



Mercedes-Benz

The new Mercedes-AMG SL63 and SL65

**Press Information**

## **High-performance roadsters are now even more attractive**

Summer 2016

Mercedes-AMG is further enhancing its SL63 and SL65 high-performance roadsters with updated technology and expressive design. The front-end features a completely new design, with a radiator grille which broadens out towards the bottom and the A-wing front spoiler. The stylish light signature and the highly comprehensive scope of standard equipment and appointments underscore the high-quality impression. The engines set the benchmark in the high-performance roadster segment: the handcrafted AMG 5.5L V8 biturbo engine equipped on the SL63 generates an output of 577 hp and peak torque of 664 lb-ft. The SL65 is powered by a handcrafted 6.0L V12 biturbo engine rated at 621 hp and delivering 738 lb-ft of peak torque.

Outstanding performance, impressive driving characteristics and the expressive, stylishly honed design are hallmarks of the new Mercedes-AMG SL63 and Mercedes-AMG SL65. The technical highlights include the AMG-developed sports suspension based on Active Body Control, the rear-axle differential lock which is now standard, the even more responsive AMG SPEEDSHIFT® MCT 7-speed transmission (SL63) and the five updated AMG DYNAMIC SELECT driving programs.

"Our updated SL63 and SL65 high-performance roadsters offer a unique driving experience, combining hallmark AMG 'Driving Performance' with the pleasures of open-air motoring and superior comfort on long journeys," notes Tobias Moers, Chairman of the Board of Management of Mercedes-AMG GmbH. The SL63 and SL65 will have their world premiere at the Los Angeles Auto Show; the U.S. market launch will begin in late spring 2016.

## The models at a glance:

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|                                  | <b>Mercedes-AMG SL63</b>        | <b>Mercedes-AMG SL65</b>     |
|----------------------------------|---------------------------------|------------------------------|
| <b>Engine</b>                    | Handcrafted AMG 5.5L V8 biturbo | Handcrafted 6.0L V12 biturbo |
| <b>Output</b>                    | 577 hp @ 5,500 rpm              | 621 hp @ 5,500 rpm           |
| <b>Peak torque</b>               | 664 lb-ft @ 2,250-3,750 rpm     | 738 lb-ft @ 2,300-4,300 rpm  |
| <b>Acceleration<br/>0-60 mph</b> | 4.0 sec                         | 3.9 sec                      |
| <b>Top speed</b>                 | 186 mph*                        | 186 mph*                     |

\* Electronically limited

Both roadsters offer more power and torque than their respective competitors in this segment. These engines result in high-caliber performance, as illustrated by figures for acceleration from zero to 60 mph in 4.0 and 3.9 seconds for the SL63 and SL65 respectively. The top speed is 186 mph (electronically limited).

The powerhouses incorporate numerous high-tech components for high power output combined with low fuel consumption: in addition to spray-guided Piezo direct fuel injection, further features include an all-aluminum crankcase, twin turbocharging, four valves per cylinder with camshaft adjustment and an air/water intercooler. The AMG sport exhaust system provides a striking engine sound with an individual character. Enlarged radiators in the front and special vents in the hood add an aggressive appearance for the AMG variants and feed the intercoolers with air to ensure the required heat balance for the engines.

Performance is also boosted by the sports suspension based on Active Body Control (ABC®), the AMG high-performance composite brake system (and optional AMG high performance composite ceramic braking system) and the redeveloped AMG SPEEDSHIFT MCT 7-speed sports transmission (AMG SL63) or AMG SPEEDSHIFT® PLUS 7G-TRONIC (AMG SL65).

The intelligent lightweight design is also a major contributing factor to the high driving dynamics. On the SL models the light all-aluminum bodyshell provides the basis for high rigidity, safety and comfort combined with the lowest possible weight. The designers have used the even lighter material magnesium for the panel behind the tank. The trunk lid contributes to a further reduction in weight. The interior support consists of a light carbon-fiber composite material. The extremely rigid carbon-fiber component benefits from AMG's motorsport expertise and is

bonded to the equally very light plastic outer shell. This results in weight savings of 11 pounds in comparison to a conventional trunk lid.

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### **Sports suspension based on Active Body Control**

The steering knuckles and spring links of the 4-link front axle and almost all the wheel control parts of the multi-link rear suspension are also produced in weight-optimized aluminum. The reduction in unsprung masses benefits not only agility, but also the response of the spring-damper elements.

Mercedes-AMG remains faithful to the Active Body Control® (ABC) active spring and damper system. For even greater agility and high cornering speeds, the AMG SL models have more negative camber all round and fully revised, substantially stiffer elastokinematics. At the touch of a button, the 1Performance suspension (optional for AMG SL63, standard on AMG SL65) offers an emphatically sporty characteristic with reduced roll angles and taut body damping at the touch of a button ("Sport") or a more comfort-oriented set-up for a high level of comfort on longer journeys ("Comfort").

In conjunction with the new electromechanical speed-sensitive power steering, the AMG roadsters offer agile cornering and clear feedback to the driver when the car is approaching its critical limits. The steering features a constant and more direct ratio and variable power assistance which adapts according to the selected suspension set-up. The standard scope of equipment also includes a 3-stage ESP® traction control system with a "SPORT Handling" mode for particularly ambitious drivers.

### **Even more responsive: AMG SPEEDSHIFT® MCT 7-speed transmission**

The AMG SPEEDSHIFT® MCT 7-speed transmission on the AMG SL63 boasts tailor-made dynamics and high variability. Whether automatic or initiated by the driver using the steering wheel shift paddles, upshifts and downshifts are executed noticeably faster than on the previous model. Especially in "Sport Plus" and in manual mode, the transmission response is now even more prompt. This enhanced spontaneity was made possible by optimizing the engine and transmission software. Furthermore, the new aluminum shift paddles are now able to transmit the driver's commands to change gears even faster. Overall the driving feel and dynamics have therefore been sharpened for the new model.

### **Optimum traction: rear-axle differential lock as standard**

For improved traction and driving dynamics, the AMG SL63 and AMG SL65 are equipped with a mechanical rear-axle differential lock as standard. This reduces the slip on the inside wheel when cornering without any control intervention in the braking system, allowing the driver to accelerate out of corners earlier thanks to the improved traction offered by the differential. The car remains more stable when braking from high speeds, and the limited-slip differential also improves traction when accelerating fast from a standing start.

### **AMG DYNAMIC SELECT driving modes**

The five different driving programs "Comfort," "Sport," "Sport Plus," "Individual" and "RACE" provide the driver with a broad scope for influencing the characteristics of the SL63 and SL65. Numerous parameters can be modified, from throttle response to engine sound, enabling the utmost in individualization. In the "Comfort" program the driver experiences a gentle transmission characteristic with comfortable and early gear changes. In "C" mode the car always starts in second gear for a fluid start. In the other driving modes the engine and transmission demonstrate substantially greater agility, in addition to which gear changes are faster. On the SL63, an automatic double-declutching function when downshifting and the RACE START function also form part of the standard scope of the AMG SPEEDSHIFT® MCT 7-speed transmission.

### **Expressive and distinctive: the exterior design**

The striking design emphasizes the two high-performance roadsters' self-assured character. The front section is totally new and markedly more expressive. It is characterized by the newly designed twin-blade radiator grille, which is now wider at the bottom. The A-wing front apron, the large cooling air intakes with flics as an additional means of guiding air flows and the front splitter emphasize the vehicle's width. The newly designed hood combines design and function in the guise of classic powerdomes and the vents which are required for technical reasons.

The apron in a new diffuser look immediately catches the eye at the rear. All-red tail lights underscore the stylish character. The side skirts also feature a new design and incorporate different inserts according to the model concerned - in matte silver chrome on the SL63, while the SL65 is set apart by applications in high-gloss chrome. AMG Night Styling is optionally available for the first time, adding darkened trim elements around the body for a more sinister appearance. The AMG Exterior Carbon Fiber package has been extended to include inserts in the rear apron and in the side skirts.

The SL63 leaves the factory with standard 10-spoke light-alloy wheels, painted in titanium grey and with a high-sheen finish, with a staggered fitment of 9 J x 19-inch wheels with 255/35 R 19 tires at the front and 10 J x 19-inch wheels with 285/30 R 19 tires at the rear. The SL65 is fitted as standard with multi-spoke ceramic polished forged wheels. The front wheels come in size 9 J x 19 and are fitted with 255/35 R 19 tires, while the rear wheels in size 10 J x 20 are fitted with 285/30 R 20 tires.

### **Class materials, comprehensive scope of standard appointments: the interior**

The lavishly appointed interior covers every wish: the standard scope includes sports seats in Nappa leather with optimized lateral support and model-specific upholstery layout, multicontour function and seat heating. The driver has a good grip on the AMG SL at all times with the new 3-spoke Performance steering wheel in Nappa leather featuring a flattened bottom rim and silver-colored aluminum shift paddles. An AMG performance steering wheel is also offered with DINAMICA inserts for additional grip during performance driving. Carbon-fiber trim and the analogue clock in IWC design (exclusive to the AMG variants) highlight the high-performance roadster's special standing. Newly optional AMG carbon-grain aluminum trim, one of eight available trims, lends the open-top two-seaters an even more personal touch.

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