

# CLASSIC DRIVER

## Mercedes-Benz SL 65 AMG: the most powerful roadster in the world



**12-cylinder AMG biturbo engine, an output of 450 kW/612 hp and a maximum torque of 1000 Nm - the new SL 65 AMG is the world's most powerful and highest-torque series-produced roadster. The open-top two-seater not only maintains Mercedes-AMG's impressive V12 tradition; it also offers a level of performance previously unheard of in this engine size class: the SL 65 AMG accelerates from 0 to 100 km/h in 4.2 seconds and passes the 200 km/h mark after just 12.9 seconds; its top speed is 250 km/h (electronically governed).**

With its modified AMG sports suspension, mechanical differential lock and newly developed AMG high-performance brake system with composite discs, front and rear, the ultra-powerful high-performance Roadster's dynamic handling is certainly impressive. And the exclusive standard equipment on-board this open-top dream car underlines the technological ambition behind it. The new AMG V12 flagship model extends the number of SL-Class engine versions to five. The market launch of the SL 65 AMG is scheduled for June 2004.



Much of the credit for the AMG 6.0-litre V12 engine's extraordinary performance must go to the biturbo system, which features larger turbochargers and powerful water-type charge-air cooling. The remarkable maximum torque of 1000 Nm remains constantly on tap between 2000 and 4000 rpm. The 570-Nm torque which the AMG V12 biturbo engine delivers to the crankshaft at just 1000 rpm rises to 830 Nm 500 rpm later.

The AMG 12-cylinder is as ideally suited to powerful acceleration in the highest engine speed range as it is to relaxed cruising in high gear. Superbly responsive, yet smooth and refined, it guarantees the high level of touring comfort traditionally associated with Mercedes. Exciting high-tech features are revealed as soon as the bonnet is opened. The redesigned engine cover, which is made from deep-drawn aluminium and carbon-fibre reinforced plastic (CFRP) is a visual treat.

The 12-cylinder engine is assembled by hand at the AMG engine facility – right next to the line where the supercharged AMG V8 for the Mercedes-Benz SLR McLaren is produced. The "one man, one engine" philosophy is reflected by the characteristic signature plate on the AMG V12 which bears the name of the specialist who assembled the engine and guarantees the highest standards of quality and workmanship.

**AMG SPEEDSHIFT with steering-wheel controls and asymmetric differential lock**

In the SL 65 AMG power is transmitted by the AMG SPEEDSHIFT 5-speed automatic transmission with steering-wheel gearshift controls and manual mode. In keeping with the tremendous levels of power and torque available, a number of measures have been taken to optimise key transmission components – including the adoption of newly developed clutch pack discs and modified shift and torque-converter-lockup logic. There are also special drive shafts, larger hub carriers and wheel bearings and special spring links at the rear axle.

In the reinforced rear axle differential case, fitted with a heat sink, is a mechanical, asymmetric, multiple-disc limited-slip differential with a lock factor of 40 percent under load. This ensures good traction, particularly with a very sporty driving style. With the modified acceleration skid control system, which is equipped with traction logic, the high engine output can always be optimally transmitted to the road.

### **ABC with AMG sports suspension and new composite brake system**

The SL 65 AMG is fitted as standard with Active Body Control (ABC) and special AMG spring struts with firmer damping. The driver can select an even sportier mode at the touch of a button, reducing pitch and roll still further. Fully reworked dynamic handling control systems such as ABS, Brake Assist, ASR and ESP® (Electronic Stability Program) complete the enhanced chassis setup. In order to cope with the high power output, there is a newly developed, high-performance, composite brake system with 390 x 36 mm brake discs at the front and 360 x 26 mm brake discs at the rear. Internally ventilated cast-iron discs all round, with aluminium (front) and stainless steel (rear) brake disc bowls ensure optimum deceleration and fade-resistance. The SL 65 AMG is fitted, as are all other SL-Class Roadsters, with the electrohydraulic high-pressure brake, SBC™ (Sensotronic Brake Control).

### **AMG bodystyling and exclusive nappa leather appointments as standard**

Where looks are concerned, the new AMG V12 flagship model has several key features which set it apart from other SL-Class models. The redesigned front apron, optimised in the wind tunnel, has a striking contour which is based on the look of the Formula 1 Safety Car. The significantly larger air intakes ensure a reliable supply of fresh air for water, engine oil and charge-air cooling; like the rear apron and side skirts, it is part of the powerful AMG bodystyling package, which blends harmoniously with the award-winning design of the Mercedes Roadster. The independent, AMG-specific radiator grille is another feature which sets this model apart.

Contact with the road is taken care of by multi-piece, 19-inch AMG twin-spoke wheels, painted in titanium grey, with size 255/35 R 19 tyres at the front and size 285/30 R 19 tyres at the rear. The chromed "V12 Biturbo" lettering on the front wings indicates the exceptional dynamic qualities of this vehicle, while highlights at the rear include the dark-tinted tail lights and the AMG sports exhaust with its two oval, chromed twin tail-pipes. The new composition of the typical AMG, V12 sound provides a special acoustic charm, particularly when driving with the vario-roof open.

Inside, the high-quality trim in fine wood or aluminium and the leather appointments, available in three colours, exude an exclusive flair. Electrically adjustable AMG sports seats with AMG-specific seat fluting and perforation pattern, optimised lateral support, multicontour function, memory and seat heating make every journey in the SL 65 AMG a delight, whether it involves winding country roads or long-distance motorway cruising. Further standard equipment in the SL 65 AMG includes the AMG instrument cluster with its Alcantara surround, 360-km/h scale and "V12 Biturbo" lettering, the AMG ergonomic sports steering wheel with gearshift buttons, the door sill panels in etched and polished aluminium with the AMG logo, the bi-xenon headlamps, COMAND with DVD technology, the CD changer and the sound system.

The new SL 65 AMG will make its debut at Mercedes-Benz sales and service outlets and dealerships from June 2004.

*Text/Photos: DaimlerChrysler*

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