



Mercedes-Benz

The new Mercedes-AMG SLC43

Press Information

Performance roadster from Affalterbach

Summer 2016

High driving dynamics and low fuel consumption are not necessarily mutually exclusive. This is proved by the new Mercedes-AMG SLC43: thanks to the combination of a 3.0L V6 biturbo engine and a 9G-TRONIC transmission, the 362 hp roadster is more fuel-efficient than its predecessor, the SLK55 with a naturally aspirated V8 engine. The SLC43 is also the most efficient six-cylinder performance roadster on the market. The specially developed suspension and model-specific mountings for the engine and rear-axle gear unit are designed for high lateral acceleration and low roll. Even greater driving dynamics are optionally available with the AMG RIDE CONTROL suspension with adaptive adjustable damping and the AMG Handling Package with mechanical limited-slip differential on the rear axle.

Compact, powerful and economical: "The new Mercedes-AMG SLC43 unites the classic virtues of a roadster with exemplary efficiency. Weighing less and with lower fuel consumption, the new SLC43 delivers a similar performance to the SLK55 on the race track. This vehicle provides typical AMG driving pleasure in a compact open-top two-seater in line with the needs of today's market," says Mercedes-AMG chairman Tobias Moers.

The 3.0L V6 biturbo engine offers impressive performance with its 362 hp maximum power and peak torque of 384 lb-ft: sprinting from 0 - 60 in 4.6 seconds, its top speed is electronically limited at 155 mph. The key factors behind the agile roadster driving experience are the newly developed front and rear axles, new engine/rear-axle gear unit mountings, stiff elastokinematics and highly precise steering. Even greater transverse dynamics is made possible by the optional AMG Handling Package with mechanical limited-slip differential on the rear axle.

The new SLC43 represents the entry point into the current roadster world of AMG. Apart from the renaming of the SLK to SLC, the open-top two-seater also comes with a new AMG nomenclature. The familiar two-digit combination typical of AMG underscores the SLC's unmistakable membership of the AMG family. Due to its overall "engineered in Affalterbach" package of typical AMG driving dynamics, engine response and high efficiency, the SLC43 is very competitively positioned in the segment. The "43" stands for the further-developed AMG-enhanced 3.0L V6 biturbo engine. The Mercedes-AMG SLC43 is therefore the first V6 model from Affalterbach to feature the new nomenclature. This will be successively introduced to the future model portfolio.

Key data at a glance

	Mercedes-AMG SLC43
Engine	AMG-enhanced 3.0L V6 biturbo
Displacement (cc)	2,996
Rated output	362 hp @ 5,500-6,000 rpm
Peak torque	384 lb-ft @ 2,000-4,200 rpm
Acceleration 0-60 (sec)	4.6
Top speed* (mph)	155

* Electronically limited

The highlights

- AMG-enhanced 3.0L V6 biturbo engine with AMG-specific engine management and increased charge-air pressure
- 9G-TRONIC transmission with double-declutching function on downshifts and thrillingly short response times in the Sport + transmission mode or in manual gearshift mode
- Specially developed front and rear axles with new elastokinematics
- Stiffer mountings for engine and rear-axle gear unit
- High-performance braking system with larger brake discs

- AMG design with specific front and rear aprons, exhaust tailpipes and wheel arch covers integrated into rear wheel arch trims
- Diamond radiator grille in chrome with louver in high-gloss black
- 18-inch AMG multi-spoke light-alloy wheels, painted in high-gloss black with high-sheen
- Instrument cluster in chequered flag design
- Multifunction sport steering wheel in Nappa leather with perforations in grip area, flattened bottom section, with red contrasting topstitching
- Upholstery in black Nappa leather / DINAMICA microfiber with sport seat upholstery layout and red piping and topstitching, with model-specific door center panel

The key options

- AMG Handling Package with mechanical limited-slip differential on rear axle
- Available AMG RIDE CONTROL sport suspension with adaptive adjustable damping
- Night Package with front splitter and trim strip in diffuser in high-gloss black as well as black chrome-plated exhaust tailpipes
- Performance steering wheel in black Nappa leather/DINAMICA microfiber, with flattened bottom section, red contrasting topstitching and red 12 o'clock marking

High on power, high on efficiency: the AMG-enhanced 3.0L V6 biturbo engine

The new SLC models from Mercedes-Benz come exclusively with a four-cylinder powerplant. The six-cylinder engine is reserved for the SLC43 from Mercedes-AMG: the AMG-enhanced 3.0L V6 biturbo engine is characterized by a high power output together with high efficiency and low emissions. Installed close to the engine, the two turbochargers are especially spontaneous in their response. The high power output of 362 horsepower is attributable to, among other things, the 16 psi charge-air pressure. Especially tough and wear-resistant, the NANOSLIDE coating on the cylinder liners reduces friction, thereby contributing to higher efficiency. The same applies to the spray-guided multiple injection with up to 2900 psi (200 bar) fuel

pressure. The AMG powerplant can be identified by the red aluminum insert in the engine cover.

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Short shift times: AMG-enhanced 9G-TRONIC sport transmission

The AMG-enhanced 9G-TRONIC sport transmission is specially matched to the demands of the SLC43. By specifically adapting the software, the AMG developers have been able to significantly shorten the shift times. The multiple downshift allows even faster short bursts of speed, while the double-declutching function in the "Sport" and "Sport +" transmission modes makes for an even more emotive driving experience. In "Sport +" mode, partial ignition interruptions provide even faster gearshifts.

The standard-fit shift paddles allow lightning-fast manual shifting of the automatic transmission without the driver needing to take their hands off the steering wheel. Shifting in "Manual" mode, which is activated using a separate button next to the selector lever, is twice as fast as in the other transmission modes. Also, the transmission stays in the selected gear and does not automatically shift up when the engine speed reaches the limit.

Two options: the sport suspension

With the standard sport suspension or the optional AMG RIDE CONTROL sport suspension with adjustable damping, the Mercedes-AMG SLC43 offers two suspension options designed for high lateral acceleration and reduced roll. Common to both suspensions are the specially developed front and rear axles, which guarantee precise wheel location and high camber stability on compression and rebound.

The three-link front axle has been provided with stiffer steering knuckles, improved elastokinematics and increased negative camber. In combination with the newly developed wishbone guide bearings, this design results in significantly more agile cornering, more precise and direct suspension feedback from the road and fast cornering speeds.

The four-link rear axle with optimized elastokinematics, increased negative camber and special forged-aluminum track rods not only improve the driving dynamics, but also make the SLC43 more controllable when driven at the limit.

The special AMG mountings for the engine and rear-axle gear unit offer the ideal compromise between handling and comfort. They also contribute to the snappy and highly stable driving impression given by the roadster.

With its automatic adjustable damping system, the optional AMG RIDE CONTROL sport suspension allows an even more personalized suspension set-up, with each wheel being individually electronically controlled. The three suspension settings "Comfort," "Sport" and "Sport +" can be selected by the driver via the transmission modes using the DYNAMIC SELECT button.

Optimal traction: the optional rear-axle limited-slip differential

The mechanically controlled AMG limited-slip differential on the rear axle makes for improved traction and handling in all driving situations, particularly when the driver adopts a sporty driving style. This is achieved by reducing the slip on the inside driven wheel when cornering, without control intervention in the brakes. When there is a difference in rotational speed between the rear wheels, the torque is distributed to the wheel with the better grip in order to reduce wheel spin.

The benefits are:

- better acceleration out of bends
- better acceleration from rest
- greater stability on braking and at high speed

Safe and fade-resistant: the high-performance braking system

The AMG high-performance braking system is characterized by excellent deceleration, high fade resistance and precise brake control. Large-sized, internally ventilated and perforated brake discs are capable of absorbing plenty of braking energy and quickly dissipating the arising heat. Lightweight aluminum brake calipers reduce the unsprung mass, resulting in improved handling and comfort.

Characteristics at the tap of a finger: AMG DYNAMIC SELECT

With the five DYNAMIC SELECT transmission modes—"Eco," "Comfort," "Sport," "Sport +" and "Individual"—the driver can change the characteristics of the SLC43 at the tap of a finger. The available range extends from efficient and comfortable to extremely sporty. This modifies key parameters, such as the response of engine,

transmission, suspension and steering. The modes are selected using a button in the center console control panel.

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DYNAMIC SELECT at a glance

- "Eco" mode: all parameters are programmed for maximum efficiency. The ECO start/stop and coasting functions (overrun mode for fuel-saving vehicle operation) are activated.
- "Comfort" mode: comfortable and fuel-efficient driving, thanks to early upshifts. Suspension and steering are set up for an emphasis on comfort.
- "Sport" mode: sporty characteristics thanks to a more agile response to accelerator commands, shorter shift times, earlier downshifts and more emotive gearshifts owing to double-declutching. A more dynamic set-up of suspension and steering.
- "Sport +" mode: extremely sporty characteristics thanks to an even more agile throttle response, increased acoustic emphasis on double-declutching on downshifts as well as selective torque control on upshifts with cylinder suppression for optimal shift times. Increased idle speed for faster pull-away. An even more dynamic set-up of suspension, steering and drivetrain.
- "Individual" mode: personalized set-up of drive, suspension, steering, air conditioning and ECO start/stop function.

Independent of the DYNAMIC SELECT transmission modes, the driver has the option of pressing the "M" button to switch directly to manual mode, in which gearshifts are executed exclusively using the shift paddles on the steering wheel.

Further personalization of the driving dynamics is possible by means of the ESP[®] button, which offers a choice between three control strategies for the Electronic Stability Program:

- ESP[®] "ON": early system intervention without adversely affecting the sporty character
- ESP[®] "SPORT HANDLING MODE": late system intervention for a sporty driving style
- ESP[®] "OFF": system deactivated for an extremely sporty driving style on closed racing circuits

Direct and with clear feedback: speed-sensitive sport steering

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With its permanent, direct ratio of 15.5 : 1, the speed-sensitive sport steering supports the new SLC43's agile cornering while additionally impressing with its precise, highly authentic feedback. The steering power assistance is variable with two modes—"Comfort" and "Sport." It is automatically activated depending on the selected DYNAMIC SELECT mode or can be personalized in Individual mode.

Typical AMG: an emotively appealing sound

The new SLC43 also meets the personal wishes of the driver when it comes to acoustics: the standard-fit sport exhaust system comes with two automatically map-controlled exhaust flaps. In the "Eco" and "Comfort" modes, the flaps remain closed most of the time, resulting in an acoustically restrained note from the six-cylinder Biturbo engine. In the "Sport" and "Sport +" modes, the exhaust flaps open earlier and more spontaneously, especially if the driver prefers a dynamic driving style. The effect: the typical, emotively appealing AMG engine sound. The statutory noise prevention limits are met in all transmission modes.

Muscular with an emphasis on width: the exterior design

Numerous design features immediately identify the new SLC43 as a member of the Mercedes-AMG family. With an emphasis on its width, the front view is dominated by the air deflector in brand-typical "A-wing" form, which is in high-gloss black. The large outer air intakes come with silver chrome fins and are edged by black flics. Down below, the silver chrome front splitter ensures an optimal flow of air to the cooling modules. It also makes the roadster appear to hug the road more closely. The diamond radiator grille features chrome-plated pins and a louver in high-gloss black.

The side view is dominated by high-sheen 18-inch AMG multi-spoke light-alloy wheels painted in high-gloss black. The exterior mirror housings in high-gloss black act as additional distinguishing features. The front fenders come with a silver chrome fin as well as biturbo lettering. With its AMG spoiler lip, the rear end boasts a characteristic look, with two quad-flow chrome-plated exhaust tailpipes conveying an especially sporty note. The diffuser-look rear bumper trim is in silver chrome.

The unique selling points include a diversity of available roof variants. In addition to the standard vario roof, there is a choice between the panoramic vario roof with a

large glass element and the panoramic vario roof with MAGIC SKY CONTROL® selectable brightness control.

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Sporty look with model-specific details: the interior design

The interior reinforces the consistently dynamic bias of the new SLC43 with numerous specially designed details. Ideal for a committed driving style, the multifunction sport steering wheel in black Nappa leather features a flattened bottom section and red contrasting topstitching, with the perforated grip area lying especially well in the hand.

The contoured sport seats give the driver ideal lateral support, including when a dynamic driving style is adopted. The upholstery in sun-reflecting Nappa leather/DINAMICA microfiber with model-specific seat layout, red piping and topstitching meet the highest standards in terms of material quality, look and feel. The perforations in the shoulder area and on the seat cushions stop the driver working up a sweat. The seat design is complemented by the door center panels in MB-Tex/DINAMICA microfiber.

The AMG instrument cluster delivers all relevant information in a clearly arranged layout optimized for a dynamic driving style. An authentic sports car look and feel is provided by two tube-shaped round dials, 4.5-inch multifunction color display, and RACETIMER in checkered flag design.

Suitability for everyday use is additionally enhanced by intelligent comfort functions such as optional AIRSCARF® neck-level heating, operation of the vario roof while driving (up to 25 mph, initiated below 3 mph) and automatic closing of the trunk separator.

Even greater individualization: the options

The new SLC43 offers even further scope for individualization with selected options, these including the AMG Handling Package, which comes with features designed to support an ambitious driving style on the racing circuit. They also include the mechanical rear-axle limited-slip differential and an additional engine radiator at the front. The vehicle's proximity to motor sport is visually underscored by red-painted brake calipers, a performance steering wheel in Nappa leather with DINAMICA microfiber in the grip area and red topstitching as well as an analogue clock in IWC design.

Other options include the Dynamic LED Headlamps with brand-typical eyebrows, several 18-inch wheel/tire combinations, the AMG Night Package, exclusive *designo* paint finishes, various leather upholstery options, COMAND® infotainment and communications system, a harman/kardon LOGIC7® surround sound system as well as ambient lighting in Solar Red, Polar Blue or Polar White.

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