

CLASSIC DRIVER

Mercedes-Benz S65 AMG



The range-topping model of the brand new S-Class delivers 612 hp and 1000 Nm of torque - more than any other equivalent production luxury car. The standard specification of the new S 65 AMG includes new AMG sports suspension based on *Active Body Control*, AMG bodystyling, multi-piece 19-inch AMG light-alloy wheels, *Direct Select* gearshift with AMG steering-wheel gearshift paddles as well as the new AMG main menu with *Racetimer* and composite brakes with twin sliding callipers at the front.

The new Mercedes-Benz S 65 AMG will celebrate its world premiere at the North American International Auto Show in Detroit on January 8, 2006. Its AMG 6.0-litre V12 biturbo engine accelerates the S65 from 0 to 100 km/h in 4.4 seconds and 0 to 200 km/h in just 13.3 seconds (provisional figures). The top speed is 250 km/h (electronically limited).

Maximum output of 450 kW/612 hp is maintained from 4750 to 5100 rpm, while the maximum torque of 1000 Nm can be called on from 2000 to 4000 rpm. Even as low as 1000 rpm, the AMG V12 biturbo engine delivers 570 Nm of torque to the crankshaft, while 750 Nm is on tap at 1500 rpm.





The AMG high-performance composite brakes based on the *Adaptive Brake* system use new twin sliding callipers for the front brakes, technology that combines the advantages of a floating-calliper brake - lower heat transfer to the brake fluid and significantly improved ride comfort due to the way the brake pads are located - with the performance of a large fixed-calliper brake. At the rear there's a large sliding frame-type calliper. Composite brake discs at the front and rear with a diameter of 390 and 365 millimetres respectively ensure the shortest stopping distances. Multi-piece 19-inch AMG light-alloy wheels are used with mixed tyre sizes (255/40 ZR 19 tyres are fitted on 8.5-inch-wide wheels at the front, while 275/40 ZR 19 tyres combine with 9.5-inch-wide wheels at the rear).

Power is transferred to the wheels in the new S 65 AMG via the AMG *Speedshift* five-speed automatic transmission with AMG steering-wheel gearshift paddles and *Direct Select* gearshift. The conventional automatic selector lever in the centre console is replaced by a lever on the steering column, which the driver nudges to select the transmission settings "P", "N", "R" and "D".

The gears can also be shifted at any time using the silver-coloured aluminium gearshift paddles on the AMG ergonomic sports steering wheel.

The new AMG bodystyling features pronounced flared wheel arches, and at the front a redesigned AMG front apron with enlarged air intakes. The two slanted struts and integrated round fog lamps set in chrome rings make the S-Class look even wider and lower, while the side skirts take up the line of the AMG front apron.



The new *Racetimer* function enables the driver for the first time to calculate lap times in the AMG model - on a private racetrack, for instance. The *Racetimer* stores the time of the fastest lap, the average and top speed as well as the lap distance; all the information can be called up using the thumb-operated buttons on the AMG ergonomic sports steering wheel.

Inside the car, there is extensive burr walnut trim, the “*Exclusive Passion*” leather upholstery and AMG sports seats. There's also an exclusive analogue clock from “IWC Ingenieur” in the centre console.

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