

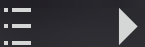
Driving Performance

The world of Mercedes-AMG



Mercedes-Benz





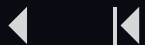
‘Driving Performance’ describes the two core elements of our brand. Firstly, the power delivery, handling and sound – in other words, the elements that define the unique AMG driving experience. And, secondly, our claim to be the innovator in the high-performance segment.

The C 63 AMG Coupé Black Series delivers 517hp (380kW) of power and 620 Nm of torque



Everyone needs a driving force.
For us, it's our passion for **engineering**
and **motorsport**.

For the AMG performance brand it is particularly important to compete successfully in motorsport – because motorsport demonstrates to us how effectively we can transfer laboratory engineering to the actual world of driving performance. That's why motorsport and engineering are always seen in combination at AMG – in the German Touring Car Masters (DTM), for example.




DTM AMG-Mercedes 190 E 2.3-16, 1988



DTM AMG Mercedes C-Coupe, 2012



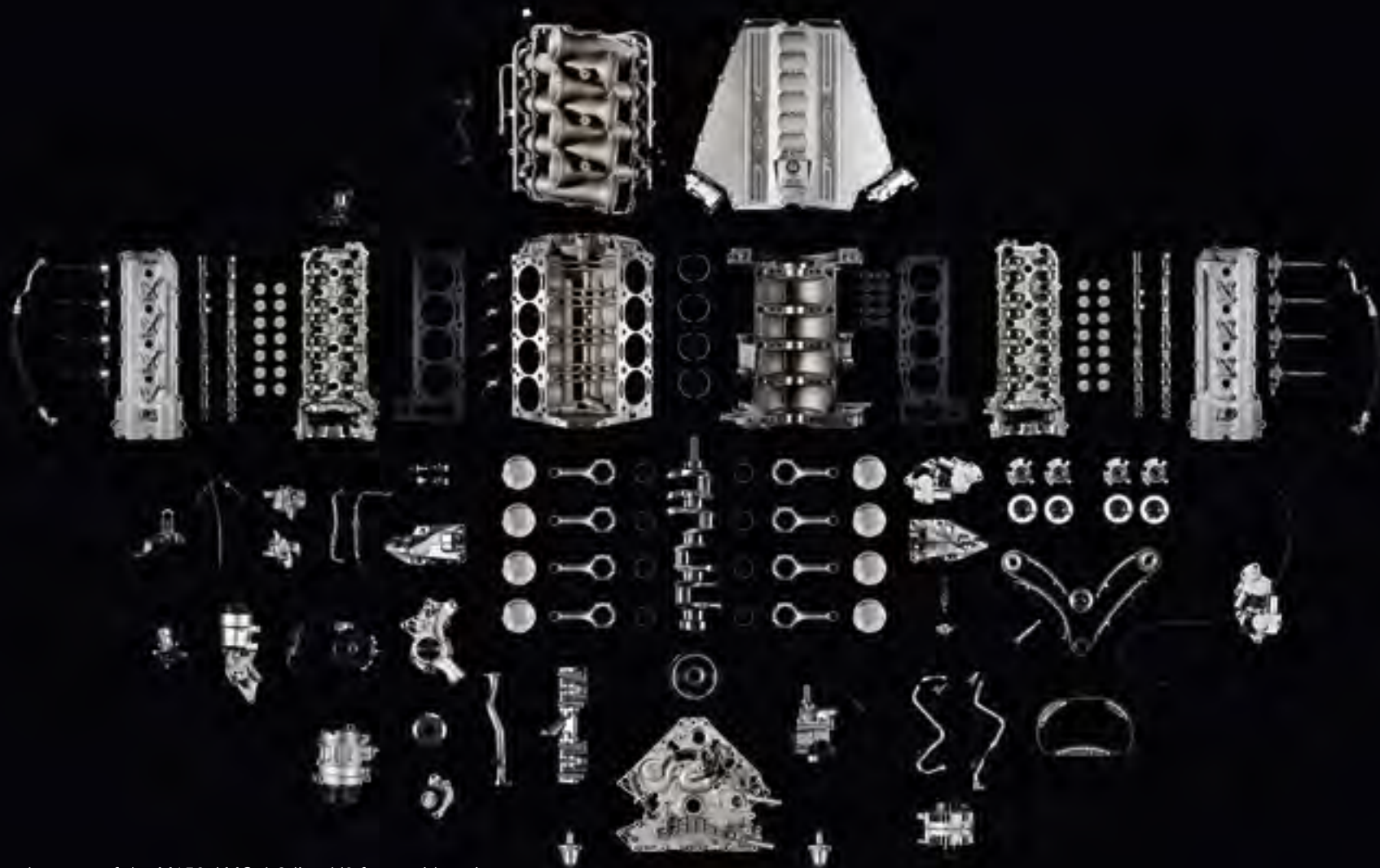


Brilliant engineering
is the sum of many
small improvements.

AMG 1967: con-rod of the AMG 300 SEL 6.8,
also known as the 'Legend of Spa'



From attention to detail to the big picture: at the beginning, AMG was mainly occupied with the question “Which parts can we improve to make a car faster?” This passion increasingly led us to consider the car as a whole. The epitome of this principle is the SLS AMG, which was completely developed in Affalterbach.



2010: development of the M159 AMG 6.3-litre V8 front-mid engine





Affalterbach. Home of driving performance. Our headquarters in the south of Germany.



Home is Affalterbach, a small town 20 kilometers north-east of Stuttgart in the state of Baden-Württemberg. The high-performance brand of Mercedes-Benz has called this beautiful countryside home since the start of our company's success in 1967.



ADA

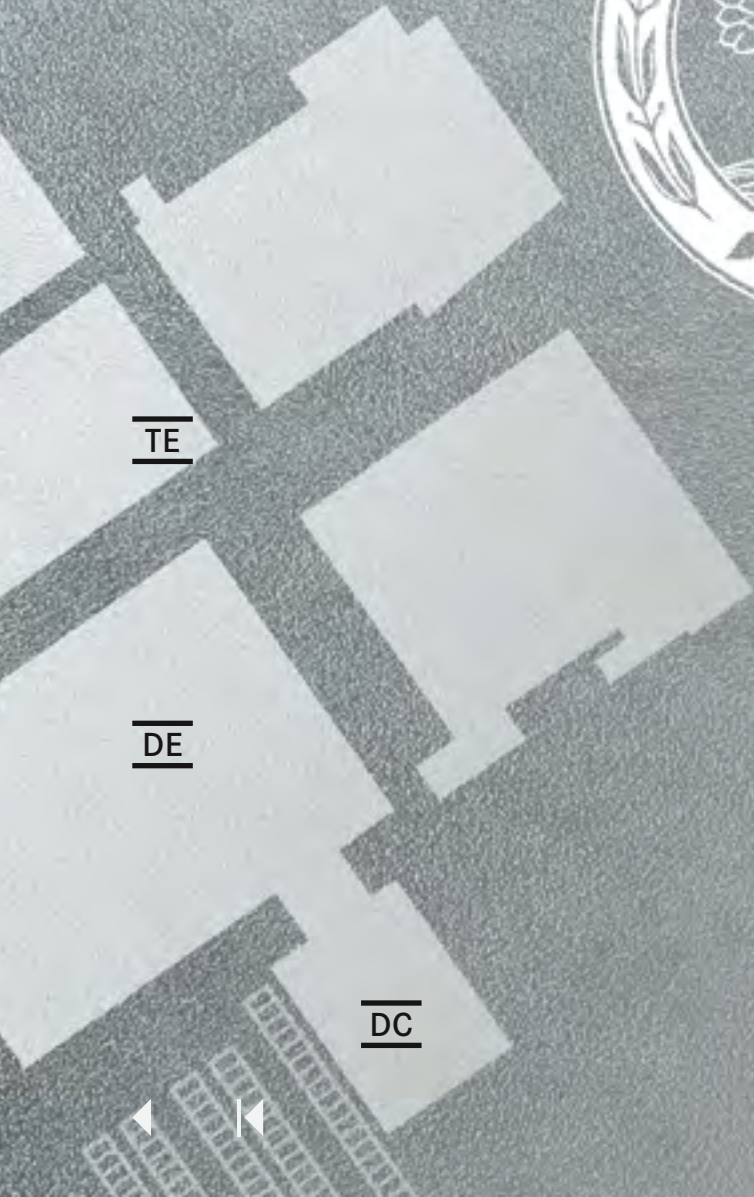
PL

PS

EM



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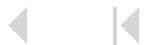


The history of AMG: 45 years of driving performance.

The story of AMG begins with two Daimler-Benz engineers. Hans Werner Aufrecht and Erhard Melcher worked in the Daimler-Benz Group's development department in the 1960s and prepared the 300 SE racing engine – until Mercedes-Benz suspended all motorsport activities. The two young men then decided to go it alone – and quickly established their own engineering firm. While Aufrecht was passionately interested in motorsport, Melcher was well known for his brilliance in the field of engine development. Their company was regarded as a daring enterprise at that time: Many people saw the modification of something as perfect as Mercedes as verging on sacrilege.

The start-up firm 'AMG Engineering Office, Construction and Testing for the Development of Racing Engines' was born on 1 June 1967. The name AMG comes from the first letters of the founders' family names followed by G for Großaspach – the town where Aufrecht was born. The small team's first premises were in a garage in Burgstall, until the firm moved to nearby Affalterbach in 1976. This was followed by years of rapid growth: AMG equipped more and more Mercedes-Benz models with high-performance technology and entered a new field of business with the individualisation of customers' automobiles. The brand became so successful that it quickly attracted the keen interest of Mercedes-Benz AG. A cooperation agreement was signed in 1990, before DaimlerChrysler AG became the majority shareholder in 1999 and the sole shareholder and parent company of AMG in 2005.

The spirit of the founders – with a clear focus on motorsport and innovative engineering – is still our predominant feature. Daimler AG, our parent company, clearly recognises that the great expertise, the independent location close to the Mercedes-Benz headquarters and the dynamic nature of such a focused company are advantages that must be utilised. From the original idea of Aufrecht and Melcher, a company has grown that promotes our internationally successful high-performance brand with more than 1,100 passionate employees, 500 of whom are engineers.

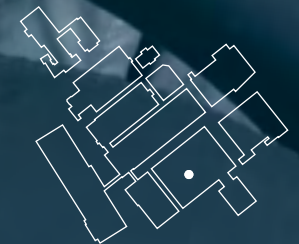


1967

'AMG Engineering Office, Construction and Testing for the Development of Racing Engines' is founded by two Daimler-Benz engineers. Just four years later, the AMG 300 SEL 6.8 is the winner in its class at the gruelling endurance race 24 Hours of Spa Francorchamps.



When high-performance automobiles are assessed, the focus is often on numbers: How fast is the car? How much horsepower does its engine have? How much torque does it produce? In the development of Mercedes-AMG automobiles, we ask broader questions. For example: Which technical conditions need to apply if a car is to achieve lap times of 7:30 minutes on the Northern Loop of the Nürburgring? How will the engine have to perform? What about the brakes? How sporty will the suspension tuning have to be? And how comfortable? So the areas our 500 engineers have to work on in the development of AMG high-performance automobiles are far more complex than just bare figures.



The AMG Development Centre



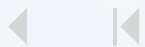
7:30:00 on the Northern Loop. What does that mean technically?

Development engineering at AMG goes much further than numbers can express.



16 Peak Efficiency

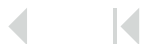
Maximum performance, effortless torque and superb efficiency are inseparably connected at AMG. The AMG 5.5-litre V8 biturbo engine and the AMG 5.5-litre V8 naturally-aspirated engine, the latter with AMG cylinder management, are best in class in terms of fuel consumption, power output and torque.



The world's most fuel-efficient V8 petrol engine has AMG written all over it.

At AMG the V8 engine is at the core of the brand, unlike any other manufacturer. This was good enough reason for the AMG engineers to start a small revolution with the development of a new generation of engines: both performance and efficiency are significantly improved by the new engine generation, consisting of the AMG 5.5-litre V8 naturally-aspirated engine and the AMG 5.5-litre V8 biturbo engine. The naturally-aspirated version generates 62 hp (46 kW) more output than its predecessor, yet reduces the fuel consumption of the SLK 55 AMG by approximately 30%. These excellent results make the engine the world's most fuel-efficient high-performance engine. The biturbo version for the first time combines spray-guided direct fuel injection and turbo charging. In the S 63 AMG, the engine delivers 571 hp (420 kW) and up to 900 Nm of torque with the optional AMG Performance Package. With this biturbo engine, for example, the E 63 AMG achieves fuel consumption 22% better than its predecessor. This engine is also used in the CLS 63 AMG, CL 63 AMG and ML 63 AMG models.

The great expertise and creativity of the AMG engineers are reflected in these engines. The challenge consists of linking the efficiency-enhancing features with each other so that the typical AMG characteristics of maximum performance and emotional driving experience are maintained. With the AMG 5.5-litre V8 naturally-aspirated engine, for example, the AMG engineers achieve this goal by means of AMG cylinder management. Thanks to this innovation, the engine combines the rationality of a four-cylinder with the emotion of an eight-cylinder. The new engine generation is an important milestone in the 'AMG Performance 50' sustainability strategy. It reduces fuel consumption and emissions while – fully in line with our corporate motto of 'Driving Performance' – promoting innovative technologies. One result of this strategy is the fact that AMG models have markedly lower emissions than comparable cars from our competitors.



Hundreds of thousands of development hours. Millions of test kilometres. One new AMG.

An AMG is not simply a Mercedes with more horsepower – it's virtually a completely new automobile. In order to achieve this goal, AMG engineers are involved at the earliest concept phase when the Mercedes-Benz development team designs a new model. Only in this way can we integrate AMG high-performance technology and tailor it to the car's performance profile. The key questions that our engineers ask are: What do we expect of the longitudinal dynamics? And of the lateral dynamics? What requirements are to be placed on sportiness? And which on comfort? The answers to these questions result in the fundamental set-up of the car.

In the next step, they get down to the details – and thus to answering questions such as: Which components must be changed compared with the original series car in order to achieve the required performance and dynamics? This naturally applies first of all to the suspension, including axles, brakes and dampers; secondly to the complete drivetrain, including transmission and engine; and thirdly to body modifications, such as increasing its stiffness and enhancing aerodynamics.

But the depth of development at AMG goes far beyond that. When we design a single body part, we always do so with the goal of improving defined driving characteristics. Almost every improvement involves modifying or developing other components. The result of this chain reaction is a high-performance automobile with more than 500 original AMG parts. Following extensive tests on test benches, racetracks and roads in all climate zones, the car finally behaves exactly as we defined it at the beginning. Or in other words: just like a genuine AMG Mercedes.



More than the sum of its 500 original AMG parts:

The driving-dynamics technology of each AMG Mercedes is developed by our 500 engineers in Affalterbach. The full development process, lasting approximately 36 months, results in automobiles with distinctive driving properties and unique character.



The first independent AMG.

It was the first time that AMG was responsible for the complete development of a new automobile. A project with which we finally achieved manufacturer status in the eyes of all automobile enthusiasts, and which strengthens the AMG brand's unique identity: the SLS AMG, one of the most exciting automobiles of our time.

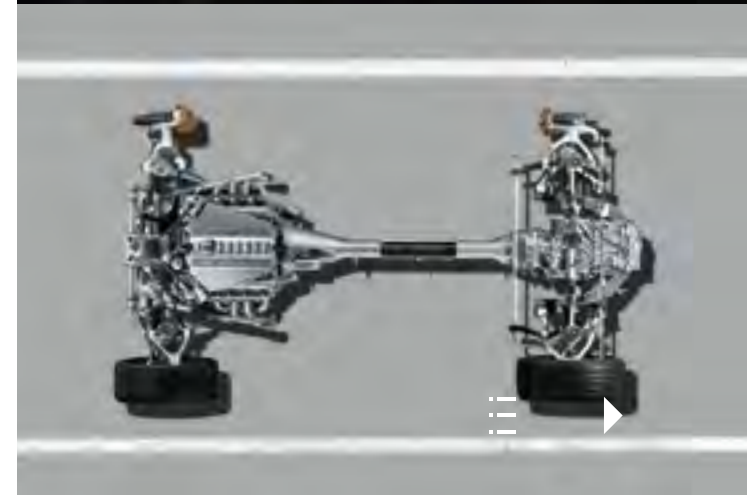
Everyone involved in the project agreed on one thing: the first thoroughbred AMG had to be a super sports car. From the day when the decision was made, an ambitious timeframe of 37 months was set in which the SLS AMG was to be developed – from the first design sketches to the supervision of the series launch in the special department of the Mercedes-Benz factory in Sindelfingen where this design icon is produced predominantly by hand. With the design, our engineers often moved in progressive new ways – as is apparent from the distinctive gullwing doors. The unusually high degree of innovation primarily went into the car's technology, with many features adopted from motorsport – such as the dry-sump lubrication, which allows an extremely low centre of gravity, and the transaxle drive for optimal weight distribution.

AMG also developed the engine independently. It is based on the AMG 6.3-litre V8 naturally-aspirated engine and perfectly matches the automotive concept with its 650 Nm of torque. As is befitting for the brand, the AMG 6.3-litre V8 front-mid engine was the world's most powerful series-produced V8 engine when it was launched.



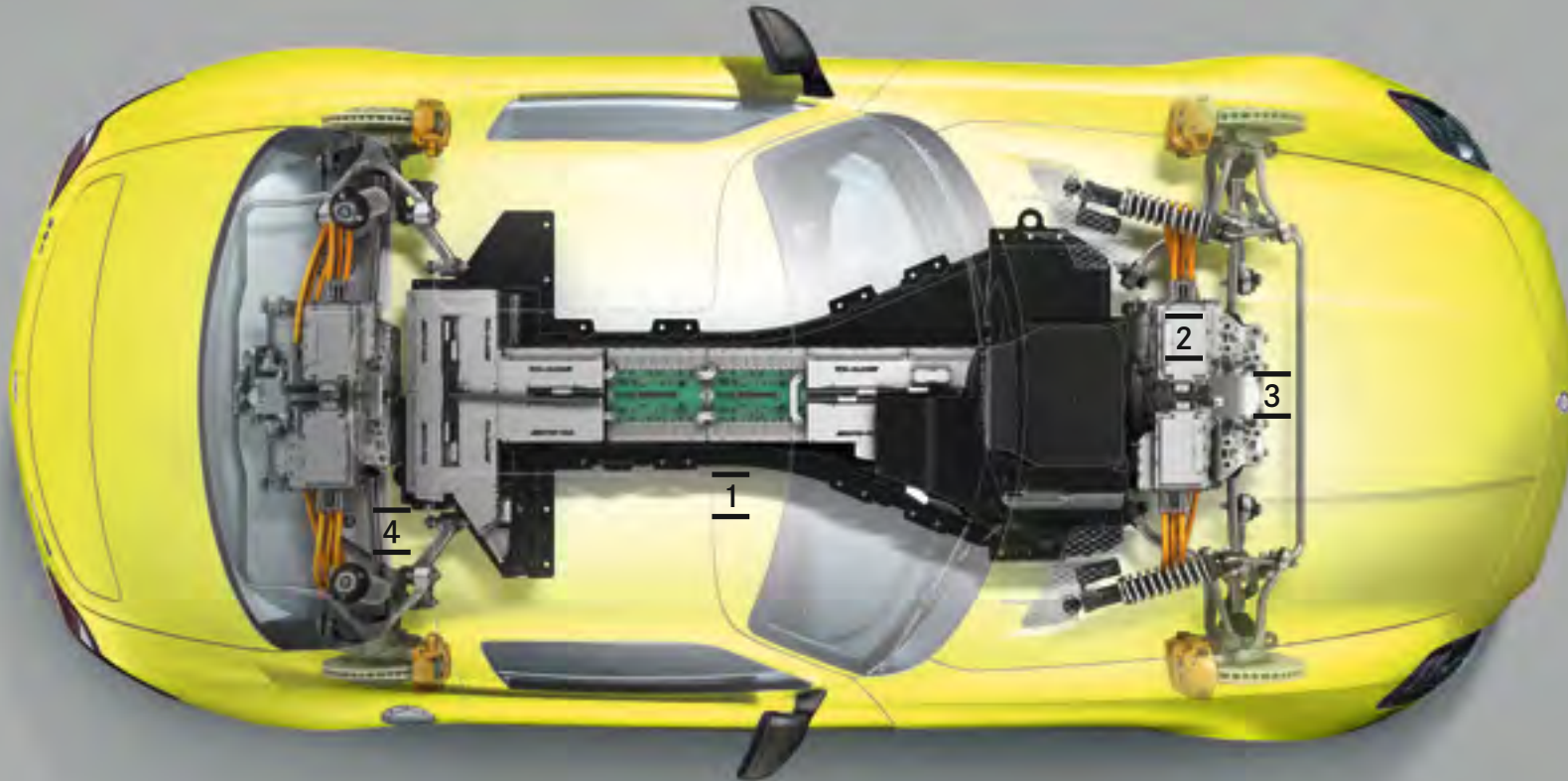


The first car that AMG has developed independently: the SLS AMG redefines driving pleasure – due among other things to its lightweight construction with an aluminum spaceframe. The model range comprises the SLS AMG Coupé, the SLS AMG Roadster, the SLS AMG GT Coupé, the SLS AMG GT Roadster, the SLS AMG Coupé Electric Drive and the SLS AMG GT3 Race Car.

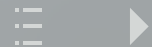


22 Electrification: SLS AMG Coupé Electric Drive

“With the SLS AMG Coupé Electric Drive, we have set a real milestone in the super sports car segment. We aim to build the most advanced, most appealing and most powerful electric sports car. With this absolutely high-tech project, we are developing the expertise that we will need in the future.”
Ola Källenius, CEO of AMG, talking about the SLS AMG Coupé Electric Drive.



- 1 High-voltage batteries
- 2 Power electronics
- 3 Transmission
- 4 All-wheel drive (one electric motor per wheel)



We are developing the future.

Electric motor, battery, control electronics and software – these are the key technologies of electric mobility.

The SLS AMG Coupé Electric Drive impressively demonstrates that these technologies can provide just as much driving pleasure as conventional drive systems. To these ends, our engineers created optimal conditions by giving consideration to the demands of a purely electric drive system already in the development phase of the SLS AMG Gullwing.

The super sports car's energy is delivered by a liquid-cooled 400 volt battery, jointly developed by Mercedes-AMG and the Formula 1™ specialists at Mercedes AMG High Performance Powertrains in Brixworth, England. These are the same people who were responsible for the kinetic energy recovery system (KERS) of the Formula 1™ Silver Arrows. 12 modules each comprising 72 lithium-ion-polymer cells supply 600 kilowatts, a uniquely high-power output for automobile batteries. This results in the car's very good range, which can be further extended by means of energy recuperation during deceleration and braking. The SLS AMG Coupé Electric Drive is driven by four electric motors installed close to the wheels, which make the electric car uniquely agile and responsive. Compared with wheel-hub motors, they reduce the unsprung mass and thus improve the car's dynamics. Altogether, the synchronous electric motors supply maximum power of 751 hp (552 kW) and maximum torque of 1,000 Nm. Power delivery is so spontaneous and linear that a new dimension of driving dynamics is achieved.

The terrific driving pleasure derived from this car is largely the result of intelligent all-wheel drive with AMG Torque Dynamics: each wheel can be not only braked but also accelerated individually, guaranteeing optimal traction in every driving situation. This results in a new form of handling – or, as the AMG engineers say: “We have invented a new form of physics.” The various future-oriented technologies applied in the SLS AMG Coupé Electric Drive are already developed to series-production standard: the world's most powerful electric vehicle will already be delivered to the first customers by mid-2013.



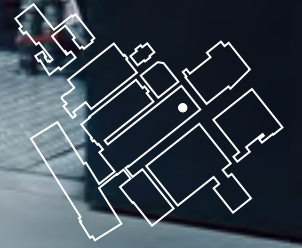
Blistering heat, biting cold and permanent stress at the limits.

Engine and vehicle testing at AMG.

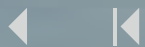




One of the most exciting phases in the development of new engines is the transfer of high-performance engines from theory to practice. In order to put not only high power but also maximum reliability and durability on the road, AMG engines are unrelentingly tested in parallel on state-of-the-art test benches and in test drives in all climate zones. In Affalterbach, ultra-modern equipment is available to the engineers: engines can be dynamically tested with power output of up to 639 hp (470 kW) and torque of more than 1,000 Nm.



Engine test benches



An AMG can always be recognised by its face.

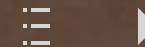
The AMG Design Studio makes our automobiles unmistakable.



Seen from the outside, it is the sharpened profile, the well-defined sporty proportions and the technical details that distinguish an AMG from a Mercedes-Benz. Even when stationary, our automobiles state clearly what their real purpose is: driving performance. This independent character is created by the staff of the AMG Design Centre in Affalterbach – and is interpreted anew for each individual model.



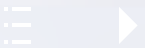
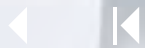
Design Centre



Form follows performance.



- Power domes
- Wider wheel arches
- Enhanced aerodynamics
- LED daytime running lights
- Enlarged air vents
- AMG front apron

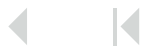


The technology of AMG high-performance automobiles differs fundamentally from that of other cars. This presents a great challenge for the staff of the AMG Design Centre: they have to integrate the high-performance technology into the vehicles while creating a muscular and well-proportioned exterior. To ensure that the technical requirements are translated into an independent design language and genuine dream cars are created, AMG follows the basic principle of ‘form follows performance.’

This ambition becomes very clear at the front. The large air vents arranged in the form of a stylized ‘A’ reveal the engine’s increased need for air. Leading towards the cockpit, many AMG cars have two distinctive bulges on the hood – known as power domes – underscoring the enormous potential of the V8 or V12 engine concealed inside and serving as a strong visual feature. The same applies to the wider wheel arches, typical of thoroughbred sports cars. They are enlarged because high performance requires more road grip from wider tyres. The prominent side skirts also evoke the car’s motorsport genes – just like the diffuser and four exhaust tailpipes under the rear skirt.

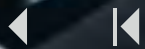
The first, sporty impression is continued inside the car. The interior makes the car’s mission clear at first glance. Above all, the sport seats are characteristic, providing perfect support in every driving situation. The person in the driving seat reaches out to an ergonomically-styled AMG sports steering wheel with aluminium gear shift paddles, forming an ideal interface between man and machine. Looking through the steering wheel, special AMG instrumentation can be seen, providing information on all key performance data and on the car’s selected set-up.

A dynamic impression at first glance: the AMG design language stylistically emphasizes the car’s high level of driving dynamics. It integrates technical requirements such as wider wheel arches and other motorsport features into a total work of art.



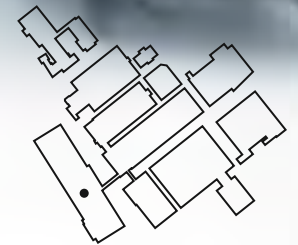
Hand-signed precision: one man - one engine.

The factory for AMG high-performance engines.





The beating heart of every AMG is obviously the engine. To ensure that the engines prompt the release of large amounts of adrenaline, and meet the highest demands for a car's long lifetime, we manufacture each individual engine in our own factory. This is where each engine is assembled by one AMG master engine builder with perfect craftsmanship according to the philosophy of 'one man - one engine' - and documented by his or her signature on the AMG engine plate.



Engine Manufacturing



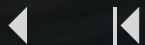
Each AMG has high performance in its blood.

The AMG product portfolio.



They are lightning fast, have excellent handling and an unmistakable sound. Nonetheless, each AMG Mercedes is an independent masterpiece with its own distinct character. No matter whether saloon or estate, off-roader, coupé or roadster – what all AMG models have in common is their irrepressible sporting spirit and their passion for performance. Which AMG best expresses your character?

(Please note that some models, features and equipment shown may not be available in all markets.)





C-Class AMG

The combination of expressive design, a thoroughly sporty interior and excellent everyday usability make the C 63 AMG models into unique high-performance automobiles. Their superb performance is driven by the AMG 6.3-litre V8 naturally-aspirated engine, the winner of the International Performance Engine of the Year Award 2010. In addition to the saloon, the C 63 AMG is also available as an estate, thus combining sporty driving with

even more touring and practical utility. The AMG sports suspension ensures outstanding agility, grip and comfort. The result is pure driving pleasure in every situation. The latest member of the model range is the C 63 AMG Coupé, an independent high-performance automobile that appeals to all senses. With its unmistakable shape, powerful drive package and dynamic handling, the two-door model is at the peak of its segment.



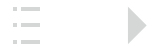
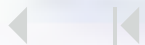
C 63 AMG Saloon



Interior of the C 63 AMG



Front apron and air intake of the C 63 AMG



C 63 AMG Estate



C 63 AMG Coupé



	C 63 AMG Saloon	C 63 AMG Estate	C 63 AMG Coupé
Engine:	AMG 6.3-litre V8 naturally aspirated	AMG 6.3-litre V8 naturally aspirated	AMG 6.3-litre V8 naturally aspirated
Displacement:	6,208 cc	6,208 cc	6,208 cc
Max. power:	457 hp (336 kW)/487 hp (358 kW) ¹	457 hp (336 kW)/487 hp (358 kW) ¹	457 hp (336 kW)/487 hp (358 kW) ¹
Max. torque:	600 Nm at 5,000 rpm	600 Nm at 5,000 rpm	600 Nm at 5,000 rpm
Acceleration:	0-62 mph – 4.5 sec	0-62 mph – 4.6 sec	0-62 mph – 4.5 sec (4.4 sec) ¹
Top speed²:	155 mph	155 mph	155 mph
Transmission:	AMG Speedshift MCT 7-speed sport transmission	AMG Speedshift MCT 7-speed sport transmission	AMG Speedshift MCT 7-speed sport transmission
Curb weight (EU):	1,730 kg	1,795 kg	1,730 kg
Dim. (L × W × H):	4,707 × 1,795 × 1,433 mm	4,701 × 1,795 × 1,448 mm	4,707 × 1,795 × 1,391 mm
Fuel consumption:	23.5 mpg (combined according to NEDC) CO ₂ emissions 280 g/km	23.2 mpg (combined according to NEDC) CO ₂ emissions 285 g/km	23.5 mpg (combined according to NEDC) CO ₂ emissions 280 g/km

¹With AMG Performance Package ²Electronically limited



E-Class AMG

The E 63 AMG Saloon and the E 63 AMG Estate masterfully fulfil their role as the top models of the E-Class. The exterior design of both cars communicates presence, precision and the brand's typical dynamism. In the interior of both saloon and estate, functional sportiness is combined with the utmost quality, resulting in dream cars that perform with the same excellence in the disciplines of business and sport. The cars are

powered by the AMG 5.5-litre V8 biturbo engine, which mobilises output of 557hp (410kW) and torque of 800Nm with the optional AMG Performance Package. A combination of innovative high-tech components makes it the benchmark also in terms of efficiency: the E 63 AMG Saloon consumes just 9.8 litres of fuel per 100 kilometers (Estate 10.0 litres). Compared with the predecessor model, this represents a substantial reduction of 22%.

E 63 AMG Saloon



E 63 AMG Estate

**E 63 AMG Saloon**

Engine:	AMG 5.5-litre V8 biturbo
Displacement:	5,461 cc
Max. power:	525 hp (386 kW)/557 hp (410 kW) ¹
Max. torque:	700 Nm at 1,750-5,000 rpm/ 800 Nm at 2,000-4,500 rpm ¹
Acceleration:	0-62 mph – 4.3 sec (4.2 sec) ¹
Top speed²:	155 mph
Transmission:	AMG Speedshift MCT 7-speed sport transmission
Curb weight (EU):	1,840 kg
Dim. (L × W × H):	4,883 × 1,872 × 1,440 mm
Fuel consumption:	28.8 mpg (combined according to NEDC) CO ₂ emissions 230 g/km

E 63 AMG Estate

Engine:	AMG 5.5-litre V8 biturbo
Displacement:	5,461 cc
Max. power:	525 hp (386 kW)/557 hp (410 kW) ¹
Max. torque:	700 Nm at 1,750-5,000 rpm/ 800 Nm at 2,000-4,500 rpm ¹
Acceleration:	0-62 mph – 4.4 sec (4.3 sec) ¹
Top speed²:	155 mph
Transmission:	AMG Speedshift MCT 7-speed sport transmission
Curb weight (EU):	1,945 kg
Dim. (L × W × H):	4,913 × 1,872 × 1,490 mm
Fuel consumption:	28.3 mpg (combined according to NEDC), CO ₂ emissions 234 g/km



AMG Ride Control sports suspension



AMG combination instrument

¹With AMG Performance Package ²Electronically limited

CLS-Class AMG

The CLS 63 AMG is based on a very contemporary automobile concept. The pioneer of four-door coupés combines the elegance and dynamism of a coupé with the comfort and functionality of a saloon. The CLS 63 AMG Shooting Brake is also the first car of its kind. Both of these dream cars embody the perfect synthesis of stylish and sporty design with high power and performance. And the CLS 63 AMG models are breathtaking from the

very first kilometre also due to their perfect sound. That is ensured by the AMG sport exhaust system with its two chromed twin tailpipes. Another technical highlight is the AMG Speedshift MCT 7-speed sports transmission. Its double-declutch function makes changing down a pleasure and allows gears to be changed under virtually no load, which is particularly advantageous when braking before corners.



CLS 63 AMG Coupé



CLS 63 AMG Shooting Brake



	CLS 63 AMG Coupé	CLS 63 AMG Shooting Brake
Engine:	AMG 5.5-litre V8 biturbo	AMG 5.5-litre V8 biturbo
Displacement:	5,461 cc	5,461 cc
Max. power:	525 hp (386 kW)/557 hp (410 kW) ¹	525 hp (386 kW)/557 hp (410 kW) ²
Max. torque:	700 Nm at 1,750-5,000 rpm/ 800 Nm at 2,000-4,500 rpm ¹	700 Nm at 1,750-5,000 rpm/ 800 Nm at 2,000-4,500 rpm ²
Acceleration:	0-62 mph – 4.4 sec (4.3 sec) ¹	0-62 mph – 4.4 sec (4.3 sec) ²
Top speed³:	155 mph	155 mph
Transmission:	AMG Speedshift MCT 7-speed sport transmission	AMG Speedshift MCT 7-speed sport transmission
Curb weight (EU):	1,870 kg	1,955 kg
Dim. (L × W × H):	4,996 × 1,881 × 1,406 mm	5,000 × 1,881 × 1,412 mm
Fuel consumption:	28.5 mpg (combined according to NEDC) CO ₂ emissions 231 g/km	28.0 mpg (combined according to NEDC) CO ₂ emissions 235 g/km



AMG Ride Control suspension



Interior of the CLS 63 AMG



¹With AMG Performance Package ²With AMG Edition 1 Package ³Electronically limited



S-Class AMG

Who says a luxury saloon can't have brilliant dynamics as well? With the S 63 AMG and the S 65 AMG, AMG has changed the rules of the game once again. With their distinctive, dynamic styling, the vehicles are a joy to behold – and their power convinces the passionate driver. The dynamic exterior is impressive with its AMG styling and AMG wheels. Naturally, the luxurious interior also fulfils the expectations of demanding

drivers in every detail. The 12-cylinder version of the S 65 AMG puts exclusivity and dynamics into a new dimension: the fascinating top model of the S-Class delivers 630 hp (463 kW) and a colossal 1,000 Nm of torque – more than any other car in this segment.



S 63 AMG



S 65 AMG



	S 63 AMG
Engine:	AMG 5.5-litre V8 biturbo
Displacement:	5,461 cc
Max. power:	544 hp (400 kW)/571 hp (420 kW) ¹
Max. torque:	800 Nm at 2,000-4,500 rpm/ 900 Nm at 2,250-3,750 rpm ¹
Acceleration:	0-62 mph – 4.5 sec (4.4 sec) ¹
Top speed²:	155 mph
Transmission:	AMG Speedshift MCT 7-speed sport transmission
Curb weight (EU):	2,120 kg
Dim. (L × W × H):	5,122 × 1,871 × 1,488 mm
Fuel consumption:	26.9 mpg (combined according to NEDC) CO ₂ emissions 224 g/km

	S 65 AMG
Engine:	AMG 6.0-litre V12 biturbo
Displacement:	5,980 cc
Max. power:	630 hp (463 kW)
Max. torque:	1,000 Nm at 2,300-4,300 rpm
Acceleration:	0-62 mph – 4.4 sec
Top speed²:	155 mph
Transmission:	AMG Speedshift 5-speed automatic transmission
Curb weight (EU):	2,275 kg
Dim. (L × W × H):	5,252 × 1,871 × 1,490 mm
Fuel consumption:	19.8 mpg (combined according to NEDC) CO ₂ emissions 334 g/km



AMG 6.0-litre V12 biturbo engine



Interior of the S 63 AMG



¹With AMG Performance Package ²Electronically limited



CL-Class AMG

The CL 63 AMG and the CL 65 AMG combine two apparent contradictions in an impeccable whole: a premium coupé manufactured with precise craftsmanship – ready for long-distance journeys or impressive acceleration on the racetrack. With its elegant design and high-tech drivetrain, the CL 63 AMG represents the state of the art, both visually and technically. Another of the coupé’s highlights is the drivetrain, which

was completely developed by AMG and which perfectly transfers the engine’s enormous power to the road. The CL 65 AMG has a rightful claim to the leading position in the class of exclusive high-performance coupés. Its strong AMG 6.0-litre V12 biturbo engine raises the driving experience to a new level, with style and power simultaneously.



CL 63 AMG



CL 65 AMG



CL 63 AMG

Engine:	AMG 5.5-litre V8 biturbo
Displacement:	5,461 cc
Max. power:	544 hp (400 kW)/571 hp (420 kW) ¹
Max. torque:	800 Nm at 2,000-4,500 rpm/ 900 Nm at 2,250-3,750 rpm ¹
Acceleration:	0-62 mph – 4.5 sec (4.4 sec) ¹
Top speed²:	155 mph
Transmission:	AMG Speedshift MCT 7-speed sport transmission
Curb weight (EU):	2,135 kg
Dim. (L × W × H):	5,106 × 1,871 × 1,426 mm
Fuel consumption:	26.9 mpg (combined according to NEDC) CO ₂ emissions 244 g/km

CL 65 AMG

Engine:	AMG 6.0-litre V12 biturbo
Displacement:	5,980 cc
Max. power:	630 hp (463 kW)
Max. torque:	1,000 Nm at 2,300-4,300 rpm
Acceleration:	0-62 mph – 4.4 sec
Top speed²:	155 mph
Transmission:	AMG Speedshift 5-speed automatic transmission
Curb weight (EU):	2,245 kg
Dim. (L × W × H):	5,106 × 1,871 × 1,428 mm
Fuel consumption:	19.8 mpg (combined according to NEDC) CO ₂ emissions 334 g/km



'V8 biturbo' lettering



Interior of the CL 63 AMG

¹With AMG Performance Package ²Electronically limited



ML 63 AMG

The ML 63 AMG appeals with its overwhelming power output – always perceptible and audible under acceleration, and visible in each detail of the strong and distinguished AMG design. The ML 63 AMG sets standards in the segment of sporty off-roaders. The combination of the AMG 5.5-litre V8 biturbo engine, which readily delivers 557 hp (410 kW)

and 760 Nm of torque with the AMG Performance Package, and the AMG Speedshift Plus 7G-Tronic transmission means that superior driving pleasure is guaranteed – along with approximately 28% lower fuel consumption than the predecessor model.

	ML 63 AMG
Engine:	AMG 5.5-litre V8 biturbo
Displacement:	5,461 cc
Max. power:	525 hp (386 kW)/557 hp (410 kW) ¹
Max. torque:	700 Nm at 1,750-5,000 rpm/ 760 Nm at 2,000-5,000 rpm ¹
Acceleration:	0-62 mph – 4.8 sec
Top speed²:	155 mph
Transmission:	AMG Speedshift Plus 7G-Tronic
Curb weight (EU):	2,345 kg
Dim. (L × W × H):	4,817 × 1,940 × 1,763 mm
Fuel consumption:	23.9 mpg (combined according to NEDC) CO ₂ emissions 276 g/km



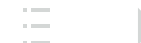
AMG 5.5-litre V8 biturbo engine



AMG alloy wheels in 5-twin-spoke design



¹With AMG Performance Package ²Electronically limited





ML 63 AMG



GL 63 AMG

Luxurious and refined driving, distinctive design, maximum safety and the brand's typical dynamics: our new high-performance SUV, the GL 63 AMG, demonstrates the dexterity of AMG engineering – delivering outstanding performance and fascinating technologies for up to seven passengers. The AMG 5.5-litre V8 biturbo engine with 557 hp (410 kW) and maximum torque of 760 Nm provides the perfect basis for

typical AMG performance and superior driving pleasure. 4MATIC permanent all-wheel drive converts the engine's high levels of power into first-class driving performance. AMG Ride Control sports suspension with Active Curve System roll stabilisation features the advantages of high dynamics and the typical, comfortable Mercedes ride.

	GL 63 AMG
Engine:	AMG 5.5-litre V8 biturbo
Displacement:	5,461 cc
Max. power:	557 hp (410 kW)
Max. torque:	760 Nm at 2,000-5,000 rpm
Acceleration:	0-62 mph – 4.9 sec
Top speed ¹ :	155 mph
Transmission:	AMG Speedshift Plus 7G-Tronic
Curb weight (EU):	2,580 kg
Dim. (L × W × H):	5,146 × 1,982 × 1,850 mm
Fuel consumption:	23 mpg (combined according to NEDC) CO ₂ emissions 288 g/km

¹Electronically limited



AMG sport exhaust system



AMG 5.5-litre V8 biturbo engine



GL 63 AMG



G-Class AMG

Unmistakable design, state-of-the-art drivetrain technology and outstanding driving performance – the new G 63 AMG and G 65 AMG set standards for off-road vehicles.

The new G 63 AMG impresses with its superior power delivery, unique design and reduced fuel consumption. This is primarily due to the AMG 5.5-litre V8 biturbo engine.

The G 65 AMG is even more exclusive and is also the world's most powerful series-production off-roader. With maximum power output of 612 hp (450 kW) and a maximum torque of 1,000 Nm, the incomparable presence of the V12 top model is absolutely fascinating.

G 63 AMG





G 63 AMG

Engine:	AMG 5.5-litre V8 biturbo
Displacement:	5,461 cc
Max. power:	544 hp (400 kW)
Max. torque:	760 Nm at 2,000-5,000 rpm
Acceleration:	0-62 mph – 5.4 sec
Top speed¹:	130 mph
Transmission:	AMG Speedshift Plus 7G-Tronic
Curb weight (EU):	2,550 kg
Dim. (L × W × H):	4,763 × 1,855 × 1,938 mm
Fuel consumption:	20.5 mpg (combined according to NEDC) CO ₂ emissions 322 g/km

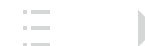


AMG 5.5-litre V8 biturbo engine



Interior of the G 63 AMG

¹Electronically limited



SLK 55 AMG

Combining AMG's 5.5-litre naturally-aspirated engine and the SLK's lithe proportions has undoubtedly created one of the most thrilling and agile models in the AMG portfolio. The electrifying sound of 421 hp (310 kW) through the AMG sport exhaust system can

be particularly enjoyed by lowering the SLK 55 AMG's retractable hard top, and the experience is only enhanced by the exceptionally low fuel consumption of just 8.4 litres per 100 kilometres.

	SLK 55 AMG
Engine:	AMG 5.5-litre V8
Displacement:	5,461 cc
Max. power:	421 hp (310 kW)
Max. torque:	540 Nm at 4,500 rpm
Acceleration:	0-62 mph – 4.6 sec
Top speed ¹ :	155 mph
Transmission:	AMG Speedshift Plus 7G-Tronic
Curb weight (EU):	1,610 kg
Dim. (L × W × H):	4,146 × 1,817 × 1,300 mm
Fuel consumption:	33.6 mpg (combined according to NEDC) CO ₂ emissions 195 g/km



AMG 5.5-litre V8 engine



Interior of the SLK 55 AMG



¹Electronically limited





SLK 55 AMG



SL-Class AMG

Clear the stage for the new SL 63 AMG and SL 65 AMG: the new iteration of the high-performance roadster excels as a result of consistent lightweight construction, more power and driving dynamics with reduced fuel consumption and emissions. The all-aluminum body contributes significantly to reducing the weight of the SL 63 AMG by 125 kg compared with the predecessor model, thus creating perfect conditions for unparalleled dynamics and a superior driving experience. Two high-end engines allow

the AMG representatives of the SL-Class to deliver outstanding performance: the AMG 5.5-litre V8 biturbo engine with a multitude of technological highlights such as spray-guided combustion, and the cultivated AMG 6.0-litre V12 biturbo engine, the winner in the Best Performance Engine category of the International Engine of the Year Awards 2004.



SL 63 AMG



SL 65 AMG



SL 63 AMG

Engine:	AMG 5.5-litre V8 biturbo
Displacement:	5,461 cc
Max. power:	537 hp (395 kW)/564 hp (415 kW) ¹
Max. torque:	800 Nm at 2,000-4,500 rpm/ 900 Nm at 2,250-3,750 rpm ¹
Acceleration:	0-62 mph – 4.3 sec (4.2 sec) ¹
Top speed²:	155 mph
Transmission:	AMG Speedshift MCT 7-speed sport transmission
Curb weight (EU):	1,845 kg
Dim. (L × W × H):	4,633 × 1,877 × 1,300 mm
Fuel consumption:	28.5 mpg (combined according to NEDC) CO ₂ emissions 231 g/km

SL 65 AMG

Engine:	AMG 6.0-litre V12 biturbo
Displacement:	5,980 cc
Max. power:	630 hp (463 kW)
Max. torque:	1,000 Nm at 2,300-4,300 rpm
Acceleration:	0-62 mph – 4.0 sec
Top speed²:	155 mph
Transmission:	AMG Speedshift Plus 7G-Tronic
Curb weight (EU):	1,950 kg
Dim. (L × W × H):	4,633 × 1,877 × 1,300 mm
Fuel consumption:	24.4 mpg (combined according to NEDC) CO ₂ emissions 270 g/km



AMG Speedshift MCT 7-speed sport transmission



Interior of the SL 65 AMG

¹With AMG Performance Package ²Electronically limited



SLS AMG Coupé

It was only a question of time before the Mercedes-AMG engineers developed their own complete masterpiece: the SLS AMG Coupé. The fascinating gullwing has a unique technology package: aluminum spaceframe body, AMG 6.3-litre V8 front-mid engine

with dry-sump lubrication, seven-speed double-clutch transmission in a transaxle layout and sports suspension with aluminium double wishbones: a combination that represents the apogee of AMG's 'racecar for the road' philosophy.

SLS AMG Coupé	
Engine:	AMG 6.3-litre V8 front-mid
Displacement:	6,208 cc
Max. power:	571 hp (420 kW)
Max. torque:	650 Nm at 4,750 rpm
Acceleration:	0-62 mph – 3.8 sec
Top speed ¹ :	197 mph
Transmission:	AMG Speedshift DCT 7-speed sports transmission
Curb weight (EU):	1,695 kg
Dim. (L × W × H):	4,638 × 1,939 × 1,262 mm
Fuel consumption:	21.4 mpg (combined according to NEDC) CO ₂ emissions 308 g/km



AMG 6.3-litre V8 front-mid engine



Drivetrain layout optimises weight balance

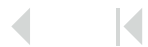


¹Electronically limited





SLS AMG Coupé



SLS AMG Roadster

The SLS AMG Roadster stands for pure open-top driving. The super sports car, also completely developed in Affalterbach, appeals with a perfect synthesis of open-air driving pleasure, outstanding driving dynamics and consistent lightweight construction. The overall visual impression is dominated by the two-seater's sporty and purist design.

The compact soft top opens and closes in just eleven seconds and can be operated even while driving up to a speed of 31 mph. The soft top's frame is a weight-optimised construction made of magnesium, steel and aluminium, and contributes significantly to the car's low centre of gravity while offering outstanding insulation.

	SLS AMG Roadster
Engine:	AMG 6.3-litre V8 front-mid
Displacement:	6,208 cc
Max. power:	571 hp (420 kW)
Max. torque:	650 Nm at 4,750 rpm
Acceleration:	0-62 mph – 3.8 sec
Top speed¹:	197 mph
Transmission:	AMG Speedshift DCT 7-speed sport transmission
Curb weight (EU):	1,735 kg
Dim. (L × W × H):	4,638 × 1,939 × 1,261 mm
Fuel consumption:	21.4 mpg (combined according to NEDC) CO ₂ emissions 308 g/km



Interior of the SLS AMG Roadster



¹Electronically limited



SLS AMG Roadster



SLS AMG GT Coupé and Roadster

The GT versions are the pinnacle of the SLS AMG model range: the SLS AMG GT offers even more driving dynamics and terrific performance. With a maximum power output of 435 kW (591 hp), the optimised AMG Speedshift DCT 7-speed sports transmission and the newly-developed AMG Ride Control driver-adjustable suspension, the SLS AMG GT once again raises the bar even higher, whether as a coupé or a roadster. These super

sports cars are especially in their element on a racetrack, where they can show their enormous potential and offer fascinating driving pleasure. The exterior features a decidedly masculine and athletic design: with darkened headlamps and tail lights as well as red brake calipers, the new SLS AMG GT has its own distinctive appearance.

	SLS AMG GT Coupé	SLS AMG GT Roadster
Engine:	AMG 6.3-litre V8 front-mid	AMG 6.3-litre V8 front-mid
Displacement:	6,208 cc	6,208 cc
Max. power:	591 hp (435 kW)	591 hp (435 kW)
Max. torque:	650 Nm at 4,750 rpm	650 Nm at 4,750 rpm
Acceleration:	0-62 mph – 3.7 sec	0-62 mph – 3.7 sec
Top speed¹:	198 mph	198 mph
Transmission:	AMG Speedshift DCT 7-speed sports transmission	AMG Speedshift DCT 7-speed sports transmission
Curb weight (EU):	1,695 kg	1,735 kg
Dim. (L × W × H):	4,638 × 1,939 × 1,262 mm	4,638 × 1,939 × 1,261 mm
Fuel consumption:	21.4 mpg (combined according to NEDC) CO ₂ emissions 308 g/km	21.4 mpg (combined according to NEDC) CO ₂ emissions 308 g/km

¹Electronically limited



The distinctive AMG GT designation



AMG high-performance composite brakes, red brake caliper





SLS AMG GT Coupé



SLS AMG GT Roadster

Developed for the racetrack, ready for the road:
Black Series models are street-legal motorsport cars.
AMG offers these extreme models as limited editions.



The only limitation is the number that we produce.

There are cars for the road. And there are cars for the racetrack. Black Series models form a link between those categories. Designed to operate on the limits and extremely resilient, they have one invaluable extra: they are licensed for use on the roads. It is impossible to get nearer to motorsport in everyday driving. These cars appeal with more power, more extreme dynamics, more grip and an even more exciting sound – and with a bigger rush of adrenalin.

It is the wide range of motorsport technologies that make the AMG Black Series so eager to be driven hard. That applies above all to the even more potent engine and the car's reduced overall weight. This diet pays off in every driving situation – under forward acceleration, lateral acceleration and, above all, in terms of agility. The AMG coil-over suspension is a genuine motorsport transfer. Other highlights are AMG developments such as more direct steering, sports suspension and a rear limited-slip differential, wider track and sports exhaust system.

The car's sporting genes are obvious at first sight. The design is predominantly wide, muscular and dynamic. Typical features are air vents in the bonnet and a diffusor-type rear apron. Inside, the race atmosphere continues with body-contoured sports seats, a generous application of carbon fibre and the elimination of all superfluous details. The complete Black Series package represents the absolute ultimate for sporty drivers: it ensures maximum driving pleasure on the road and competes with any opponent on the racetrack.



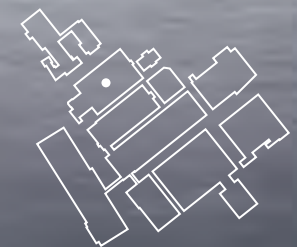
Where exclusive becomes unique.

We custom-tailor our cars according to customers' wishes in the AMG Performance Studio.





Drivers of high-performance vehicles are allowed to expect more of their cars. In our 'Factory of Dreams' - the AMG Performance Studio - we seek to exceed those expectations. The work done here includes the integration of AMG Performance Packages, which enhance the uncompromising performance of our automobiles even further, as well as the individualisation of exterior and interior. In addition, we are happy to make special efforts to satisfy customers for whom exclusive is not exclusive enough: genuinely individual one-of-a-kind cars are created with the most precise craftsmanship in what is perhaps the world's most demanding workshop - created by the numerous specialists who work here together in perfect unison.



AMG Performance Studio



AMG took the craftsman-factory approach right from the start.

AMG develops and creates automotive masterpieces in the AMG Performance Studio with the benefit of experience gained over four decades. Our most exclusive area of business is inspired by our customers, many of whom prefer individuality and bespoke details with their cars. Over the years we have been able to gain such a wide range of experience that we can fulfil practically any desire. The bandwidth we can offer includes the development of defined technical enhancements such as the Performance Package, the integration of interior and exterior individualisation such as forged alloy wheels, special leather upholstery in AMG or Mercedes-Benz vehicles, and the creation of unique, one-of-a-kind cars in accordance with our customers' wishes.

In order to fulfil the highest standards, a wide variety of perfectly-trained specialists work in the AMG Performance Studio. For this reason, the Mercedes-Benz original guarantee naturally applies to the AMG series models for all automobile individualisation carried out in the AMG Performance Studio. Of course, all modifications and alterations are checked in accordance with all the relevant safety criteria. We apply complex processes to develop and test the special technical equipment in Affalterbach in parallel with the series models.

The focus areas of the AMG Performance Studio

- Design and technology: special equipment for automotive technology, the interior and the exterior
 - Performance: integration of technical upgrades such as AMG Performance Packages and increased maximum speed
 - Unique cars: one-of-a-kind production at the highest level in accordance with our customers' wishes
-



Welcome to the limits.

Unforgettable driving experiences
in the AMG Driving Academy.





Nowhere is the enthusiasm of AMG drivers and fans to experience automotive passion stronger than at the AMG Driving Academy. Participants benefit from professional instructors who are passionate racing drivers themselves. Drivers with sporting ambitions are glad to be shown how they can improve – with driving-dynamics events on racetracks, in driving-safety centres and on ice, in many countries of Europe and Asia and in the United States. In various driving-skill levels the participants discover the full potential of an AMG Mercedes, increase their confidence on the road and learn to control high-performance vehicles safely on the limits. The range offered peaks with the Masters – a course of training to become a private racing driver in an SLS AMG GT3.



Success against powerful opponents – AMG wins were real sensations!

Success in motorsport is as closely associated with the AMG brand as the site in Affalterbach. No wonder – fascination with automobile competition was at the focus of activities when the company was founded. AMG already achieved the breakthrough in motorsport with the first car whose engine AMG founders Aufrecht and Melcher had tuned for uncompromising performance: the AMG 300 SEL 6.8. This touring car was the winner in its category in the 24 Hours of Spa Francorchamps on 25 July 1971 – driven by Hans Heyer and Clemens Schickentanz. Everyone was talking about AMG after that – and the AMG 300 SEL 6.8 went into the history books as the ‘Legend of Spa.’

In 1980, another legendary motorsport car continued the success story: the AMG 450 SLC Mampe. This racing car was named after the sponsor, Mampe, and won the Touring Car Grand Prix on the Northern Loop of the Nürburgring with Clemens Schickentanz and Jörg Denzel at the wheel. The two-year development period paid off: a lot of the technical expertise gained was applied in the AMG road cars.

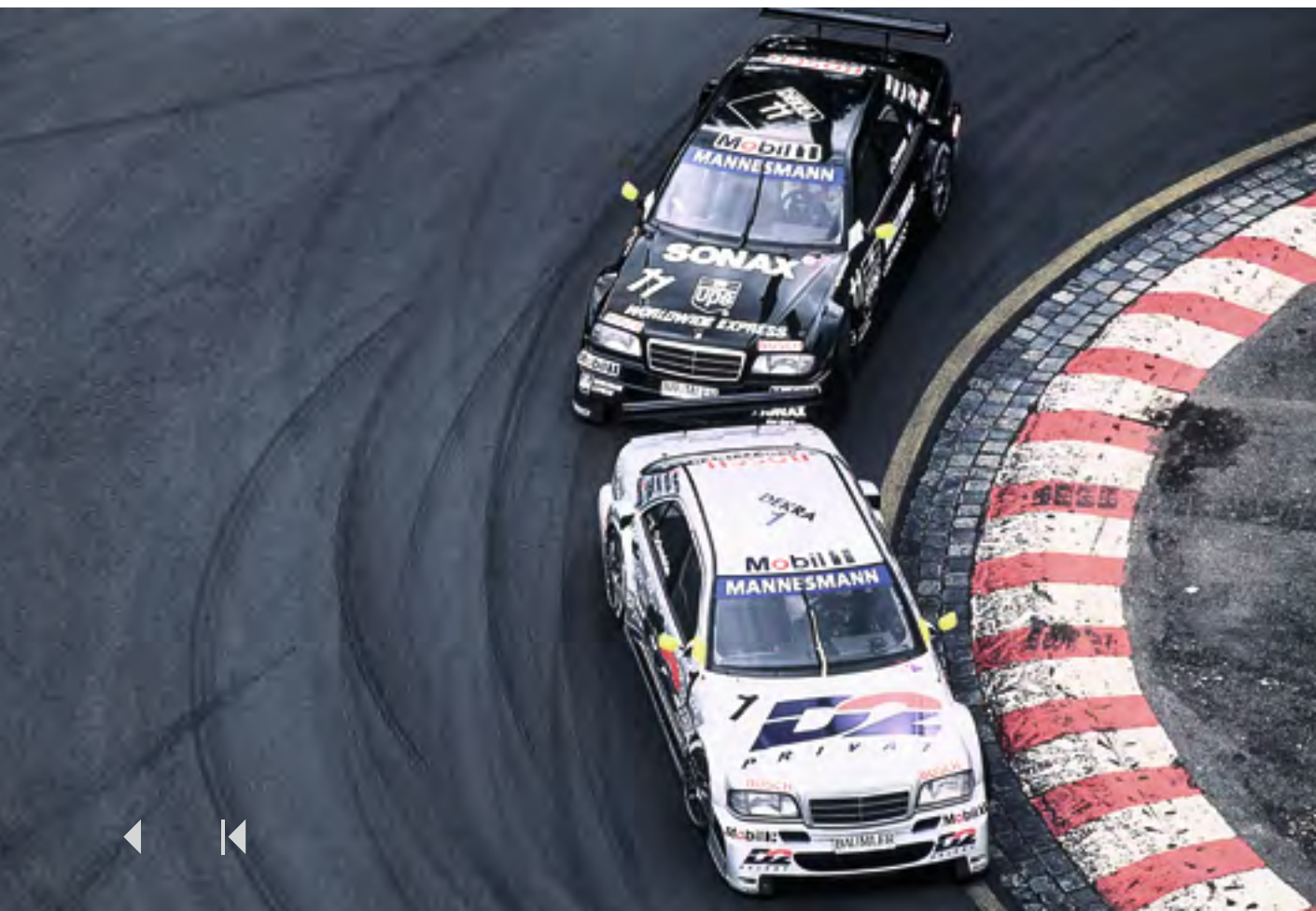
At the end of the 1990s, AMG was the benchmark in the FIA GT World Championship with the CLK-GTR AMG. In 1997 Bernd Schneider became world champion, before AMG Mercedes won all of the races in the series in 1998 and took the title with Klaus Ludwig and Ricardo Zonta.



AMG 300 SEL 6.8, AMG 450 SLC Mampe, CLK-GTR AMG:
AMG's motorsport success fascinated fans around the world so much that
the names of the racing cars still resound today.



Multiple champions Klaus Ludwig and Bernd Schneider as well as multiple Formula 1™ Grand Prix winner David Coulthard are AMG's successful DTM drivers.



We are the driving force of touring car sport.

A period full of achievements and consecutive wins began for AMG with its entry into touring car racing in 1986. AMG started in the series with a 190 E 2.3-16 – and was successful right from the start: our team recorded several wins in its debut season, on the Berlin Avus for example.

This first respectable success led to a motorsport cooperation agreement with Mercedes-Benz in 1988. The first car was the 190 E 2.5-16 EVO, which won numerous races. At the end of a thrilling season, followed at the racetracks and on television by a total of 153 million spectators, Klaus Ludwig was the first DTM champion in an AMG Mercedes in 1992.

1995 was Bernd Schneider's first successful year: now an AMG brand ambassador, he was overall DTM/ITC winner in a C-Class (series W202) in 1995, and won five DTM titles and 43 races in the following years – a record which is unlikely to be broken. But an exciting race series like the DTM never stands still: we continued to compete with the C-Class successor series and with the CLK, winning many races and titles. And the motorsport version of the C-Class Coupé has been competing successfully since 2012.

In total, AMG can look back on an unparalleled success story in the DTM with 160 race wins, 10 driver's titles and 15 constructor's titles.



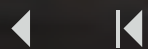
AMG power for customer sport teams.

The great wealth of motorsport expertise that AMG has built up over the decades is shared with our customers. The SLS AMG GT3 has been available since 2011, and is used by customer sport teams all over the world. The racing version of the gullwing features spectacular design and pure-bred motorsport technology. Developed according to the GT3 regulations of the International Automobile Federation (FIA), the SLS AMG GT3 is designed as a customer sports car for sprint and endurance races.

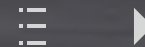
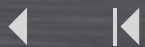
And it has had great success: in 2011 it was the most successful motorsport new entry. In its debut year, customer teams won 26 races on three continents, including the FIA GT3 European Championship. The SLS AMG GT3 has also already won its first 24-hour race – celebrated with a triple win in Dubai.



SLS AMG GT3: the racing version of the gullwing has been competing very successfully since 2011 – in the service of customer sport teams. The AMG racers have also been very successful in 24-hour races.



Mercedes AMG Petronas Formula 1™ Team: from the start of the 2012 season, AMG's motorsport expertise has also been reinforced in Formula 1™. The high-performance brand works closely with the Mercedes-Benz Formula 1™ facilities in Brixworth and Brackley, in the UK.



AMG. Three letters at the heart of the Mercedes AMG Petronas Formula 1™ Team.

The three letters AMG are synonymous with sporting performance. The high-performance brand has strengthened this claim in 2012 through its presence in Formula 1™. “Our team fuses the proud traditions of AMG and the Silver Arrows, with over 75 years of success at the pinnacle of motorsport,” explains Norbert Haug, Head of Mercedes-Benz Motorsport. It was a logical step to strengthen the links between AMG and the Mercedes-Benz Formula 1™ programs, which is reflected in a new name: Mercedes AMG Petronas Formula 1™ Team. In the third race for Mercedes AMG Petronas, Nico Rosberg took a dominant victory in the 2012 Formula 1 UBS Chinese Grand Prix, scoring the first win for a works Silver Arrow since 1955 – following a 55-year break in which no works Mercedes-Benz Silver Arrow competed in Formula 1™.

In line with the ‘one team’ philosophy, the team’s powertrain manufacturer in Brixworth, UK, was renamed as Mercedes AMG High Performance Powertrains. AMG has collaborated for a long time with the team in the UK – with the goal of transferring racing technologies onto the road. One example of this is the SLS AMG Coupé Electric Drive, whose electric powertrain was jointly developed by a team from Affalterbach and Brixworth.

Formula 1™ is nothing new for AMG. Since 1996, Mercedes-AMG has provided the car that all the racing drivers follow if an incident occurs. The tradition of safety cars from AMG started in 1996 with a C36 AMG. Since 2000, what must be the world’s fastest car with yellow warning lights – a modified SLS AMG – has been driven by the racing driver and AMG brand ambassador Bernd Mayländer. AMG has also supplied the Formula 1™ medical car since 1996, in the shape of a C63 AMG Estate since 2008.

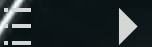
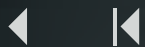
MERCEDES-AMG
PETRONAS FORMULA 1™ TEAM

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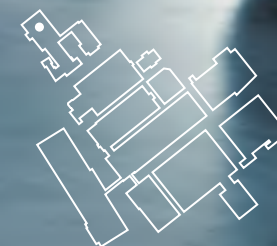
AMG Private Lounge – the online community for AMG drivers.





AMG Private Lounge is the name of our exclusive online community. Only genuine AMG Mercedes drivers can become a member. With this online platform our customers profit from insider knowledge, have contacts with other AMG enthusiasts, and experience the fascination of high-performance automobiles over and over again. Some of the community's special highlights include lifestyle events and driver training courses all over the world. Such events bring the members closer to the spirit of our company. The AMG Private Lounge exists not only in the virtual world, but also in the real world – in modern premises at our headquarters in Affalterbach, where AMG drivers and experts can exchange their opinions and experience.

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AMG Private Lounge



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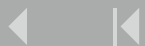
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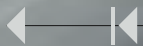
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