAND screen.	Optional

<b>Sidebags:</b> side airbags integrated in the seat backrests reduce the load on occupants in the event of a side impact.	Standard for driver and front passenger, optional for rear passengers
<b>Sound system:</b> a multi-channel system featuring new digital technology provides surround sound at every seat. Unique Dolby 5.1 sound can be experienced if a DVD player is specified.	Optional
<b>Speed-sensitive power steering:</b> ensures excellent road feel when travelling at high speed and extremely easy steering when parking.	Standard for GLK 280, GLK 350, GLK 320 CDI
<b>Start-off assist:</b> prevents the vehicle from rolling backwards during hill-starts.	Standard
<b>THERMATIC automatic climate control:</b> the enhanced system splits the interior into two temperature zones and provides a wide range of setting options for individual climate control.	Standard
<b>THERMOTRONIC luxury automatic climate control:</b> this system splits the interior into three climate zones and includes further functions such as diffused, draught-free ventilation, an air quality sensor and residual heat utilisation.	Optional
<b>Up-front sensors:</b> additional sensors on the front crossmember supplement the work done by the crash sensor on the centre tunnel and support even more effective activation of the restraint systems in line with the current situation.	Standard
<b>Windowbags:</b> in the event of a side impact, the large air cushion extends like a curtain across all seat rows, from the A-pillar to the C-pillar, reducing the risk of head injuries.	Standard

\* In alphabetical order; the descriptions and information may vary from country to country; extracts

## Mercedes-Benz GLK 220 CDI 4MATIC

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<b><u>Engine</u></b>	
No. of cylinders/arrangement	4 in-line, 4 valves per cylinder
Displacement	cc 2143
Bore x stroke	mm 83.0 x 99.0
Rated output	kW/hp 125/170 at 3000-4200 rpm
Rated torque	Nm 400 at 1400-2800 rpm
Compression ratio	16.2 : 1
Mixture preparation	Direct high-pressure injection, common-rail technology, two-stage turbocharging
Exhaust gas aftertreatment	Exhaust gas recirculation (EGR), oxidising catalytic converter, maintenance-free diesel particulate filter, Euro 5
<b><u>Powertrain</u></b>	
Transmission	7G-TRONIC electronically controlled seven-speed automatic transmission with torque converter lockup
Drive system	4MATIC permanent all-wheel drive, ESP <sup>®</sup> , 4ETS, ASR, transfer case integrated in main transmission, centre differential with double-disc clutch, basic locking torque front axle/rear axle 50 Nm Torque distribution front axle : rear axle 45 : 55
Transmission ratios	Final drive 3.46 1st gear 4.38 2nd gear 2.86 3rd gear 1.92 4th gear 1.37 5th gear 1.00 6th gear 0.82 7th gear 0.73 Reverse 3.42
<b><u>Chassis and suspension</u></b>	
Front axle	Frame-type integral support, McPherson three-link suspension with anti-dive control, coil springs, twin-tube gas-filled shock absorbers with amplitude-dependent damping system, torsion-bar stabiliser
Rear axle	Subframe, multi-link independent suspension, anti-squat and anti-dive control, coil springs, gas-filled shock absorbers with amplitude-dependent damping system, torsion-bar stabiliser
Brake system	Hydraulic dual-circuit brake system with vacuum booster, stepped master brake cylinder, ABS, BAS, ESP <sup>®</sup> , internally ventilated disc brakes front and rear, pedal-operated drum-type parking brake at the rear
Steering	Power-assisted rack-and-pinion steering, steering shock absorber
Wheels	Off-road styling package                      Sports package Front 7.5 J x 17                                      Front 7.5 J x 19 Rear 8.0 x 17                                         Rear 8.5 J x 19
Tyres	Front 235/60 R 17                                   Front 235/50 R 19 Rear 255/55 R 17                                   Rear 255/45 R 19

**Dimensions and weights**

Wheelbase	mm	2755
Track, front/rear	mm	1567/1588
Overall length	mm	4528
Overall width	mm	1840
Overall height	mm	1689 (incl. roof rails)
Ground clearance	mm	187
Overhang, front/rear	mm	816/957
Angle of approach/departure	Degrees °	23/25
Ramp angle	Degrees °	19
Fording depth	mm	300
Turning circle	m	11.50
Boot capacity	l	450
Kerb weight acc. to DIN (EC Directive*)	kg	1845
Payload acc. to DIN (EC Directive)	kg	655
Perm. gross vehicle weight	kg	2500
Trailer load, braked/unbraked	kg	2000
	kg	750
Tank capacity/incl. reserve	l	66/8

**Performance and fuel consumption\*\***

Acceleration 0-100 km/h	s	8.8
Top speed	km/h	205
Fuel consumption NEDC combined	l/100 km	6.9

\*According to 1992/21/EC, standard equipment including driver (68 kg), luggage (7kg) and fuel tank 90% full

\*\* Provisional figures

## Mercedes-Benz GLK 320 CDI 4MATIC

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### Engine

No. of cylinders/arrangement		6/V, 4 valves per cylinder
Displacement	cc	2987
Bore x stroke	mm	83.0 x 92.0
Rated output	kW/hp	165/224 at 3800 rpm
Rated torque	Nm	540 at 1600-2400 rpm
Compression ratio		17.7 : 1
Mixture preparation		Direct high-pressure injection, common-rail technology, VNT turbocharger, EDC
Exhaust gas aftertreatment		Exhaust gas recirculation (EGR), oxidising catalytic converter, maintenance-free diesel particulate filter, Euro 4

### Powertrain

Transmission		7G-TRONIC electronically controlled seven-speed automatic transmission with torque converter lockup
Drive system		4MATIC permanent all-wheel drive, ESP <sup>®</sup> , 4ETS, ASR, transfer case integrated in main transmission, centre differential with double-disc clutch, basic locking torque front axle/rear axle 50 Nm
Transmission ratios	Final drive	Torque distribution front axle : rear axle 45 : 55
	1st gear	3.07
	2nd gear	4.38
	3rd gear	2.86
	4th gear	1.92
	5th gear	1.37
	6th gear	1.00
	7th gear	0.82
	Reverse	0.73
		3.42

### Chassis and suspension

Front axle	Frame-type integral support, McPherson three-link suspension with anti-dive control, coil springs, twin-tube gas-filled shock absorbers with amplitude-dependent damping system, torsion-bar stabiliser	
Rear axle	Subframe, multi-link independent suspension, anti-squat and anti-dive control, coil springs, gas-filled shock absorbers with amplitude-dependent damping system, torsion-bar stabiliser	
Brake system	Hydraulic dual-circuit brake system with vacuum booster, stepped master brake cylinder, ABS, BAS, ESP <sup>®</sup> , internally ventilated disc brakes front and rear, pedal-operated drum-type parking brake at the rear	
Steering	Speed-sensitive power steering with variable centring	
Wheels	Off-road styling package	Sports package
	Front 7.5 J x 17	Front 7.5 J x 19
	Rear 8.0 x 17	Rear 8.5 J x 19
Tyres	Front 235/60 R 17	Front 235/50 R 19
	Rear 255/55 R 17	Rear 255/45 R 19

**Dimensions and weights**

Wheelbase	mm	2755
Track, front/rear	mm	1567/1588
Overall length	mm	4528
Overall width	mm	1840
Overall height	mm	1689 (incl. roof rails)
Ground clearance	mm	187
Overhang, front/rear	mm	816/957
Angle of approach/ departure	Degrees °	23/25
Ramp angle	Degrees °	19
Fording depth	mm	300
Turning circle	m	11.50
Boot capacity	l	450
Kerb weight acc. to DIN (EC Directive*)	kg	1880
Payload acc. to DIN (EC Directive)	kg	620
Perm. gross vehicle weight	kg	2500
Trailer load, braked/unbraked	kg	2000
	kg	750
Tank capacity/incl. reserve	l	66/8

**Performance and fuel consumption\*\***

Acceleration 0-100 km/h	s	7.5
Top speed	km/h	220
Fuel consumption NEDC combined	l/100 km	7.9

\*According to 1992/21/EC, standard equipment including driver (68 kg), luggage (7kg) and fuel tank 90% full

\*\* Provisional figures

**Engine**

No. of cylinders/arrangement		6/V, 4 valves per cylinder
Displacement	cc	2996
Bore x stroke	mm	88.0 x 82.1
Rated output	kW/hp	170/231 at 6000 rpm
Rated torque	Nm	300 at 2500-5000 rpm
Compression ratio		11.3 : 1
Mixture preparation		Microprocessor-controlled injection system, hot-film air-mass sensor
Exhaust gas aftertreatment		3-way catalytic converter, Euro 5

**Powertrain**

Transmission		7G-TRONIC electronically controlled seven-speed automatic transmission with torque converter lockup
Drive system		4MATIC permanent all-wheel drive, ESP <sup>®</sup> , 4ETS, ASR, transfer case integrated in main transmission, centre differential with double-disc clutch, basic locking torque front axle/rear axle 50 Nm
Transmission ratios		Torque distribution front axle:rear axle 45:55
	Final drive	3.92
	1st gear	4.38
	2nd gear	2.86
	3rd gear	1.92
	4th gear	1.37
	5th gear	1.00
	6th gear	0.82
	7th gear	0.73
	Reverse	3.42

**Chassis and suspension**

Front axle	Frame-type integral support, McPherson three-link suspension with anti-dive control, coil springs, twin-tube gas-filled shock absorbers with amplitude-dependent damping system, torsion-bar stabiliser	
Rear axle	Subframe, multi-link independent suspension, anti-squat and anti-dive control, coil springs, gas-filled shock absorbers with amplitude-dependent damping system, torsion-bar stabiliser	
Brake system	Hydraulic dual-circuit brake system with vacuum booster, stepped master brake cylinder, ABS, BAS, ESP <sup>®</sup> , internally ventilated disc brakes front and rear, pedal-operated drum-type parking brake at the rear	
Steering	Speed-sensitive power steering with variable centring	
Wheels	Off-road styling package	Sports package
	Front 7.5 J x 17	Front 7.5 J x 19
	Rear 8.0 x 17	Rear 8.5 J x 19
Tyres	Front 235/60 R 17	Front 235/50 R 19
	Rear 255/55 R 17	Rear 255/45 R 19

**Dimensions and weights**

Wheelbase	mm	2755
Track, front/rear	mm	1567/1588
Overall length	mm	4528
Overall width	mm	1840
Overall height	mm	1689 (incl. roof rails)
Ground clearance	mm	201
Overhang, front/rear	mm	816/957
Angle of approach/ departure	Degrees °	23/25
Ramp angle	Degrees °	19
Fording depth	mm	300
Turning circle	m	11.50
Boot capacity	l	450
Kerb weight acc. to DIN (EC Directive*)	kg	1830
Payload acc. to DIN (EC Directive)	kg	650
Perm. gross vehicle weight	kg	2480
Trailer load, braked/unbraked	kg	2000
	kg	750
Tank capacity/incl. reserve	l	66/8

**Performance and fuel consumption\*\***

Acceleration 0-100 km/h	s	7.6
Top speed	km/h	210
Fuel consumption NEDC combined	l/100 km	10.2

\*According to 1992/21/EC, standard equipment including driver (68 kg), luggage (7kg) and fuel tank 90% full

\*\* Provisional figures

**Engine**

No. of cylinders/arrangement		6/V, 4 valves per cylinder
Displacement	cc	3498
Bore x stroke	mm	92.9 x 86.0
Rated output	kW/hp	200/272 at 6000 rpm
Rated torque	Nm	350 at 2400-5000 rpm
Compression ratio		10.7 : 1
Mixture preparation		Microprocessor-controlled injection system, hot-film air-mass sensor
Exhaust gas aftertreatment		3-way catalytic converter, Euro 5

**Powertrain**

Transmission		7G-TRONIC electronically controlled seven-speed automatic transmission with torque converter lockup
Drive system		4MATIC permanent all-wheel drive, ESP <sup>®</sup> , 4ETS; ASR; transfer case integrated in main transmission, centre differential with double-disc clutch, basic locking torque front axle/rear axle 50 Nm Torque distribution front axle:rear axle 45:55
Transmission ratios	Final drive	3.67
	1st gear	4.38
	2nd gear	2.86
	3rd gear	1.92
	4th gear	1.37
	5th gear	1.00
	6th gear	0.82
	7th gear	0.73
	Reverse	3.42

**Chassis and suspension**

Front axle	Frame-type integral support, McPherson three-link suspension with anti-dive control, coil springs, twin-tube gas-filled shock absorbers with amplitude-dependent damping system, torsion-bar stabiliser	
Rear axle	Subframe, multi-link independent suspension, anti-squat and anti-dive control, coil springs, gas-filled shock absorbers with amplitude-dependent damping system, torsion-bar stabiliser	
Brake system	Hydraulic dual-circuit brake system with vacuum booster, stepped master brake cylinder, ABS, BAS, ESP <sup>®</sup> , internally ventilated disc brakes front and rear, pedal-operated drum-type parking brake at the rear	
Steering	Speed-sensitive power steering with variable centring	
Wheels	Off-road styling package	Sports package
	Front 7.5 J x 17	Front 7.5 J x 19
	Rear 8.0 x 17	Rear 8.5 J x 19
Tyres	Front 235/60 R 17	Front 235/50 R 19
	Rear 255/55 R 17	Rear 255/45 R 19

**Dimensions and weights**

Wheelbase	mm	2755
Track, front/rear	mm	1567/1588
Overall length	mm	4528
Overall width	mm	1840
Overall height	mm	1689 (incl. roof rails)
Ground clearance	mm	201
Overhang, front/rear	mm	816/957
Angle of approach/ departure	Degrees °	23/25
Ramp angle	Degrees °	19
Fording depth	mm	300
Turning circle	m	11.50
Boot capacity	l	450
Kerb weight acc. to DIN (EC Directive*)	kg	1830
Payload acc. to DIN (EC Directive)	kg	650
Perm. gross vehicle weight	kg	2480
Trailer load, braked/unbraked	kg	2000
	kg	750
Tank capacity/incl. reserve	l	66/8

**Performance and fuel consumption\*\***

Acceleration 0-100 km/h	s	6.7
Top speed	km/h	230
Fuel consumption NEDC combined	l/100 km	10.4

\*According to 1992/21/EC, standard equipment including driver (68 kg), luggage (7kg) and fuel tank 90% full

\*\*Provisional figures

## The new generation SL

**Mercedes-Benz will continue its long tradition of producing legendary sports cars when it launches the new-generation SL-Class in spring 2008. The world's most successful premium roadster in its class features a new design with the emphasis firmly on sportiness and effortless superiority. These traits are also reflected in the handling qualities of the two-seater model, which now delivers even more athletic performance thanks to the new direct-steer system as well as offering enhanced comfort and safety. The SL 500 with its V8 engine and the V12-powered SL 600 remain at the top of the range. The Mercedes sports car extends its lead in the safety stakes courtesy of bi-xenon headlamps and the optional Intelligent Light System whose lighting functions are designed specifically for typical driving situations. Further new features on board include AIRSCARF neck-level heating. This system - invented by Mercedes-Benz and available as an optional extra - enhances comfort when driving with the roof down, extending the roadster season until well into the winter months. SL passengers are kept informed and entertained by the standard-fit COMAND multimedia system, which has also been fully revamped with a host of additional functions.**

The new generation SL caps a glorious history of Mercedes sports cars, which began in 1954 with the introduction of the legendary 300 SL "Gullwing", followed in 1957 by the launch of the first SL Roadster. To date, the Stuttgart manufacturer has produced a total of over 630,000 SL sports cars.

Like its predecessors, the new-generation SL also merits its "incomparable" tag. 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 highly eventful, active motoring that provides a profound sense of well-being - for hallmark Mercedes refinement at the highest, sportiest level.

When it came to developing a concept and design for the new generation SL, the Mercedes-Benz engineers set out to accentuate 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 dominant radiator grille whose V-shape symbolises sporty virtues such as forwards thrust and performance potential.

A horizontal louvre makes the radiator grille appear wider and, in doing so, emphasises the powerful aspect of the SL's front end, making it seem surprisingly new, yet so very 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 effortless superiority 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 tribute 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 contemporary interpretation for the new Mercedes sports car.

These classic design features drawn from five decades of roadster tradition are in tasteful harmony with new elements of the contemporary Mercedes design idiom, including the distinctive V-shaped 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 primarily by the 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. This Mercedes sports car has 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 - the benefit of which is noticeable especially when driving slowly, manoeuvring or parking thanks to the lower steering forces required. New features include a 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 more spontaneously or, in other words, more sportily.

When driving slowly or parking, the new technology combines with the speed-sensitive power steering to provide even more comfort than before because 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 four-link front suspension and multi-link independent rear suspension. Meanwhile the Active Body Control (ABC) system, specified as standard for the SL 500 and the SL 600, is a unique masterpiece. It compensates body pitch, roll and yaw 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 superb 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. The V8-powered SL 500 Roadster runs on 18-inch wheels shod with 255/40 R 18 tyres.

### **Eight-cylinder engine: pole position courtesy of Active Body Control**

The powerful eight-cylinder engine with 285 kW/388 hp, available for the SL 500 since 2006, remains unchanged in the Mercedes sports car line-up. Its petrol consumption (NEDC) has been reduced by 0.3 litres. Mercedes-Benz has upgraded the standard specification for the new-generation SL with 18-inch light-alloy wheels. An overview\* of the additional standard equipment and appointments for the SL 500:

- Active Body Control
- Automatically dimming interior and exterior mirrors
- Leather upholstery
- 18-inch light-alloy wheels
- Metallic paintwork
- Heated seats
- Burr walnut trim elements

### **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 powerful bi-xenon headlamps, which are considerably more powerful and more 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,

cornering light function and active light function. The variable-control bi-xenon headlamps activate the various lighting functions automatically.

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**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 perfectly, 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.

A wide range of colours and materials allows Mercedes customers to design and appoint the interior of the new-generation SL to their individual tastes. There are two types of leather to choose from, as well as five different aluminium or fine-wood trims and five colour combinations. The interior looks especially luxurious and refined when specified with the new natural beige/black colour scheme and the new wood trim elements in pale burr walnut with a high-sheen finish.

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 elegant 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, Exclusive nappa leather upholstery, climatized seats 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 front passenger.

This Mercedes-Benz invention allows Mercedes customers to enjoy open-air driving pleasure for longer and even more often than before. The roadster season 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 ready 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 unit combines a car radio including a triple 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 inch) that 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.

An even wider range of high-tech electronics is available ex factory: Mercedes customers can now 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 the first time, it is also possible to connect an iPod, USB stick or other external audio devices to the COMAND system thanks to the newly developed, universal Media Interface (optional) in the centre console.

## More dynamic, more powerful and with even more style

**Stuttgart – Mercedes-Benz has meticulously revamped the successful M-Class. The new generation of the dynamic, stylish SUV now has even more distinctive characteristics, and looks even sportier and more powerful. The front end of this off-roader is now defined by a redesigned bumper, recontoured headlamps and a larger, even more dominant radiator. The rear view also sports a new-look bumper with integrated reflector strips, emphasising the vehicle's width, as well as tails lights with a smoked-glass look. Stylistic fine-tuning and new high-grade materials which are pleasing to the eye and touch combine with a new two-tone colour scheme to add fresh highlights to the interior. Moreover, the eye is immediately drawn to the new four-spoke multifunction steering wheel. 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 developed by Mercedes-Benz, which is much easier to use thanks to a host of new functions. The Mercedes-Benz ML 63 AMG is also set to become even more distinctive and striking, courtesy of new front and rear aprons with a chromed underguard, and a larger AMG radiator grille.**

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**

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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**

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.

### **ML 63 AMG with even more attractive looks**

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 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**

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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 shoulder 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.

## Fine-tuning for the design trendsetter

**Stuttgart – Mercedes-Benz is making the CLS even more irresistible. This one-of-a-kind four-door coupé – the pioneer of a whole new automotive segment – has now been fine-tuned to give it added appeal. The new entry-level model version, the CLS 280 with its sophisticated V6 power unit, develops 170 kW/231 hp. Meanwhile, the flagship model in the range – the CLS 63 AMG with its 378 kW/514 hp AMG 6.3-litre V8 engine – now comes with 19-inch AMG light-alloy wheels plus a new AMG sports exhaust system.**

Understated but masterly neatly sums up the result of the restyling programme for the CLS. At the front, it is the modified radiator grille that stands out, with two louvres now instead of the previous four. The diamond-shaped, three-dimensional grilles painted in atlas grey that cover the air intakes project an even greater air of self-assurance as well as adding further emphasis to the vehicle's width. The exterior mirrors have also been given a new look. The LED side indicator lamps that are built into them are arranged in the form of an arrow to produce a most eye-catching effect, especially in the dark. The mirror surface has furthermore been enlarged by 32 per cent to afford a clearer view of the traffic behind and thereby boost active safety.

The side view is dominated by new, attractively styled light-alloy wheels, measuring either 17 inches (CLS 280, CLS 320 CDI and CLS 350 CGI) or 18 inches (CLS 500) in diameter. When viewed from the rear, the new-generation CLS makes its mark with a new rear apron, new tail lights, as well as modified tailpipes. The centre section of the rear bumper now drops down further, while the additional light-catching contour running along it adds to the impression of breadth. This is further emphasised by the exhaust tailpipes, which are trapezoidal in shape, and not oval as before. LED technology is now deployed for the tail lights: the brake lamps, tail lamps and indicator lamps all make use of the extra-fast-reacting light-emitting diodes. Just like the side indicators in the exterior mirrors, the rear indicators look like arrows when they light up, which is

particularly striking in the dark. The same is true of the optical fibres at the side, which are always activated whenever the low-beam headlamps are switched on. A new deactivation function for the low-beam headlamps when the ignition is switched off helps to optimise energy management.

The new bodywork details harmonise perfectly with the multi-award-winning design of the CLS and make the four-door Coupé always look as if it is about to dash off. Almost four years on from its world premiere, the electrifying, muscular lines of the trendsetter are as unique and as unmistakable as ever.

#### **New inside: three-spoke steering wheel and new telematics generation**

Great attention to detail was paid while updating the interior too: modifications include a restyled leather steering wheel in a three-spoke design with multifunction buttons, as well as a new-look instrument cluster, whose white dials now contrast distinctly with the chased surface of the backplate. The previous matt laurel colour scheme has been replaced with new chestnut wood trim elements.

The CLS features the new telematics generation, whose high-performance componentry combines straightforward operation and logical menu navigation with flawless in-vehicle entertainment. Features include speed-sensitive volume control, a keypad for entering telephone numbers and radio frequencies, an MP3-compatible CD and DVD player, as well as a Bluetooth interface which can establish a wireless connection between a mobile phone and the vehicle's hands-free system.

The Audio 20, Audio 20 CD with CD changer, Audio 50 and Audio 50 APS with DVD changer and LINGUATRONIC voice control system have now been upgraded to a 5-inch colour screen. The COMAND APS comes with a high-resolution 6.5-inch colour display, LINGUATRONIC for audio, navigation and telephone calls, a music register for storing audio files, plus an SD memory card slot.

### **CLS 280: new entry-level engine variant with 170 kW/231 hp**

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The CLS 280 is equipped with a new entry-level engine, a sophisticated V6 powerplant with a displacement of 2996 cc developing a peak output of 170 kW/231 hp and a maximum torque of 300 Newton metres. This propels the CLS 280 from standstill to 100 km/h in 7.7 seconds and gives it a top speed of 245 km/h. Combined fuel consumption on the NEDC driving cycle is 9.8 - 10.0 litres per 100 kilometres. The second V6 petrol model in the range is the CLS 350 CGI. Its advanced six-cylinder engine featuring piezoelectric direct injection and spray-guided combustion generates 215 kW/292 hp and returns impressively low fuel consumption figures of 9.1 to 9.3 litres per 100 kilometres (NEDC combined). Under the bonnet of the CLS 500 is a V8 drive unit with a displacement of 5.5 litres and a maximum output of 285 kW/388 hp. What makes the CLS 320 CDI with its 165 kW/224 hp V6 diesel engine especially thrilling is the formidable torque of 540 Newton metres on the one hand and, on the other, low fuel consumption of just 7.6 - 8.1 litres of diesel for every 100 km (NEDC combined). All CLS models come fitted with the 7G-TRONIC seven-speed automatic transmission as standard. In manual shift mode "M", the driver is able to shift through the gears using shift paddles on the steering wheel if desired. This shortens the 0-100 km/h acceleration time by 0.2 seconds.

### **CLS 63 AMG flagship model with AMG SPEEDSHIFT PLUS 7G-TRONIC**

The flagship model in the CLS range, the CLS 63 AMG, is powered by the AMG 6.3-litre V8 engine with 378 kW/514 hp and 630 Newton metres of torque. The high-revving, naturally aspirated engine now makes its presence known in an even more distinctive fashion: the AMG sports exhaust system's redesigned rear silencers deliver an even more captivating soundtrack through the two sets of oval-shaped, chromed twin tailpipes. The AMG SPEEDSHIFT PLUS 7G-TRONIC transmission now incorporates a function which blips the throttle automatically during downshifts. This does more than just intensify the emotive driving experience - the virtually load-free downshift procedure also leads to a reduction in load-alteration effects, which is of particular benefit when braking ahead of corners on the race track. The CLS 63 AMG accelerates from 0 to 100 km/h in 4.5 seconds, while its top speed is limited electronically to 250 km/h.

Also new is the black-painted radiator grille with two louvres instead of the previous three, which blends in perfectly with the AMG bodystyling. The AMG light-alloy wheels, with their new triple-spoke design and a titanium grey, high-sheen paint finish, now measure 19 inches in size instead of 18 as before, and are shod with tyres measuring 255/35 R 19 at the front and 285/30 R 19 at the rear. Inside, the CLS 63 AMG boasts a new AMG sports steering wheel with a three-spoke design. The grip areas are specially contoured and trimmed in perforated leather. Gear selection can be performed manually by means of two aluminium AMG shift paddles.

#### **Attractive optional extras from AMG**

There is an exclusive choice of new optional extras from the AMG *PERFORMANCE STUDIO* for the CLS 63 AMG: take the AMG performance steering wheel, for instance, with a smaller diameter, a rim that is flattened at the bottom and silver-coloured aluminium shift paddles. Or the titanium-grey painted AMG 19-inch light-alloy wheels with a twin-spoke design and a polished finish, which are manufactured using first-rate forging technology.

All CLS models can be embellished by the addition of the AMG bodystyling package: this comprises a prominent front apron with large air intakes, a beefy rear apron featuring a black insert, as well as side skirts. There is also the option of new AMG 19-inch light-alloy wheels in a high-sheen finish with either 255/35 or 285/30 tyres.