



Mercedes-Benz 2005

G-Class

G500
G55 AMG



Mercedes-Benz



G 55 AMG shown in *designo* Graphite metallic with dealer-installed accessory grille guard.

The one and only

The look is unmistakable, and the driving experience – unbelievable. In a world of pretenders, the rugged, hand-built G-Class stands alone as a true original. The SUV that's first in the hearts of purists the world over is also the last SUV to be built almost entirely by hand with a time-honored, painstakingly thorough approach. On and off-road, the G 500 inspires with muscular V-8 power, the surefooted control of permanent 4-wheel drive, and the expert reflexes of our **Electronic Stability Program (ESP)**. For 2005, the G 55 AMG adds a dominating new 469-hp supercharged V-8 and one very impressive title: The most powerful production SUV on the planet.¹ Take your place inside a cavernous interior overflowing with sumptuous leather, hand-polished wood and cutting-edge technology, including new **Head Protection Curtains**. And take command of an SUV unlike any other. A vehicle steeped in legend and mystique – the one-of-a-kind G-Class.

¹ Comparison based on peak horsepower of 2005 G 55 and production 2004 SUVs. 2005 competitor information not available at time of printing.



G 500 shown in Brilliant Silver metallic with dealer-installed accessory trailer hitch, and G 55 AMG shown in Obsidian Black metallic.

G-Class specifications (PAGE 1 OF 2)

| ENGINE | G 500 | G 55 AMG |
|--------------------------|---|---|
| Engine | SOHC 24-valve 90° V-8. High-pressure die-cast alloy cylinder block. Alloy heads | AMG-built intercooled supercharged SOHC 24-valve 90° V-8. High-pressure die-cast alloy cylinder block. Alloy heads. Reinforced crankshaft and valvetrain. Lightweight camshafts |
| Displacement | 4,966 cc | 5,439 cc |
| Net power | 292 hp @ 5,500 rpm | 469 hp @ 6,100 rpm |
| Net torque | 336 lb-ft @ 2,800–4,000 rpm | 516 lb-ft @ 2,800 rpm |
| Compression ratio | 10.0:1 | 9.0:1 |
| Fuel requirement | Premium unleaded, 91 pump octane | Premium unleaded, 91 pump octane |
| Fuel and ignition system | ME 2.8 engine management. Integrated sequential multipoint fuel injection and phased twin-spark ignition includes individual cylinder control of fuel spray, spark timing and phase, and antiknock. Electronic throttle. Two high-energy ignition coils and two spark plugs per cylinder, with 100,000-mile spark plug intervals | |
| Intake system | Magnesium 2-stage resonance intake manifold increases intake runner length at lower rpm for improved response | Helical high-pressure supercharger with liquid-to-air intercooler and electromagnetic clutch. 11.6 psi maximum boost |

DRIVETRAIN

| | | |
|----------------------|---|---|
| Transmission | Driver-adaptive electronic 5-speed automatic. Touch Shift allows driver to manually downshift and allow upshifts by nudging the shift lever left or right from the Drive position. Shift into Optimum Gear programming allows one-touch selection of the best gear for maximum acceleration or engine braking by holding the shift lever to the left of Drive for one second. Display in instrument cluster indicates selected gear range | |
| Drive system | Permanent full-time 4-wheel drive , with 50/50 front/rear torque split and electromechanically locking center, rear and front differentials , sequentially activated by driver ^{1,2,3} | |
| Transfer case | 2-speed , electronically controlled via console switch. Display in instrument cluster indicates selected transfer-case range | |
| Transfer-case ratios | Normal range: 0.87:1 Low range: 2.16:1 | Normal range: 0.87:1 Low range: 2.16:1 |
| Axle ratios | Front and rear: 4.38:1 | Front and rear: 4.38:1 |

TRACTION AND STABILITY

| | | |
|---|--|-----------|
| 4-wheel Electronic Traction System | Standard. When all three differentials are unlocked, 4-ETS monitors the speed of all four wheels to detect wheel slip, then applies individual brakes as needed, and/or reduces excess engine power. 4-ETS continually balances the torque split to ensure that power is permitted to flow to the wheel(s) with traction ^{2,3} | Standard. |
| Electronic Stability Program (ESP) | Standard. When all three differentials are unlocked, ESP compares the driver's intended course, via steering and braking inputs, to the vehicle's response, via lateral acceleration, rotation (yaw) and individual wheel speeds. ESP then brakes individual front or rear wheels and/or reduces excess engine power as needed to help correct understeer (plowing) or oversteer (fishtailing) ^{2,3} | Standard. |

PERFORMANCE

| | | |
|---|---------------------------|----------------------------|
| Acceleration, 0–60 mph⁴ | Information not available | 5.5 seconds |
| Fuel economy, EPA estimate⁵ | 12 mpg | Information not available. |
| highway estimate ⁶ | 14 mpg | See your dealer |
| Towing capacity⁷ | 7,000 lb (Class IV) | 7,000 lb (Class IV) |

1 Off-road driving should only be attempted by drivers with the necessary skill, experience and understanding of the vehicle's limits. Locked differentials will limit steering ability. 2 No system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Please always wear your seat belt. 3 ESP, 4-ETS, ABS and Brake Assist do not operate when the differential locks are engaged. 4 Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, elevation and vehicle load.

5 2004 EPA estimated fuel economy figures. Compare the estimated mpg to the estimated mpg of other vehicles. You may get different mileage depending on how fast you drive, weather conditions and trip length. 2005 figures unavailable at time of publication. See your dealer. 6 Your actual highway mileage will probably be less than the highway estimate. 2004 figures shown. 2005 figures unavailable at time of publication. See your dealer. 7 With accessory trailer hitch kit and trailer brakes. Please read Operator's Manual before towing.

G-Class specifications (PAGE 2 OF 2)

| CHASSIS | G 500 | G 55 AMG |
|--|--|--|
| Suspension | Front and rear rigid axles with longitudinal and transverse links, coil springs and gas-pressurized shock absorbers. Front stabilizer bar | Front and rear rigid axles with longitudinal and transverse links, coil springs and gas-pressurized shock absorbers. Front stabilizer bar |
| Wheel travel | 8.0 in | 8.0 in |
| Steering type | Recirculating-ball with power assist and hydraulic damper. 3.5 steering-wheel turns, lock-to-lock. Turning circle: 43.5 ft/13.26 m curb-to-curb | |
| Wheels , aluminum-alloy, standard | 5-spoke design. 7.5Jx 18 | AMG slotted monoblock design. 9.5Jx 18 |
| Tires , steel-belted radial, standard | 265/60R18 110V, high-performance ¹ | 285/55 R 18 113V, high-performance ¹ |
| Spare tire | Matching tire and wheel on rear-mounted carrier | 265/60R18 110V high-performance tire ¹ and 7.5Jx 18 5-spoke wheel on rear-mounted carrier |
| Brake system | Dual-circuit power-assisted 4-wheel disc | |
| Front discs/rear discs | 12.3" internally ventilated/10.7" solid | 13.8" slotted and internally ventilated/13.0" slotted and internally ventilated |
| Antilock Braking System (ABS) | When all three differentials are unlocked, standard 4-channel ABS senses impending wheel lockup under heavy braking and pumps the front brakes individually or the rear brakes together (to help maintain stability) as needed up to 30 times per second, to prevent lockup and maintain steering ability ² | |
| Brake Assist | When all three differentials are unlocked, Brake Assist senses emergency braking via the speed at which the driver presses the brake pedal and immediately applies maximum available power boost, potentially reducing the overall stopping distance by eliminating the delay caused by a common human tendency not to brake hard enough, soon enough. Letting up on the brake pedal releases Brake Assist. Braking effectiveness also depends on proper brake system maintenance, and tire and road conditions ² | |
| Electronic Brake Force Distribution | Standard Electronic Brake Force Distribution shifts additional brake force to the rear wheels in straight-line braking, to promote more even brake-pad wear. For stability in curves, a normal front/rear split is restored | |

EXTERIOR DIMENSIONS³

| | | |
|-----------------------|---|---|
| Wheelbase | 112.2 in/2,850 mm | 112.2 in/2,850 mm |
| Overall length | 185.6 in/4,714 mm, including spare tire | 185.6 in/4,714 mm, including spare tire |
| Overall height | 77.8 in/1,977 mm | 77.8 in/1,977 mm |
| Overall width | 71.3 in/1,811 mm | 73.4 in/1,864 mm |
| Track | 59.6 in/1,513 mm, front and rear | 58.1 in/1,476 mm, front and rear |
| Curb weight | 5,423 lb/2,460 kg | 5,590 lb/2,535 kg |

INTERIOR DIMENSIONS³

| | Front | Rear | Front | Rear |
|-----------------------|--------------------------|------------------|--------------------------|------------------|
| Headroom | 42.2 in/1,072 mm | 40.0 in/1,015 mm | 42.2 in/1,072 mm | 40.0 in/1,015 mm |
| Legroom | 52.5 in/1,334 mm | 41.9 in/1,064 mm | 52.5 in/1,334 mm | 41.9 in/1,064 mm |
| Hiproom | 51.5 in/1,310 mm | 53.9 in/1,370 mm | 51.5 in/1,310 mm | 53.9 in/1,370 mm |
| Shoulder room | 53.7 in/1,364 mm | 56.3 in/1,430 mm | 53.7 in/1,364 mm | 56.3 in/1,430 mm |
| Cabin capacity | 124.0 cu ft/3,511 liters | | 124.0 cu ft/3,511 liters | |

CARGO AREA DIMENSIONS³

| | Rear seats in use | Rear seats folded forward | Rear seats in use | Rear seats folded forward |
|---|-------------------------|---------------------------|-------------------------|---------------------------|
| Cargo volume , floor to ceiling ⁴ | 45.2 cu ft/1,280 liters | 79.5 cu ft/2,250 liters | 45.2 cu ft/1,280 liters | 79.5 cu ft/2,250 liters |

MANEUVERABILITY⁵

| | | |
|--|--|--------|
| Ground clearance | 8.3 in | 8.3 in |
| Angle of approach | 36.0° | 36.0° |
| Angle of departure | 27.0° | 27.0° |
| Climbing/descending capability | 80% grade maximum | |
| Lateral stability | Directionally stable on lateral slopes up to 54% | |
| Maximum low-speed foraging depth ⁶ | 19.0 in | |

¹ V-rated tires are optimized for performance driving and may provide reduced ride comfort, increased tire noise, substantially increased treadwear and greater susceptibility to damage compared with H-rated tires. ² ESP, 4-ETS, ABS and Brake Assist do not operate when the differential locks are engaged. ³ Dimensions shown are for models with standard equipment and sunroof. ⁴ Unsecured cargo can become hazardous in a collision. Always secure cargo using the floor-mounted tie-downs.

⁵ Off-road driving should only be attempted by drivers with the necessary skill, experience and understanding of the vehicle's limits. Locked differentials will limit steering ability. ⁶ Driving in water too quickly or that is deeper than the specified limit can result in severe engine damage.

G-Class standard equipment (PAGE 1 OF 2)

| G 500 | G 55 AMG | |
|-------|----------|--|
| | | EXTERIOR FEATURES |
| ● | ● | Aluminum running boards |
| ● | ● | Color-keyed bumpers |
| ● | — | Chrome-finish grille bars. Black bodyside rub strips |
| — | ● | Silver-painted grille bars. Black bodyside rub strips with chrome-finish inserts |
| — | ● | Chrome-finish front turn signal cages, taillamp cages and front-bumper underbar |
| — | ● | AMG sidepipe exhausts with two stainless-steel tips per side (at rear of running boards) |
| ● | ● | Neutral-tinted glass for windshield and front doors. Privacy glass for rear doors, rear quarters and liftgate |
| ● | ● | Variable-focus halogen headlamps with clear lenses and heated high-pressure washers. Halogen front foglamps. Single red rear foglamp, in rear bumper |
| ● | ● | Driver-selectable light-sensing headlamps can be set via the Auto position of the headlamp switch to automatically illuminate the low-beam headlamps and all exterior running lamps in darkness or when entering dark tunnels or parking garages |
| ● | ● | Driver-programmable Daytime Running Lamps illuminate low-beam headlamps at reduced intensity and exterior running lamps full-time |
| ● | ● | Touch Turn Signals flash three times with one touch of turn-signal lever, for lane changing. Auxiliary LED turn-signal indicators integrated in mirror housings |
| ● | ● | Dual color-keyed power mirrors, automatically heated, with integrated turn signals and entrance lamps. Auto-dimming left-side mirror (shifting to Reverse automatically cancels dimming) |
| ● | ● | Electrically heated rear window with auto-shutoff based on time, driving speed and outside temperature |
| ● | ● | Dual windshield wipers. Infrared rain sensor automatically adjusts intermittent front wiper delay based on rainfall detected on the windshield glass. Heated washer nozzles, lines and reservoir |
| ● | ● | Intermittent rear wiper with washer. When front wipers are on, shifting to Reverse automatically activates rear wiper |
| ● | ● | Front and rear tow hooks |
| | | LOCKING AND SECURITY |
| ● | ● | SmartKey remote central locking system uses redundant infrared and radio-frequency signals for improved range, and rolling-code signal for protection from transmitter cloning |
| ● | ● | SmartKey uses an electronic code to unlock the steering column and ignition. Removing SmartKey from ignition disables engine computer to help prevent unauthorized starting of the engine |
| ● | ● | SmartKey remote control integrates door lock/unlock buttons, removable valet key and panic alarm. Driver may selectively unlock only the driver's door and fuel filler, or all five doors plus the fuel filler |
| ● | ● | Driver-programmable user-recognition feature links each SmartKey to driver's preferences (up to three individual users per car). Each SmartKey recalls for its assigned driver: memory features for driver's seat, outside mirrors and power steering column, plus various vehicle settings from multifunction display |
| ● | ● | SmartKey offers infrared-remote opening/closing of windows and sunroof from outside the vehicle |
| ● | ● | Driver-programmable driveaway locking can automatically lock the doors when the vehicle reaches 9 mph |
| ● | ● | Night security illumination uses the vehicle's exterior lights to help illuminate a path after parking. Driver-programmable intervals allow lights to stay on for 60, 45, 30 or 15 seconds, or not at all |
| ● | ● | Locator lighting uses the vehicle's lights to help light a return path when the vehicle is remote-unlocked in darkness. Unlocking vehicle activates illuminated entry system |

● STANDARD ○ OPTIONAL — NOT AVAILABLE

| G 500 | G 55 AMG | |
|-------|----------|---|
| | | LOCKING AND SECURITY continued |
| ● | ● | Integrated 3-button garage door control (integrated with inside rearview mirror), compatible with HomeLink® components and some other systems |
| ● | ● | Automatic antitheft alarm with towaway protection, remote panic feature, and automatic notification via Tele Aid ¹ |
| ● | ● | Tele Aid Automatic Alarm Notification alerts Mercedes-Benz to contact vehicle owner if antitheft alarm sounds ¹ |
| ● | ● | Tele Aid GPS-based Stolen Vehicle Recovery allows law enforcement agencies to track and recover stolen vehicle ¹ |
| ● | ● | Tele Aid Remote Door Unlock allows owner to have doors automatically unlocked in the event the SmartKey becomes locked inside vehicle ¹ |
| | | INTERIOR FEATURES |
| ● | ● | Multifunction steering wheel provides convenient, additional controls for basic functions of audio system and optional phone, plus operation of multifunction display (see Instrumentation, at right) |
| ● | ● | Power front and rear side windows, all with one-touch express-down |
| ● | ● | 4-way (tilt/telescoping) power steering column, position linked to driver's seat memory |
| ● | ● | Driver-programmable easy-exit feature can move driver's seat rearward and/or raise steering column when SmartKey is removed from ignition |
| ● | ● | Electronic cruise control |
| ● | ● | Auto-dimming rearview mirror. Shifting to Reverse or switching on interior lamps auto-cancels dimming |
| ● | ● | Delayed-shutoff dual front and rear courtesy/reading lamps |
| ● | ● | Dual cargo-area lamps with master shutoff switch |
| ● | ● | Dual illuminated visor vanity mirrors |
| ● | ● | Front center armrest with dual enclosed storage compartments |
| ● | ● | Lockable, illuminated glovebox |
| ● | ● | Attachable cupholder on center console. Swing-away basketball-net-type cupholder adjacent to console |
| ● | ● | Parcel net on right front knee bolster |
| ● | ● | Magazine pockets on both front seatbacks |
| ● | ● | Dual cupholder for rear passengers, at rear of front center console |
| ● | ● | Three 12-volt power outlets: with lighter in front ashtray, at rear of front center console, and in cargo area |
| ● | ● | Four overhead passenger assist grips |
| ● | ● | Retractable/removable cargo cover |
| ● | ● | Floor-mounted cargo tie-downs |
| | | CLIMATE CONTROL |
| ● | ● | CFC-free automatic climate control, with dual temperature controls and electrostatic dust filter |
| ● | ● | Adjustable rear-cabin air vents at rear of front center console |
| ● | ● | REST mode can ventilate cabin or help keep cabin warmer using residual heat for up to 30 minutes after vehicle is turned off |

¹ First year's basic Tele Aid service provided at no additional cost with subscription and includes 30 minutes airtime (including required acquaintance call). Subscription is required for service to be active. Service operates only where cellular and GPS coverage are available. Owner must authorize stolen vehicle tracking by providing a personal PIN code and file a police report. See dealer for details of telematics services.

G-Class standard and optional equipment (PAGE 2 OF 2)

| G 500 | G 55 AMG | SEATING AND TRIM |
|-------|----------|---|
| ● | ● | 10-way power front seats, each with 3-position memory. Driver's seat memory also includes settings for outside mirrors and steering column |
| ● | ● | Multicontour driver's seat, with pneumatic side bolsters, dual lumbar supports, and thigh support |
| ● | ● | Heated front and outboard rear seats |
| ● | ● | 60/40-split fold-and-tumble rear seats with three height-adjustable head restraints |
| ● | – | Premium leather upholstery, including all seat surfaces, and upper and lower door trim inserts |
| – | ● | <i>designo</i> Nappa leather upholstery (including seat surfaces, head restraints, center armrest, and door trim inserts) in <i>designo</i> Charcoal with Silver topstitching, or <i>designo</i> Silver with Black topstitching |
| ● | – | Hand-polished Burl Walnut trim on console, doors and dash-mounted passenger assist grip |
| – | ● | Hand-polished <i>designo</i> Natural Maple trim on console, doors and dash-mounted passenger assist grip |
| ● | ● | Heated leather and wood trimmed steering wheel. Leather and wood trimmed shift knob. Leather-trimmed parking brake lever and boot |
| ● | ● | Illuminated brushed stainless-steel door sill trim (with AMG insignia on G 55 AMG) |
| ● | ● | Velour carpeting, including cargo floor. Carpeted floor mats (exclusive AMG-design mats on G 55 AMG) |

AUDIO AND COMMUNICATIONS

| | | |
|---|---|---|
| ● | ● | COMAND Cockpit Management and Data system integrates controls for navigation system, radio, in-dash single-CD player/CD-ROM drive, 6-CD changer and optional phone with a 5" color-LCD in-dash screen |
| ● | ● | In-dash navigation system uses Global Positioning System (GPS) satellites to determine the current location of your vehicle, and map databases on CD-ROM ¹ |
| ● | ● | AM/FM stereo/weatherband radio with scan and dual-sensitivity seek tuning |
| ● | ● | 6-disc CD changer, mounted in cargo area |
| ● | ● | harman/kardon® premium sound system with upgraded amplifier and 9 speakers, plus a subwoofer |
| ● | ● | Tele Aid uses Global Positioning System (GPS) satellites to determine the current location of your vehicle, plus a cellular link to provide 24-hour contact with Mercedes-Benz for emergency aid (SOS button), information (i-button) or Roadside Assistance (wrench button). Automatic Collision Notification engages SOS function if an air bag or Emergency Tensioning Device (ETD) deploys. Tele Aid also includes Stolen Vehicle Tracking, Remote Door Unlock service, and Dealer Connect ² |
| ● | ● | Tele Aid Concierge Service, included with the basic Tele Aid subscription, offers personal services via the i-button, including arrangements for restaurant, hotel, airline or car-rental reservations, tickets to cultural and sporting events or tourist attractions, and delivery of flowers or gifts ² |

1 CD-ROM maps do not cover all areas nor all routes within an area. One regional CD-ROM is included with vehicle.

2 First year's basic Tele Aid service provided at no additional cost with subscription and includes 30 minutes airtime (including required acquaintance call). Subscription is required for service to be active. Service operates only where cellular and GPS coverage are available. Owner must authorize stolen vehicle tracking by providing a personal PIN code and file a police report. See dealer for details of telematics services. 3 Phone is optional. 4 **WARNING: THE FORCES OF A DEPLOYING AIR BAG CAN CAUSE SERIOUS OR FATAL INJURY TO A CHILD UNDER AGE 13. THE SAFEST SEATING POSITION FOR YOUR CHILD IS IN THE REAR SEAT, BELTED INTO AN APPROPRIATE, PROPERLY INSTALLED CHILD SEAT, OR CORRECTLY WEARING A SEAT BELT IF TOO LARGE FOR A CHILD SEAT. A CHILD UNDER 13 MUST NOT USE THE FRONT SEAT UNLESS THE CHILD IS BELTED INTO AN APPROPRIATE, PROPERLY INSTALLED BABYSMART-COMPATIBLE CHILD SEAT. A CHILD UNDER 13 WHO IS TOO LARGE FOR A CHILD SEAT MUST NOT USE THE FRONT SEAT. SEE OPERATOR'S MANUAL FOR ADDITIONAL WARNINGS AND INFORMATION ON AIR BAGS, SEAT BELTS AND CHILD SEATS.** 5 See dealer for availability details. While the SIRIUS network of satellite and terrestrial antennas provides nearly seamless service throughout the contiguous U.S., SIRIUS service may be unavailable or interrupted for a variety of reasons, including environmental or topographic conditions; in certain locations such as tunnels, parking garages, or within or next to large buildings; or near other technologies that can interfere with the SIRIUS signal. Programming subject to change. Not available in Alaska, Hawaii or Puerto Rico.

| G 500 | G 55 AMG | INSTRUMENTATION |
|-------|----------|---|
| ● | ● | Electronic analog speedometer, tachometer and fuel gauge |
| – | ● | Silver-accented AMG instrument cluster |
| ● | ● | Multifunction display in speedometer face can be scrolled via steering-wheel controls to operate and display various menus and vehicle features: Odometer, resettable trip meter and outside temperature indicator. Engine coolant temperature, digital speedometer, Maintenance System (see below), and engine oil-level check. Radio station, CD player/6-CD changer. Navigation system route guidance. Reminder and malfunction messages. Driver-programmable settings for instrument cluster, lighting, vehicle and convenience features. Trip computer (elapsed time, fuel consumption, distance to empty). Cellular phone book ³ |
| ● | ● | Mercedes-Benz Maintenance System displays distance remaining to next basic maintenance service, indicates type of service due, and provides automatic reminder when service interval draws near |
| ● | ● | Audible reminders to release parking brake, switch off headlamps and remove key from ignition |
| ● | ● | Rear Park Assist audio-visual parking assistance system. Ultrasonic sensors help detect nearby obstacles behind the vehicle at parking speeds, and an audio-visual indicator on the rear-cabin wall alerts the driver to their proximity within the range of the sensors |

RESTRAINT SYSTEMS

| | | |
|---|---|---|
| ● | ● | Integrated Restraint System: Driver and front passenger are each provided with a front air bag and a 3-point seat belt with height-adjustable shoulder belt and Emergency Tensioning Device (ETD). Rear passengers are provided with 3-point seat belts, including height-adjustable outboard shoulder belts ⁴ |
| ● | ● | Head Protection Curtains: In a side impact exceeding a preset threshold, a multi-chamber air bag deploys along the front and rear side-door windows on the affected side of the vehicle |
| ● | ● | Occupancy sensor prevents the front passenger's front air bags from deploying if the seat is unoccupied. An ETD will not deploy if seat belt is unfastened |
| ● | ● | Front seats have 4-way adjustable head restraints. Rear-seat head restraints adjust up-down |
| ● | ● | Automatic Collision Notification engages Tele Aid SOS function if an air bag or ETD deploys ² |
| ● | ● | Universal LATCH system (Lower Anchors and Tethers for Children) at outboard rear seating positions, as well as selectable seat-belt retractors at all passenger seating positions, help secure child seats ⁴ |

INDIVIDUALLY AVAILABLE OPTIONS

| | | |
|---|---|--|
| ○ | ○ | Power tilt/sliding steel sunroof (no-charge option) |
| ○ | ○ | COMAND nationwide navigation map collection (10 CD-ROMs for all of the mapped U.S. and Canada) |
| ○ | ○ | SIRIUS Satellite Radio equipment ⁵ |
| ○ | ○ | Hands-Free Communication System. (Requires accessory telephone handset and cradle, sold separately. See your dealer for selection) |
| ○ | ○ | Metallic paint (no charge) |

G-CLASS *designo* EDITIONS

| | | |
|---|---|--|
| ○ | ○ | Silver Edition: <i>designo</i> Silver metallic paint. Charcoal interior with <i>designo</i> Charcoal Nappa leather and <i>designo</i> Natural Maple wood trim. Charcoal <i>designo</i> floor mats with Charcoal leather trim |
| ○ | ○ | Espresso Edition: <i>designo</i> Mocha Black metallic paint. Charcoal interior with <i>designo</i> Light Brown Nappa leather and <i>designo</i> Natural Maple wood trim. Charcoal <i>designo</i> floor mats with Light Brown leather trim |

● STANDARD ○ OPTIONAL – NOT AVAILABLE

Forge ahead



G 500 shown in Granite Grey metallic.

G 500 | SUV

Blaze your own trail in the unique, hand-built G 500. A massive 292-hp 5.0-liter V-8 delivers a robust 336 lb-ft of torque and more than enough motivation to escape the ordinary. Power is applied through an advanced driver-adaptive 5-speed automatic transmission that adjusts its shift points to match your driving style. The Touch Shift

feature even lets you take matters into your own hands with manual-style gear changes. Take corners confidently with the handling technology of ESP, our **Electronic Stability Program**. And for those who like to explore life off the beaten path, there are the gripping benefits of permanent 4-wheel drive, our 4-wheel Electronic Traction System and a feature which characterizes the essence of G-Class off-road capabilities: three differential locks, standard. Of course, even off-road, we see no reason to rough it—the exclusive G 500 is loaded with luxury and comfort.



G 500 shown in Pewter metallic.

G500 | SUV

Reach new heights

You have the power to create your ideal driving environment. Tend to your comfort with a climate control system featuring dual temperature controls, and a dust filter to help purify cabin air. And set the mood with a 9-speaker harman/kardon® premium sound system featuring a powerful amplifier, a booming subwoofer, an in-dash CD player¹ and an additional 6-disc CD changer mounted in the cargo area.



Look past the G500's rugged exterior and you'll find a gentle, sensitive side expressed in supple leather and elegant Burl Walnut trim. Power front seats adjust ten ways to conform to your body, while heated front and rear seats soothe you. And the multicontour driver's seat embraces you with pneumatically adjustable side, lumbar and thigh supports. You can also take comfort in the added safety of new **Head Protection Curtain air bags**. The G500 has a very accommodating nature as well, with room for five adults to relax comfortably. Or fold the rear seats for up to 79.5 cu ft of cargo room. It's easy to get lost in all that open space, but you can find your way around town more easily with the G500's standard GPS navigation system.² Although once immersed in the lavishly equipped G-Class cabin, you'll feel like you've already arrived.



The G500 puts luxury right at your fingertips. The 10-way power front seats adjust to your ideal position with intuitive controls, including 3-position memory buttons to capture the front-seat settings, as well as the driver's preferred steering-column and outside-mirror positions. And controls on the heated wood and leather trimmed steering wheel let you scroll the multifunction display to check the trip computer and oil level, program vehicle settings, or control the audio system, navigation system and optional phone.



G500 shown in Black leather.

¹ In-dash CD player/CD-ROM drive can play an audio CD when navigation system is not in use. ² While the navigation system provides directional assistance, the driver must remain focused on safe driving behavior, including paying attention to traffic and street signs. The driver should utilize the system's audio cues while driving and should only consult the map or verbal displays once the vehicle has been stopped in a safe place. CD-ROM maps do not cover all areas nor all routes within an area.

G 55 AMG | SUV

Empowered



G 55 AMG shown in Obsidian Black metallic with dealer-installed accessory grille guard.



When the performance wizards at AMG, the racing arm of Mercedes-Benz, got their hands on the G-Class, they didn't hold back. In a world of compromise, this isn't one. The G 55 AMG stares boldly in the face of convention and drives right through it. Your ally in this act of defiance is a new-for-2005 supercharged handcrafted 5,439-cc V-8 producing a muscular 469 horsepower, while 516 lb-ft of torque floods in at 3,000 rpm. New slotted 13.8" front and 13.0" rear brake discs give you dominion over the G55's prodigious power. An AMG exhaust system creates rolling thunder through genuine dual sidepipes, each with twin stainless-steel tips ahead of each rear wheel. The sound of the impending storm serves as a wake-up call to lesser vehicles that could easily be mesmerized by 18" wheels and high-performance tires,¹ as well as chrome-finish front turn signal cages, taillamp cages and front-bumper underbar.



¹ AMG 18" wheels and accompanying high-speed-rated tires provide substantially increased treadwear and reduced ride comfort compared to H-rated tires. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles.

Entertained

Open the rock-solid, reinforced door of the G55 and you're greeted by stainless-steel door sills with the legendary AMG name illuminated in blue. Step inside and your eyes light up as well. You've just entered the consummate driving environment. Sumptuous Nappa leather, in *designo* Charcoal with Silver topstitching or cool *designo* Silver with Black topstitching, flows across the 10-way power front seats and folding rear seats. Hand-polished Natural Maple wood trims the console, doors, steering wheel and dash. Your right hand is drawn to the leather and wood shift knob as if by some magnetic force. And your eyes, to the cool Silver-accented AMG instrument cluster, where the AMG story is told in the unmistakable language of performance – mph and rpm. Even your feet have the distinct pleasure of resting on stylish AMG-design carpeted floor mats, although we suspect your right foot may have other ideas.

G55 AMG | SUV

AMG



Unique AMG accents add to an already generously appointed interior that includes dual-zone climate control, radiant wood trim, a 9-speaker sound system, GPS satellite navigation and a multifunction leather and wood trimmed steering wheel.

G55 AMG shown in *designo* Charcoal.

Crack the whip

Go ahead, stomp on the gas. The G500 obeys your command immediately with a pulse-accelerating rush of 292 horsepower and 336 lb-ft of torque at the ready. A magnesium 2-stage resonance intake manifold assures quick response throughout the powerband. And a 5-speed automatic transmission with Touch Shift puts you in charge of the show with manual-style gear changes. Or, if you'd rather just sit back and delegate authority, the driver-adaptive transmission will automatically adjust its shift points to match your style of driving. Drive with more enthusiasm, and the transmission keeps pace, shifting more assertively. Take it easier, and the transmission will do the same, shifting for better fuel economy. You can call it instinct. We call it innovative engineering. Whatever the situation calls for, you can bet the G500 is ready.



The G500's 4,966-cc V-8 produces a robust 292 horsepower and a monstrous 336 lb-ft of peak torque that starts at just 2,800 rpm and keeps on giving maximum thrust up to 4,000 rpm. With such a nice wide torque band, it's always ready to pounce.



Controlling all that power is a driver-adaptive electronic 5-speed automatic transmission featuring the manual-style operation of Touch Shift. Nudge the shift lever to the left of Drive to downshift, or to the right to allow the transmission to shift into a higher gear. Or hold the lever to the left for a second and the transmission automatically chooses the ideal passing gear. Now you're in command – of your G-Class and the road ahead.



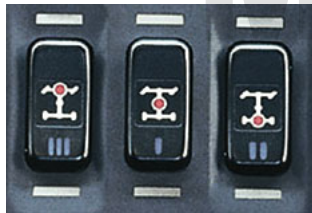
G500 shown in Brilliant Silver metallic.

Overcome obstacles

In an age when so many SUVs just seem to talk the talk, the Mercedes-Benz G-Class actually walks the walk—over almost any terrain. Permanent 4-wheel drive teams with our 4-wheel Electronic Traction System (4-ETS) to take you places ordinary SUVs only go in their dreams. With three mechanical differential locks and the ability to climb or descend an 80% incline,¹ the G-Class gives you off-road options many SUVs can only imagine. Step above the fray and take the shortcut on the way home. Not to save time, but just because you can. In fact, “you can” is a concept you’ll get used to behind the wheel of the G-Class.



G 500 shown in Brilliant Silver metallic with dealer-installed accessory trailer hitch.



THREE DIFFERENTIAL LOCKS

Here's one more way the G-Class is unlike any other SUV. Three electronic buttons on the dash let you mechanically lock the differentials in sequence—center, rear and front—to match low-speed off-road driving conditions. How does it work? The differential locks let you distribute the

engine torque equally to each wheel. Lock the center differential—while maintaining an off-road “walking” speed—and power is balanced 50/50 to the front and rear axles. Lock the rear differential and you've got equal power going to each rear wheel. Finally, lock the front differential and you have the torque apportioned equally to balance the power at all four wheels—for the ultimate in off-road traction.²

¹ Stated climbing and lateral stability performance based upon manufacturer's track results under controlled conditions with professional drivers, and may vary depending upon terrain. Off-road driving should only be attempted by drivers with the necessary skill, experience and understanding of the vehicle's limits. ² No system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Please always wear your seat belt. 4-ETS, ESP, ABS and Brake Assist do not function when the differential locks are engaged. Driving on paved roads with the differential locks engaged can damage the vehicle. Differential locks should only be engaged below 5 mph and will limit steering ability. See Operator's Manual for details.

PERMANENT 4-WHEEL DRIVE AND 2-SPEED TRANSFER CASE

You're in command with permanent 4-wheel drive—the perfect complement to your driving adventures in any weather, and on almost any surface. A 2-speed transfer case lets you take the high road or the low road. Shift to Neutral at any speed up to 25 mph, push a button on the console, and you've engaged the 2.16:1 low range—with the extra gutsiness you need to help you crawl up steep inclines, and back down again.

4-WHEEL ELECTRONIC TRACTION SYSTEM (4-ETS)

On the G-Class, 4-ETS works in tandem with the 4-wheel drive system on-road to smoothly distribute power where it can do the most good. If 4-ETS detects the onset of wheelspin, it applies the brakes to the slipping wheel or wheels to rebalance the engine's torque to all four wheels. When traction is at a premium, 4-ETS can help get you moving—even if only one wheel has grip.²

SUSPENSION AND GROUND CLEARANCE

Rugged off-road performance begins with a strong, sturdy suspension. The G-Class offers rigid front and rear axles with longitudinal and transverse links, coil springs, gas-pressurized shock absorbers and a front stabilizer bar. And when it comes to ground clearance, the G-Class is more than up to the task—8.3 inches up, to be exact.

It's your turn

The G-Class is built to handle some of the most inhospitable places on earth – scorching deserts, rock-strewn mountains, and the most treacherous of them all,

downtown city streets. Because sometimes the concrete jungle can be just as scary as the real one. That's why we designed the G-Class to be just as capable on-road as it is off. Confidently maneuver around obstacles with ESP, our Electronic Stability Program. Stop in a hurry with an advanced braking system featuring Brake Assist and ABS. And make your escape with a 7,000-lb towing capacity – enough to haul just about anything you need for the perfect weekend getaway.



BRAKING SYSTEMS

Reassurance comes in many different forms in the G-Class, such as the ability to come to a stop quickly and confidently. The G-Class accomplishes this with several braking technologies. Naturally, it features disc brakes all around and an Antilock Braking

System (ABS). Of course, being a Mercedes-Benz, the G-Class goes several steps further. During research, Mercedes engineers discovered that drivers tend not to apply the brakes hard enough, soon enough, in an emergency. To help overcome this tendency, they developed Brake Assist. By sensing panic stopping based on the speed at which you depress the brake pedal, Brake Assist automatically applies all available power braking boost immediately, potentially reducing your overall stopping distances.³ And to promote more even brake-pad wear without compromising stability in corners, Electronic Brake Force Distribution shifts additional brake force to the rear wheels in straight-line braking.



G55 AMG shown in Obsidian Black metallic with dealer-installed accessory grille guard.

TOWING CAPABILITY

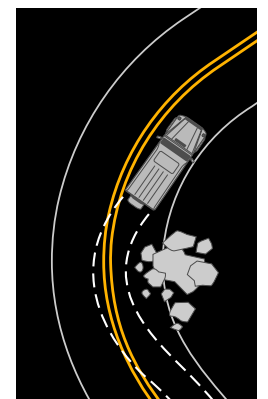
Going on vacation? Take your toys with you. Up to three and a half tons of them. Both G-Class V-8s produce mountains of torque, giving you plenty of power to haul your boat, jet skis, snowmobiles or up to 7,000 lb of whatever else you want to bring along.¹ Leave nothing behind, except the ordinary.

18" ALLOY WHEELS AND TIRES

Brawny 18" 5-spoke alloy wheels add even more muscularity to the already imposing stance of the G-Class, while massive high-performance mud-and-snow tires² provide yet another measure of driving confidence. You'll also appreciate the reassurance and convenience of a full-size spare tire and wheel housed in a stylish rear-mounted carrier.

ELECTRONIC STABILITY PROGRAM (ESP)

The G-Class takes cornering confidence to a higher level with ESP, the **Electronic Stability Program** found on all Mercedes-Benz models. ESP monitors your braking and steering inputs and, upon sensing deviation from your intended path, corrects oversteer and understeer by applying individual brakes and/or reducing excess engine power. So instead of plowing or fishtailing in a turn, ESP helps to keep you on track.⁴



¹ Requires accessory trailer hitch kit. Please read Operator's Manual before towing. ² V-rated tires are optimized for performance driving and may provide reduced ride comfort, increased tire noise, substantially increased treadwear and greater susceptibility to damage compared with H-rated tires. ³ Braking effectiveness also depends on proper brake system maintenance, and tire and road conditions. ⁴ No system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Please always wear your seat belt. 4-ETS, ESP, ABS and Brake Assist do not function when the differential locks are engaged.

How to construct a bank vault

Protecting your valuable assets is what the G-Class is all about. Just one look at this legendary Mercedes-Benz and it's clear you're dealing with an SUV unlike any other. In fact, the G-Class is assembled unlike any other SUV: almost entirely by hand in our Graz, Austria, assembly plant. So while thousands of SUVs from other manufacturers roll off the line each day, only about 30 of these special vehicles emerge from Graz. It's a painstakingly thorough, handcrafted approach requiring the skill of an artist and the strength of high-quality, heavy-duty materials. The result is a feeling of ingot-like solidity that helps give the G-Class its legendary durability, and helps give you an overwhelming sense of security. After all, isn't that what bank vaults are for?



Life for the G-Class begins in the inspired hands of its craftsmen. In fact, from the very first weld, each craftsman signs off on his or her part of the process. An extremely rigid steel frame is constructed using fully boxed longitudinal rails and six tubular crossmembers to further enhance torsional stiffness.

Fifty liters of hot, liquid wax are then flowed through the frame, leaving a thick protective coating inside. Meanwhile, the all-steel body is welded together, starting with the floorpan – for which the factory's only two robots are employed – and continuing through as many as 6,400 carefully hand-placed welds.

Next, the body is electrically charged and dipped into a bath of opposite-charged primer, a process that helps ensure that the primer is drawn over virtually every inch of surface. This is followed by two more coats of primer, the paint color, and, finally, the clearcoat – all sprayed, sanded and polished by hand.



While workers are busy installing the engine, drivetrain, suspension and various other components onto the frame, an artisan upstairs expertly weaves hundreds of feet of wires into a single vehicle's wiring harness. Once this harness is installed in the vehicle, many of the body cavities are filled with more corrosion-resisting wax.



Now comes the big moment. After separate, hours-long journeys, the painted body is bolted to the frame and running gear. From there, each vehicle receives its interior, glass, exterior trim, lighting and functional items such as the wipers. Finally, some 3,000 parts and 44 hours later, what began with a single weld is a completed G-Class.

Pure substance

INNOVATIVE G-CLASS FEATURES

Take a closer look at the rugged, square-jawed G-Class and you'll discover an extremely well-rounded SUV. A paradox? Not when you consider the pedigree. In typical Mercedes-Benz fashion, the G-Class is loaded with versatility and innovation. Packed with so much technology and convenience, the G-Class is a lot more than just a handsome face and a chiseled body. It's got beauty, brawn and brains.

A. Rain-sensing intermittent wipers

In bad weather it's even more important to keep your concentration and your eyes focused on the road. To that end, the G-Class intermittent wipers are equipped with an infrared rain sensor that automatically adjusts the wiping frequency for you, based on the amount of rainfall detected on the windshield.

B. harman/kardon sound system

A standard 9-speaker harman/kardon® premium sound system brings your music to life. It's got an in-dash CD player¹ plus a 6-disc CD changer—located in the cargo area—that you can control from the multifunction steering wheel. A powerful amplifier and subwoofer offer yet further proof the G-Class takes its rock-star status seriously, on-road and off.

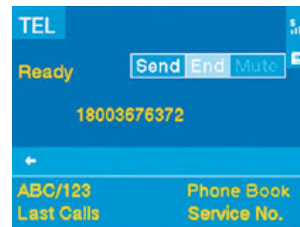
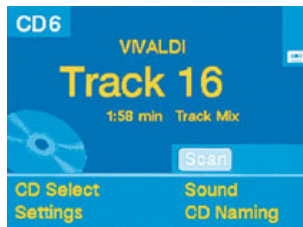
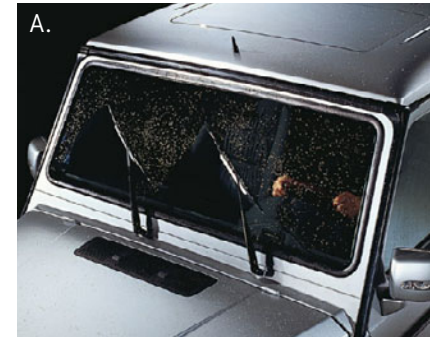
C. SmartKey

SmartKey goes way beyond locking and unlocking doors. The SmartKey remote can also open and close the windows and sunroof, and includes a panic alarm and a removable valet key. For added protection, SmartKey uses an electronic code to unlock the gearshift and ignition.

D. Rear Park Assist

When you're parking, this innovative standard feature uses sound waves to detect nearby obstacles behind you. An audio-visual indicator on the rear cabin wall alerts you to nearby objects that are within the range of the sensors but might be out of your line of sight.

COMAND system. The multitasking COMAND system lets you control your driving world from a single unit incorporating a 5" color-LCD screen. Get on-screen directions with our GPS navigation system. Not only can it help you get from point A to point B, it can calculate the quickest route, the shortest route and even list nearby points of interest.² When you're not using the COMAND system to navigate, you can use the in-dash CD player to listen to your favorite music. And controls on the multifunction steering wheel let you choose a CD track, change the radio station or adjust the volume. The COMAND system even works in conjunction with our optional Hands-Free Communication System with portable digital phone, automatically muting the radio or pausing the CD when a call comes in.



¹ In-dash CD player/CD-ROM drive can play an audio CD when navigation system is not in use. ² While the navigation system provides directional assistance, the driver must remain focused on safe driving behavior, including paying attention to traffic and street signs. The driver should utilize the system's audio cues while driving and should only consult the map or verbal displays once the vehicle has been stopped in a safe place. CD-ROM maps do not cover all areas nor all routes within an area.

A model of versatility



Here's one standard feature that actually gives you options. The second-row seats fold forward in a 60/40 split, so you can accommodate up to five passengers, or nearly 80 cu ft of cargo, or a variety of combinations in between.

Touch-sensitive

Enlightened in-car communications

We're here to help you with everything from simple questions to tough situations. The three **Tele Aid** buttons in your Mercedes give you a direct connection to Mercedes-Benz support and people who specialize in knowing what to do when it comes to helping preserve your schedule, your sanity and maybe even your safety.¹

The system is simple: Press the SOS button when you need emergency assistance, or see someone who does. The wrench button gives you a voice link to Mercedes-Benz Roadside Assistance.² The *i*-button connects you to our Customer Assistance Center, where representatives can answer questions you may have about your vehicle. The *i*-button also puts you in touch with our Concierge Service.³ And your basic Tele Aid subscription can even help you when you're away from your car, with features such as Remote Door Unlock service, Stolen Vehicle Recovery and Dealer Connect.⁴

Summon police

Call your on-file emergency contacts

Alert us to your exact location by satellite

Summon paramedics

Feel safer knowing the system automatically calls for help if an air bag deploys

Connect to Concierge Service

Find movie times

Locate your nearest dealer

Send flowers

Get answers to vehicle questions

Make appointments

Make airline reservations

Request a brochure

Get restaurant recommendations

Concierge Service. Found in the world's finest hotels – and your Mercedes. Included at no extra cost with your Tele Aid subscription, Concierge Service is there if you need hotel or dinner reservations (or even recommendations), tickets for a flight or entertainment, or directory-available phone numbers and addresses. Whether it's making appointments, sending flowers and gifts, or even finding a babysitter, don't be surprised if it seems like our Concierge Service can do it all. Except maybe leaving a mint on your headrest.



Request Roadside Assistance

Call us out to change a flat

Have us bring a few gallons of gas if you run out



¹ First year's basic Tele Aid service provided at no additional cost with subscription and includes 30 minutes of airtime (including required acquaintance call). Subscription is required for service to be active. Service operates only where cellular and Global Positioning System coverage are available. ² Roadside Assistance repairs may involve charges for parts, service and towing. Depending on the circumstances, these services may be provided by an outside service, courtesy of Mercedes-Benz Roadside Assistance. For full details of Sign and Drive services, as well as the Roadside Assistance Program, please see your dealer. ³ See dealer for details of telematics services. ⁴ Owner must authorize stolen vehicle tracking by providing a personal PIN code and file a police report. See dealer for details of telematics services.

Exclusive Expressive Exquisite

designo

Rugged individualists are drawn to the G-Class by its distinctive looks and handcrafted charm. But, even among these, there are those whose passion demands a higher degree of singularity. For you, there's *designo*. Exclusive editions distinguished by unique exterior colors and stunning interiors adorned in the finest Nappa leathers and the most richly detailed wood. The leather is specially treated in order to retain its natural grain and supple feel. The wood is shaped and finished by hand, then matched by the expert eye of a craftsman. The result is a rare statement of substance, elegance and beauty.



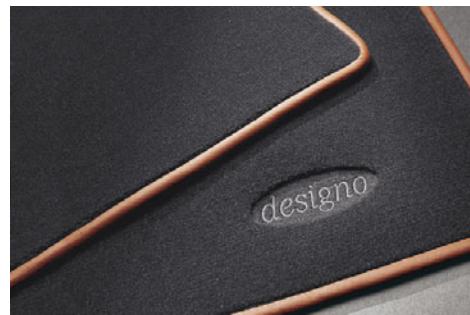
SILVER EDITION

Dazzling *designo* Silver paint shimmers under the sun's warm rays. Inside, light radiates from the hand-shaped and hand-polished Natural Maple wood, only to be soaked up by supple *designo* Charcoal Nappa leather. A *designo* Silver Edition G-Class is an experience you'll warm to very quickly.



ESPRESSO EDITION

Deep *designo* Mocha Black paint offers a beautiful retreat for admiring eyes to explore. Dive in and bask in the comfort of seats tailored in buttery-soft *designo* Light Brown Nappa leather. The same fine leather even trims the floor mats. Lose yourself in the elegant grain of Natural Maple wood polished by caring hands. And as an added tactile reminder of *designo* style, the steering wheel – handcrafted in *designo* wood – puts the fine art of the Espresso Edition in your hands every time you drive.



G500 *designo* editions shown.

Unprecedented vehicles, unparalleled benefits

While the thrill of driving a new Mercedes-Benz may alone be worth the price of admission, the security and ownership benefits Mercedes-Benz offers are unmatched by any other carmaker. And our promise of support for your Mercedes—and for you as a Mercedes driver—is backed by hundreds of experienced Mercedes-Benz people dedicated to keeping your Mercedes on the road and a smile of satisfaction on your face.

24-hour assistance

peace of mind

basic maintenance included

lasting value

legendary Roadside Assistance

ROADSIDE ASSISTANCE FOR THE LIFE OF THE VEHICLE

The first of its kind, the Mercedes-Benz Roadside Assistance Program is still the only one that remains in effect for the entire life of the vehicle. Our Roadside Assistance technicians are accomplished problem-solvers who can draw on years of experience and training to get you back on the road as quickly as possible.¹

24-HOUR CUSTOMER ASSISTANCE

Our Customer Assistance Center is your one-stop source for answers regarding your Mercedes-Benz. Whether you need to know how to use your audio system, find your nearest Mercedes-Benz dealer, get pricing, or learn about personal and automotive accessories, just call 1-800-FOR-MERCEDES or press the *i*-button.⁴ We'll be happy to assist you.

SIGN AND DRIVE

Our legendary Roadside Assistance service includes bringing you some fuel if you've run out, replacing a flat tire with your spare, or jump-starting your car if the battery is dead. All at no charge, and all for as long as you're driving a Mercedes-Benz—even somebody else's.⁷ Help is as close as your vehicle's wrench button⁴ or just a call away at 1-800-FOR-MERCEDES.

MERCEDES-BENZ WARRANTIES

Our New Vehicle Limited Warranty runs 48 months or 50,000 miles, whichever comes first. And anytime during the first year of new-vehicle ownership, you can also purchase a Mercedes-Benz Extended Limited Warranty that will provide additional protection when the New Vehicle Limited Warranty expires.⁵

TRIP INTERRUPTION REIMBURSEMENT

In the unlikely event that a breakdown covered by your MBUSA New Vehicle Limited Warranty occurs more than 100 miles from your home, leaves your Mercedes inoperable or unsafe to drive, and requires overnight repairs at a Mercedes-Benz Center, you'll be reimbursed up to \$300 per day for actual documented expenses—for up to three days—for meals, lodging and substitute transportation.

THE NEW MERCEDES-BENZ MAINTENANCE SYSTEM²

We've made caring for your G-Class simpler than ever. With the new Mercedes-Benz Maintenance System, the service intervals are fixed and predictable—every 13,000 miles or one year.³ Your G-Class will even remind you—about a month before service is due—via an automatic display on the dashboard that also tells you which type of maintenance service is due.

THE MERCEDES-BENZ SERVICE WELCOME

Getting proper care for your Mercedes is easiest when you go to the people who know your vehicle—and you—best: your Mercedes-Benz Center's Service Department. And to help you get acquainted, just bring your vehicle in for a no-charge first visit between 1,000 and 3,000 miles, where your dealer will perform a diagnostic check and address any questions you might have. Our Service Welcome also includes your first tire rotation at no charge anytime before 6,500 miles.⁶

ALTERNATE TRANSPORTATION

Your life doesn't get put on hold just because it's time for service on your Mercedes. So when you bring your vehicle into a Mercedes-Benz Center during the warranty period, ask about our Alternate Transportation Program—so you can return to your busy schedule.⁸

¹ Vehicle must be accessible from main roads. Roadside Assistance repairs may involve charges for parts, service and towing. Depending on the circumstances, these services may be provided by an outside service, courtesy of Mercedes-Benz Roadside Assistance. ² Please see your dealer for warranty details as well as for terms, conditions and pricing for extended limited warranty options. ³ 10,000 miles/1 year for AMG models. Requires use of 229.5-spec oil and high-performance fleece oil filter. Driver is responsible for monitoring fluid levels and tire pressures between service visits. See Maintenance Booklet for details. The Service Welcome replaces the Mercedes-Benz Maintenance Commitment, which is discontinued as of model year 2005. ⁴ First year's basic Tele Aid service provided at no additional cost with subscription and includes 30 minutes airtime (including required acquaintance call). Subscription is required for service to be active. Service operates only where cellular and GPS coverage are available. Owner must authorize stolen vehicle tracking by providing a personal PIN code and file a police report. See dealer for details of telematics services. ⁵ Please see your dealer for warranty details as well as for terms, conditions and pricing for extended limited warranty options. ⁶ Follow tire manufacturer's recommendations. ⁷ For full details of Sign and Drive services, as well as the Roadside Assistance Program, please see your dealer. ⁸ Certain restrictions may apply. Terms, conditions and dealer participation may vary.

Who cares about being first?

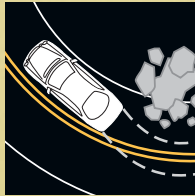
Your loved ones.



— James 7 years



2002
Innovated PRE-SAFE



1995
Introduced the
Electronic Stability Program



1981
Pioneered the Emergency Tensioning Device (ETD)



1971
Earned a patent for
the air bag

— Alexandra 5 years



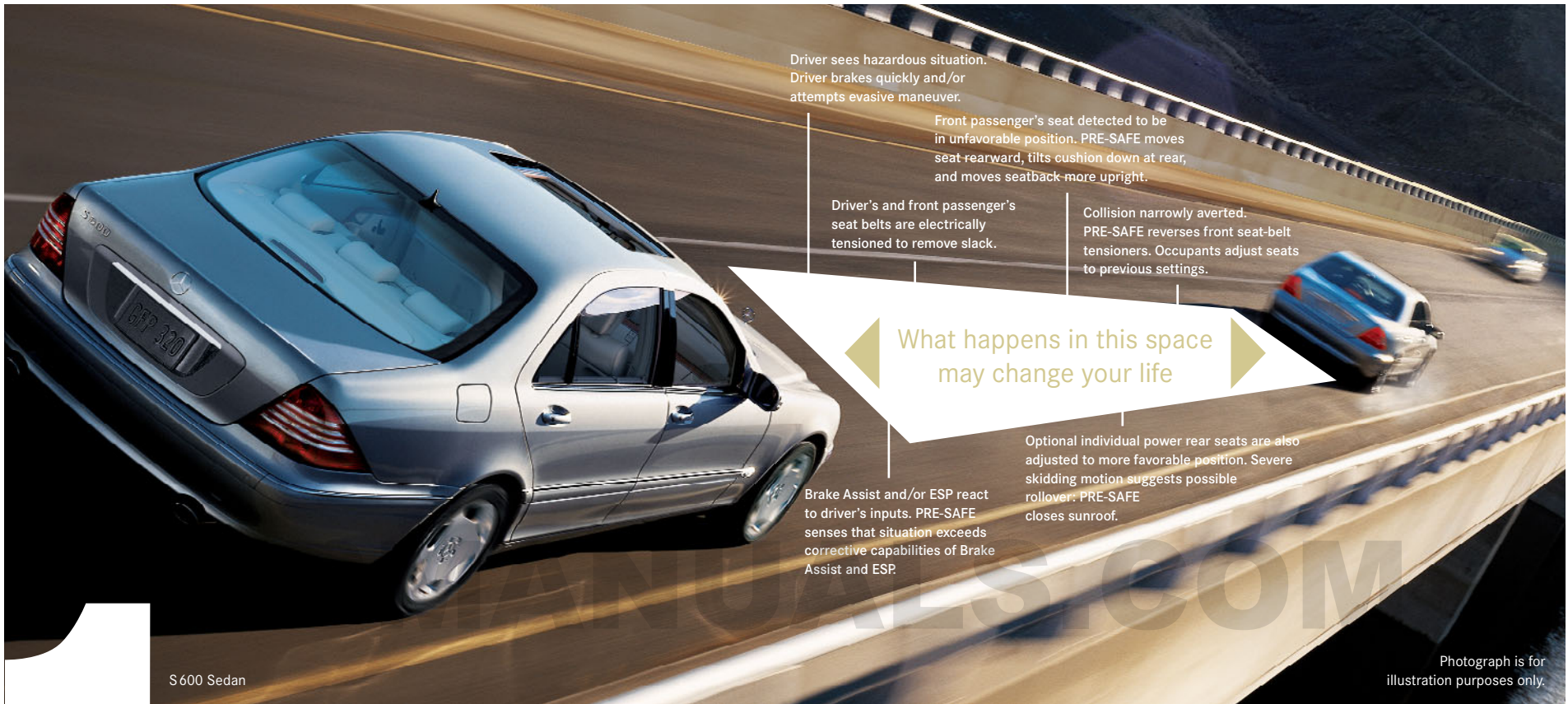
1951
Invented the
crumple zone

A dedication to safety that never stops growing

While certain members of your family may be anxiously awaiting that next growth spurt, our dedication to your safety has created a body of knowledge that grows consistently year by year. And since we believe a vehicle can never be too protective, Mercedes-Benz continues to be at the forefront of automotive safety. Our philosophy starts with an integrated approach that optimizes your ability to stay out of harm's way. It's why you'll find that every Mercedes includes our pioneering emergency-sensing Brake Assist and **Electronic Stability Program (ESP)**. If an accident is unavoidable, you'll find the industry's most comprehensive use of passive restraints. And if you want to see the future of safety – PRE-SAFE® – you can find it in the Mercedes-Benz S-Class, today. Since the beginning, we've introduced countless safety innovations. And it might surprise you, but there are many patents we didn't enforce, so people in any car could share in these life-saving technologies. The reason is simple – our concept of family extends far beyond the automobiles we make.

MBMANUALS.COM





PRE-SAFE

The theory of relativity says that, as we approach the speed of light, time actually slows down. Unfortunately, when an accident looks likely, time flashes by quickly. And even though a 2004 S-Class can do some amazing things, it's still bound by the laws of physics. While we never recommend breaking laws, with PRE-SAFE®—a revolution in automotive safety—it might seem that we can bend them to make incredibly good use of the precious moments before a possible collision. PRE-SAFE uses sensors from two of the active safety systems already in every S-Class—Brake Assist and our Electronic Stability Program. If system sensors detect certain vehicle circumstances suggesting a possible impact, PRE-SAFE takes action to help protect you before it occurs. Electric tensioners snug up the seat belts of the belted front-seat occupants. PRE-SAFE adjusts the occupied front passenger's seat to a more favorable position for air-bag and seat-belt effectiveness. And should severe skidding motion predict that a rollover is likely, PRE-SAFE closes the sunroof. If there is no accident, all the better. The seat-belt tensioners reverse. You readjust your seats. Open the sunroof. Take a breath. And be thankful that, while many things in theory may be relative, our commitment to your safety is an absolute.

A history of safety firsts

1981

Emergency Tensioning Devices

Emergency Tensioning Devices¹ (ETDs) help remove seat-belt slack in a sufficiently severe front or rear impact.

1985

Electronic traction control

Automatic Slip Control, now incorporated in ESP, counteracts drive-wheel slip under acceleration in low-traction conditions such as rain, snow or loose surfaces. If the system senses wheelspin, it can brake the slipping wheel to balance power to the wheel with grip, or reduce excess engine power, to help you maintain control.²

1989

Pop-up roll bar

If sensors detect an impending rollover, a pop-up roll bar in the SL roadster automatically deploys in just 0.3 second to help preserve occupant space.³ The CLK Cabriolet features pop-up roll bars integrated into the rear head restraints.

1995

Seat-belt force limiters

Seat-belt force limiters⁴ add back some “give” to the seat belts, to help reduce the peak deceleration forces on belted occupants.

1995

Electronic Stability Program (ESP)

ESP remains a benchmark for vehicle control nearly a decade after it was introduced by Mercedes. To help eliminate plowing or fishtailing in a turn, ESP responds to help keep you on course. Sensors monitor your braking and steering input and, upon detecting deviation from your intended path, ESP corrects for oversteer and understeer by applying individual brakes and/or reducing excess engine power.²

1997

Emergency-sensing Brake Assist

Mercedes-Benz research has shown that drivers tend not to brake hard enough, soon enough, in an emergency. Our engineers developed Brake Assist to help overcome this tendency. Upon sensing panic stopping based on the speed at which you depress the brake pedal, Brake Assist automatically applies all available power braking boost immediately. By helping to eliminate the delay caused by human nature, Brake Assist can potentially reduce your overall stopping distance when it matters most.⁵



Antilock disc brakes

While many vehicles employ them today, Mercedes-Benz pioneered the Antilock Braking System (ABS) over 25 years ago, in 1978. All Mercedes models feature fade-resistant disc brakes at all four corners, with a dual-circuit design to help provide consistent, powerful braking in virtually all situations.

Body structure

The body, floorpan, doors and door sills in every Mercedes are part of an integrated safety system that provides formidable protection against side impacts. Every Mercedes passenger car also features an ellipsoidal front bulkhead designed to help channel some of the energy of a frontal impact under, over and around the passenger cabin.

High-strength/low-alloy steel

HSLA steel is used in critical areas throughout the body to create an exceptionally rigid structure, maximizing crash protection and minimizing undesirable chassis flex for improved handling.

Rollover sensor

If an E-Class, S-Class or CL-Class senses a rollover, it will automatically deploy the seat-belt Emergency Tensioning Devices to help reduce occupant movement and, if deemed necessary, inflate the Head Protection Curtains.⁶

¹ Standard for all Mercedes-Benz front seats and outboard rear seats. ² No system, no matter how sophisticated, can repeal the laws of physics. Performance is limited by available traction, which snow, ice and other conditions can affect. Always drive carefully, consistent with conditions. Best performance in snow is obtained with winter tires. ³ The roll bar system is designed to enhance the level of rollover protection compared to an open vehicle without one. No system, no matter how sophisticated, can eliminate the chance of injury in an accident. Please always wear your seat belt, and always raise the rear head restraints when the rear seats are occupied. ⁴ Standard for front seats of all Mercedes-Benz passenger cars and M-Class, and outboard second-row seats of all passenger cars. Some features are optional or not available on some models. See model brochure or your dealer for details. ⁵ Braking effectiveness also depends on proper brake system maintenance, and tire and road conditions. ⁶ **WARNING:** THE FORCES OF A DEPLOYING AIR BAG CAN CAUSE SERIOUS OR FATAL INJURY TO A CHILD UNDER AGE 13. THE SAFEST SEATING POSITION FOR YOUR CHILD IS IN THE REAR SEAT, BELTED INTO AN APPROPRIATE, PROPERLY INSTALLED CHILD SEAT, OR CORRECTLY WEARING A SEAT BELT IF TOO LARGE FOR A CHILD SEAT.

1997

BabySmart system

The first automatic child-seat recognition system, BabySmart™ automatically deactivates the front passenger's front air bag when a BabySmart-compatible child seat is properly installed.¹

1998

Head Protection Curtains

Found in all Mercedes coupes, sedans, wagons and SUVs for 2005, these multiple-chamber air bags deploy along the windows of the front and rear doors on the affected side, to help protect the front and outboard second-row occupants from head injury and broken glass in a side impact or certain rollovers.¹



1998

10-way air-bag protection

Offering 10-way protection is an 8-air-bag system comprised of dual-stage front air bags, front and rear side-impact air bags, and innovative **Head Protection Curtains** that help to protect the front and rear outboard occupants from broken glass and head injuries.¹

1999

Active Body Control (ABC)

The most advanced active suspension on the market, ABC allows you a driving experience you simply cannot find elsewhere. ABC uses a system of sensors and electronically controlled high-pressure hydraulics to instantly counteract the forces of vibration, pitch, dive, squat and roll. Self-leveling ABC even lets you raise the ride height for added clearance on rutted roads or in deep snow.

2002

Sensotronic Brake Control

Exclusive to the E-Class and SL-Class, Sensotronic, the world's first production electrohydraulic braking system, automatically determines the most effective brake pressure to apply at each wheel individually, adding up to better control – especially in corners. Under normal braking, it precisely modulates the brake pressure to bring you to a smoother stop. Even before you brake, Sensotronic is working for you. Lift your foot off the accelerator quickly, and Sensotronic sets the brake pads near to the discs for even quicker response. Turn on the windshield wipers, and Sensotronic periodically and imperceptibly applies the brakes to keep them drier and ready for action.

2004

Occupant Classification System (OCS)

OCS automatically turns the front passenger's front air bag on or off, and determines its rate of inflation, based on the weight category determined by sensors in the front passenger seat.¹



Crumple zones

Advanced front and rear crumple zones progressively deform to help absorb the force of an impact. Full-width crossmembers and an ellipsoidal front bulkhead help transfer some impact energy around the cabin for added protection. Underhood components are also staggered to prevent their stacking up in a severe frontal impact, to reduce the likelihood of intrusion into the cabin.

Side-impact protection

A reinforced floorpan, doors and door sills are part of an integrated safety structure that includes reinforced seat structures to afford formidable protection against side impacts.

Head restraints

To help reduce the likelihood of whiplash and neck injury, every new Mercedes provides a head restraint for every occupant. Most models also allow remote-control retraction of the rear-seat head restraints via a dashboard switch, to improve the driver's rearward vision when there are no rear passengers.

Tele Aid SOS button

With **Tele Aid**, when a system subscriber needs emergency assistance, pressing the SOS button connects them to a live person who can summon paramedics or police, and call their on-file emergency contacts. The system transmits their location using GPS satellites, and even automatically calls for help if an air bag or ETD deploys.²

¹ **WARNING:** THE FORCES OF A DEPLOYING AIR BAG CAN CAUSE SERIOUS OR FATAL INJURY TO A CHILD UNDER AGE 13. THE SAFEST SEATING POSITION FOR YOUR CHILD IS IN THE REAR SEAT, BELTED INTO AN APPROPRIATE, PROPERLY INSTALLED CHILD SEAT, OR CORRECTLY WEARING A SEAT BELT IF TOO LARGE FOR A CHILD SEAT. **WITH BABYSMART SYSTEM, A CHILD UNDER 13 MUST NOT USE THE FRONT SEAT** UNLESS THE CHILD IS BELTED INTO AN APPROPRIATE, PROPERLY INSTALLED **BABYSMART-COMPATIBLE** CHILD SEAT AND THE "PASSENGER AIR BAG OFF" INDICATOR REMAINS ILLUMINATED. **NOTE:** ON ALL 2005 C-CLASS SPORT COUPES, ALL 2005 E-CLASS MODELS, AND ON C-CLASS SEDANS AND WAGONS (EXCEPT C 55 AMG) PRODUCED AFTER APPROXIMATELY LATE SUMMER 2004, **OCCUPANT CLASSIFICATION SYSTEM (OCS)** IS SCHEDULED TO REPLACE BABYSMART SYSTEM. OCS IS DESIGNED TO TURN THE FRONT PASSENGER'S FRONT AIR BAG OFF WHEN THE SYSTEM SENSES THE WEIGHT OF A TYPICAL CHILD 12 MONTHS OLD OR LESS, PLUS THE WEIGHT OF A STANDARD APPROPRIATE CHILD RESTRAINT. **SEE OPERATOR'S MANUAL** TO DETERMINE WHICH SYSTEM YOUR VEHICLE HAS, FOR IMPORTANT ADDITIONAL INFORMATION ON THESE SYSTEMS, AND FOR FURTHER INFORMATION REGARDING THE TRANSPORTATION OF CHILDREN HEAVIER THAN A TYPICAL 12-MONTH-OLD. ² Tele Aid equipment is optional on most C-Class models, standard on all other models. First year's basic Tele Aid service provided at no additional cost with subscription. subscription and acquaintance call required for service to be active. Tele Aid operates only where cellular and Global Positioning System coverage are available. See dealer for details of telematics services.

Who cares about being first?

Your neighbor.



Neighborhood watch takes on a whole new meaning

When you own a Mercedes, you'll just have to face up to the fact that people will look, and people will talk. But that's really nothing new, because the world has been fascinated by Mercedes-Benz design as long as there have been Mercedes automobiles. Our secret? We don't style a car to look good for just this year, or even the next few years. Instead, we believe a Mercedes should inspire passion for a lifetime. It's why many of our creations not only become more desirable as time goes by, but some, like the 300SL Gullwing of the 1950s, even become cultural icons. They've been immortalized in the art of Andy Warhol and in music from Janis Joplin to Jay-Z. You'll even find that the CL-Class and CLK-Class are the leaders in a modern renaissance of pillarless coupe design. So it shouldn't surprise you that Mercedes owners often become Mercedes collectors, and that certain models are now worth hundreds of thousands of dollars. And while only the rarest models are likely to reach those kind of values, we think that with its timeless style, your appreciation of your Mercedes will begin almost immediately. And that's something worth looking into.



E 320 Sedan



Who cares about being first?

Every automaker.

Every car on the road is a Mercedes

Wishful thinking on our part? Perhaps. But more important, no matter what kind of vehicle you drive, you're probably enjoying technology that Mercedes-Benz developed first. Since 1886, when we patented the very first automobile, we've been continually testing, designing and innovating to make automobiles better. In fact, Mercedes-Benz has pioneered, patented and introduced thousands of advances in performance, safety and convenience – many of which eventually show up on virtually every automobile. Along the way, we've created items that many might take for granted now, but were revolutionary when they were introduced, including fuel injection, 4-wheel independent suspension – even the honeycomb radiator design of 1901 that still makes efficient engine-cooling possible today. You'll also find state-of-the-art safety features like our **ESP** stability control and emergency-sensing Brake Assist. We're flattered that so many of our competitors adopt our technology. So if you're wondering what all cars will have in the future, all you have to do is see what's on a Mercedes today.

No company has done more to improve the automobile than the one who invented it

In 1886, Karl Benz earned the patent for the first automobile. He went on to earn the patents for the first motorcycle and the first truck, too. Having developed such revolutionary ideas for their time, an ordinary man might have decided to rest on his laurels. But Karl Benz loved machinery – especially automobiles. And he loved to innovate, continually improving and even reinventing his ideas. Over the years, the

vision, spirit and determination of one man grew to become the defining character of one company – Mercedes-Benz. Whether it's the advancement of performance, safety, durability or convenience, the inquisitive spirit of the man who invented the very first automobile lives in everything we do, even to this day. You might say that Mercedes-Benz has been reinventing the automobile for 119 years.

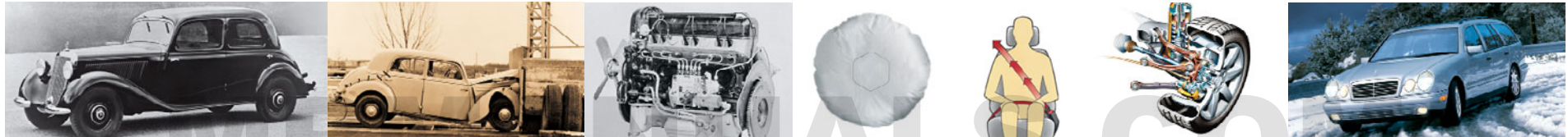


1886
The first car

1911
The first multivalve engine

1921
The supercharged engine

1931
Independent suspension



1936
The first diesel passenger car

1951
The crumple zone

1954
Fuel injection

1971
A patent for the air bag

1981
Seat-belt Emergency Tensioning Device (ETD)

1982
Multilink rear suspension

1985
Electronic traction control



1989
The pop-up roll bar

1995
Electronic Stability Program

1996
Panorama roof

1997
The first compact fuel-cell car

1997
Low-emission SUV

1997
Brake Assist

1997
BabySmart™ system



1997
SmartKey

1997
Touch Start

1998
Head Protection Curtains

1998
10-way air-bag protection



1999.....



1999
Active Body Control

> The most advanced active suspension on the market, ABC uses a system of sensors and electronically controlled high-pressure hydraulics to instantly counteract the forces of vibration, pitch, dive, squat and roll. You can also raise the ride height for added clearance.



1999
Climate-control seat-belt usage sensors

> Seat-belt usage sensors allow the climate control to focus first on occupied seating positions. A perfect example of how Mercedes-Benz systems work together to make things better for you.



1999
Airmatic semi-active suspension

> Airmatic uses electronically controlled air springs to maintain an ideally balanced ride. It also lowers the ride height at higher speeds for improved aerodynamics and fuel efficiency. And automatic 4-wheel level control responds to passenger and cargo loads.



2000
Distronic adaptive cruise control

> The industry's first adaptive cruise control, Distronic monitors the distance of the vehicle ahead to help maintain your preset speed and following distance automatically.¹



2001
Keyless Go

> Keyless Go lets you lock or unlock your vehicle without removing the key from your pocket or purse. Start-up is equally easy: Put your foot on the brake, tap the top of the gearshift, and you're ready to drive off.



2002
Drive-Dynamic front seats

> When you're cornering, air chambers in each side bolster automatically inflate and deflate to help hold you in position. Make a hard left turn, and the right bolster firms up with air. A sharp right, and the left side inflates.



2002
PRE-SAFE

> If, by monitoring the Brake Assist and the Electronic Stability Program, PRE-SAFE[®] senses that an accident is possible, it will take action to better protect you, including tensioning the front seat belts, adjusting the front passenger seat—even closing the sunroof for an imminent rollover.



2002
Twin-turbo V-12 engine

> The recipe for 493 hp and 590 lb-ft of torque includes such impressive technology as two liquid-to-air intercoolers, die-cast alloy engine block, heads and pistons, and magnesium cylinder-head covers.



2002
Sensotronic Brake Control

> The world's first production electrohydraulic braking system uses its genius to improve everyday driving situations. Lift your foot off the accelerator quickly—as you would when making a sudden stop—and Sensotronic sets the brake pads closer to the discs for even quicker response. Turn on the windshield wipers, and Sensotronic periodically and imperceptibly applies the brakes to keep them drier and ready for action.



2003
7-speed automatic transmission

> Another industry first, the 7-speed automatic transmission finds the ideal gear for every situation, while providing smoother, quicker shifts that keep the power coming on strong at virtually any speed.



2004
New high-output, high-efficiency engines

> With the launch of the 2005 SLK, an all-new engine family debuts. In the SLK 350, it's a 36-valve DOHC V-6 producing 268 hp and featuring continuously variable intake and exhaust valves, a two-stage intake manifold, innovative tumble flaps in the intake ducts, and alloy heads and block.

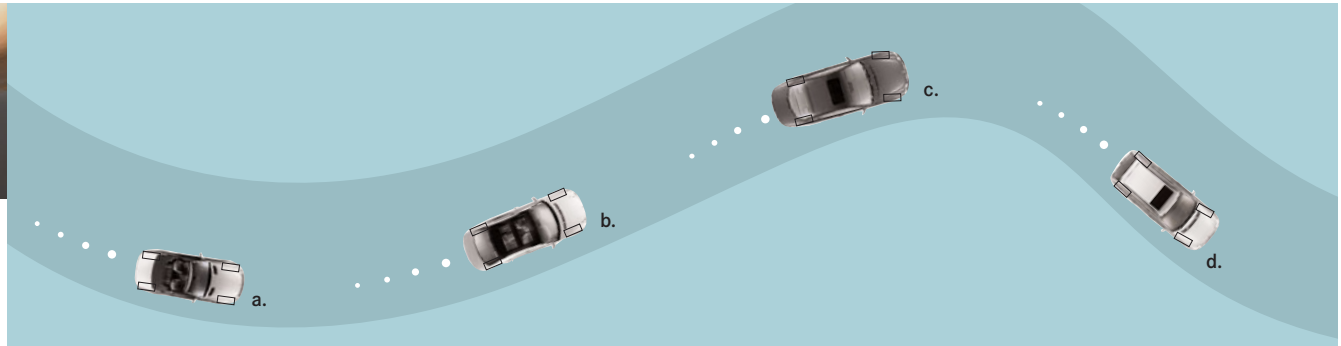
Some features are optional or not available on some models. See model brochure or your dealer for details.

¹ Distronic adaptive cruise control is no substitute for active driving involvement. It does not react to stationary objects, nor recognize or predict the curvature and lane layout of the road or the movement of vehicles ahead, and it can only apply a maximum of 20% of vehicle braking power. It is the driver's responsibility at all times to be attentive to traffic and road conditions, and to provide the steering, braking and other driving inputs necessary to retain control of the vehicle.



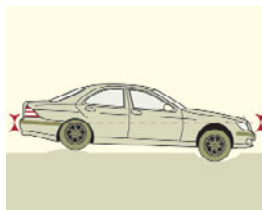
Graded on a curve

When the road tests the mettle of a vehicle's handling systems, you want nothing less than outstanding performance. That's why every Mercedes-Benz offers industry-leading innovations, such as our pioneering ESP stability control that remains the standard of the industry. Select models employ our Airmatic air suspension that proves a car can give sport-sedan performance without sacrificing a luxurious ride. For true handling honors, look no further than our **Active Body Control (ABC)** – the most advanced active suspension system available – which can virtually eliminate body roll when cornering. And for advanced studies in traction, Mercedes innovations include the revolutionary 4-wheel Electronic Traction System (4-ETS), and the all-season grip of 4MATIC™ all-wheel drive. So while others may hope for a passing grade, we're only happy when we set the curve.



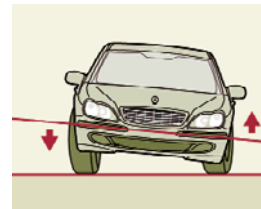
a. Electronic Stability Program (ESP)
Every Mercedes enjoys a handling advantage that allows it to react quickly and confidently to unexpected driving situations. It's our **Electronic Stability Program**, which continuously monitors your steering and braking actions while you're cornering and compares them to the actual vehicle path. If it senses the onset of plowing (understeer) or fishtailing (oversteer), ESP brakes individual wheels and/or reduces excess engine power, to help keep you on course. ESP also incorporates traction control to help control wheelspin during acceleration!

1 No system, no matter how sophisticated, can repeal the laws of physics. Performance is limited by available traction, which snow, ice and other conditions can affect. Always drive carefully, consistent with conditions. Best performance in snow is obtained with winter tires.



b. Multilink suspensions and ADS II adaptive damping
For legendary control, every Mercedes passenger car enjoys 4-wheel multilink suspension² featuring antidive geometry for exceptional poise, even under severe braking. The rear multilink design – a Mercedes innovation – controls rear-wheel movement with outstanding precision, making it ideal for rear-wheel-drive vehicles. Part of our Airmatic air suspension³; the Adaptive Damping System (ADS II) lets you tailor your driving experience with three selectable suspension modes – two for sport and one for comfort – and continually optimizes ride and handling by individually adjusting each wheel's shock absorber every time the wheel changes its direction of up/down travel.

2 Double wishbone front suspension on E-Class and S-Class models with 4MATIC all-wheel drive. 3 Airmatic and ADS II standard on E500, E55 AMG, S430 and S500 models, and optional on E320 models (except E320 CDI).



c. Active Body Control (ABC)
ABC allows you a driving experience you simply cannot find elsewhere, providing an ideal balance of ride and handling, and is capable of cornering with virtually no body roll. ABC uses a system of sensors and electronically controlled high-pressure hydraulics to instantly counteract the forces of vibration, pitch, dive, squat and roll. Self-leveling, automatic-lowering ABC even lets you raise the ride height for added clearance on rutted roads or in deep snow.

Active Body Control (ABC) standard on SL-Class, CL-Class, S55 AMG and S600, and optional on S430 and S500.



d. 4MATIC all-wheel drive
With 4MATIC, you get the outstanding control of all-wheel drive without sacrificing true sport-sedan driving enjoyment. The system is always engaged and always sending torque to every wheel. With 60% of the overall torque distributed to the rear wheels, crisp steering and the balanced feel of a rear-wheel-drive vehicle are retained, making a 4MATIC Mercedes a joy to drive in any season. And 4MATIC works together with our standard corner-taming ESP, enhancing the all-wheel advantage through curves in rain, snow or even sun.

4MATIC optional on C-Class Luxury models, E-Class (except E320 CDI and E55 AMG), S430 and S500, and standard on E500 4MATIC Wagon.

Who cares about being first?

Lifesavers.

When you don't have a second to lose

The streets of Copenhagen are narrow, twisty and often made of cobblestone. They're also the lifeline for the Danish Ambulance Service, which has made over 12,500 emergency responses in their Mercedes SUVs. Working as a team, driver Torben Bang Christensen, Dr. Annemarie Sørensen and their ML 320 leave the hospital hundreds of times each year with one goal in mind – being first on the scene of a medical emergency. Sometimes they travel at high speed through those narrow streets. And sometimes they need to use the sidewalk, or cut across parks – whatever it takes. Dodging cars, cyclists and pedestrians along the way. Even the weather throws down its own challenges, including sleet, rain and heavy winter snow. And no matter what obstacles may come their way, with its durability, responsiveness and vault-like security, both Annemarie and Torben agree: “When we drive in the ML, we feel very safe.”





116 heads of state

Wolfgang Wöstendieck is a chauffeur who drove for the German government for many years. In his tenure, he had the honor of carrying 116 heads of state, including presidents, premiers and prime ministers. And regardless of title, they all enjoyed the security, luxury and serenity of his Mercedes-Benz 600 "Pullman" limousine – even when they needed to travel at speeds approaching 120 mph. These magnificent automobiles were made to order in the '60s and '70s, and many still carry the world's dignitaries from place to place today. Reunited with one of the 600s he drove – now a cherished museum piece – Wolfgang's fondness for the car remains strong. Immaculately dressed and soft-spoken, he proudly shows the car's special amenities such as the reclining rear seats or the soft amber interior lighting. When it's time to go, it shouldn't surprise you that Wolfgang drives off in his own Mercedes-Benz. After all, he wouldn't dream of treating the dignitaries in his life to anything less.

Lifetime Roadside Assistance

The first of its kind, the Mercedes-Benz Roadside Assistance Program is still the only one that remains in effect for the entire life of the vehicle. Our Roadside Assistance technicians are accomplished problem-solvers who can draw on years of experience and training to get you back on the road as quickly as possible. And if that isn't impressive enough, our legendary Roadside Assistance service includes Sign and Drive, which will bring you some fuel if you've run out, replace a flat tire with your spare, or jump-start your car if the battery is dead. All at no charge, and all for as long as you're driving a Mercedes-Benz – even somebody else's. And while this is more than any other manufacturer provides, when it comes to your peace of mind, we wouldn't consider doing any less!



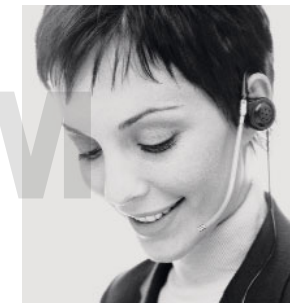
Tele Aid wrench button

Press the wrench button to request our legendary Roadside Assistance. You'll be connected to a trained professional who knows your location, the model of your car, even its color.²



Tele Aid i-button

Information, please. Press the i-button and the Mercedes-Benz Customer Assistance Center can help you get answers to vehicle questions or locate your nearest Mercedes-Benz dealer. To further enhance your ownership experience, you can also use the i-button to connect to optional services such as Route Assistance and Traffic Information.²



Traffic Information and Route Assistance

An option of your Tele Aid subscription features an automated voice menu to give you hands-free access to information you need.

Tele Aid's Traffic Information service offers real-time, voice-delivered traffic reports that are based on your vehicle's current location – within a 5-mile radius, or along any of up to five regular commutes that you program at our website. Traffic reports are available in over 100 cities and can be updated every minute.

Unlimited, nationwide operator-delivered Route Assistance can help get you to your destination with a minimum of wasted time.



Tele Aid SOS button

When trouble strikes, help for you or others is just the push of a button away. The SOS button will connect you to Mercedes-Benz emergency response personnel who can summon paramedics and police, and call your on-file emergency contacts. And you can feel secure knowing that if your air bag deploys, the system will automatically call for help, and will alert us to your location by satellite.²

¹ Roadside Assistance repairs may involve charges for parts, service and towing. Vehicle must be accessible from main roads. Depending on the circumstances, these services may be provided by an outside service, courtesy of Mercedes-Benz Roadside Assistance. For models factory-equipped with no spare tire, Roadside Assistance will attempt to reinflate a flat tire after using the vehicle's Tirefit puncture sealant. For full details of Sign and Drive services, as well as the Roadside Assistance Program, please see your dealer. ² First year's basic Tele Aid service provided at no additional cost with subscription. Subscription and acquaintance call required for service to be active. Tele Aid operates only where cellular and Global Positioning System coverage are available. See your dealer for details of telematics services.