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Mercedes-AMG

2018

ENDNOTES

- 1 Certain modes are not for use on public roads or where people, animals or obstacles may be within range of the vehicle. Please always wear your seat belt and obey local speed laws. See your Operator's Manual for important additional information. No system, regardless of how advanced, can overcome the laws of physics or correct careless driving. Please always wear your seat belt. 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.
- 2 Stated rates of acceleration are estimated based upon manufacturer's track results and may vary depending on model, environmental and road surface conditions, driving style, elevation and vehicle load.
- 3 Lower-aspect-ratio tires and accompanying wheels provide substantially increased treadwear, increased tire noise and reduced ride comfort. 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. These tires are not designed for use on snow and ice. Winter tires mounted on appropriately sized and approved wheels are recommended for driving in those conditions. Models with Extended Mobility tires are not provided with a spare tire. Most AMG models are provided with TIREFIT sealant and a portable air pump in lieu of a spare tire. Extreme-performance sport tires are designed for competition use in specific temperature conditions. Please see your dealer for further information.
- 4 Braking effectiveness also depends on proper brake maintenance, and tire and road conditions.
- 5 The carbon-ceramic brakes are designed expressly for high-performance braking. It is a characteristic of their materials and design that brake noise/squeal may result, along with differing brake pedal feel at lower brake temperatures compared to higher operating temperatures.



The personal rewards of striving to be the best are even more meaningful in the development of young people than they are for automobiles. Instilling the values of leadership, goal-setting, discipline and teamwork in youth is an investment in everyone's future. It's why Mercedes-Benz USA is collaborating with the Laureus Sport for Good Foundation, with an ongoing commitment to train and place hundreds of coaches for after-school and in-school sports programs in communities around the country. Sports offer kids more than the chance to be physically active and have fun. It's also an opportunity to have a mentor who can guide them, help them learn how to deal with major life issues, and help them grow stronger not just physically but in their character. As a Mercedes-Benz driver, you become a part of this effort to give hundreds of thousands of kids a better life today, and all of us a brighter tomorrow.

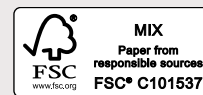
Learn more about how Mercedes-Benz USA believes in giving back at MBUSA.com/community



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Introduction dates of models vary. Please see your dealer for more information.

Before engaging in any racing or competitive driving event, carefully review the applicable provisions in your New Vehicle Limited Warranty booklet.



75 MC-17-1109





AMG
DRIVING PERFORMANCE

It's a race that knows no finish line. A trophy that cannot simply sit on a shelf. Limits that are pushed by leading them. It's a sensation that can be felt, heard and repeated – but never duplicated. For 50 years and counting, Mercedes-AMG has raced ahead. And after 50 laps around the sun, we're not slowing down. Driving performance is who we are. It's what we do. So you can drive it, too.



Mercedes-AMG

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Legacy

THE RACE TO WIN STARTS WELL
BEFORE THE STARTING LINE.



VISIONARIES FOR VICTORY

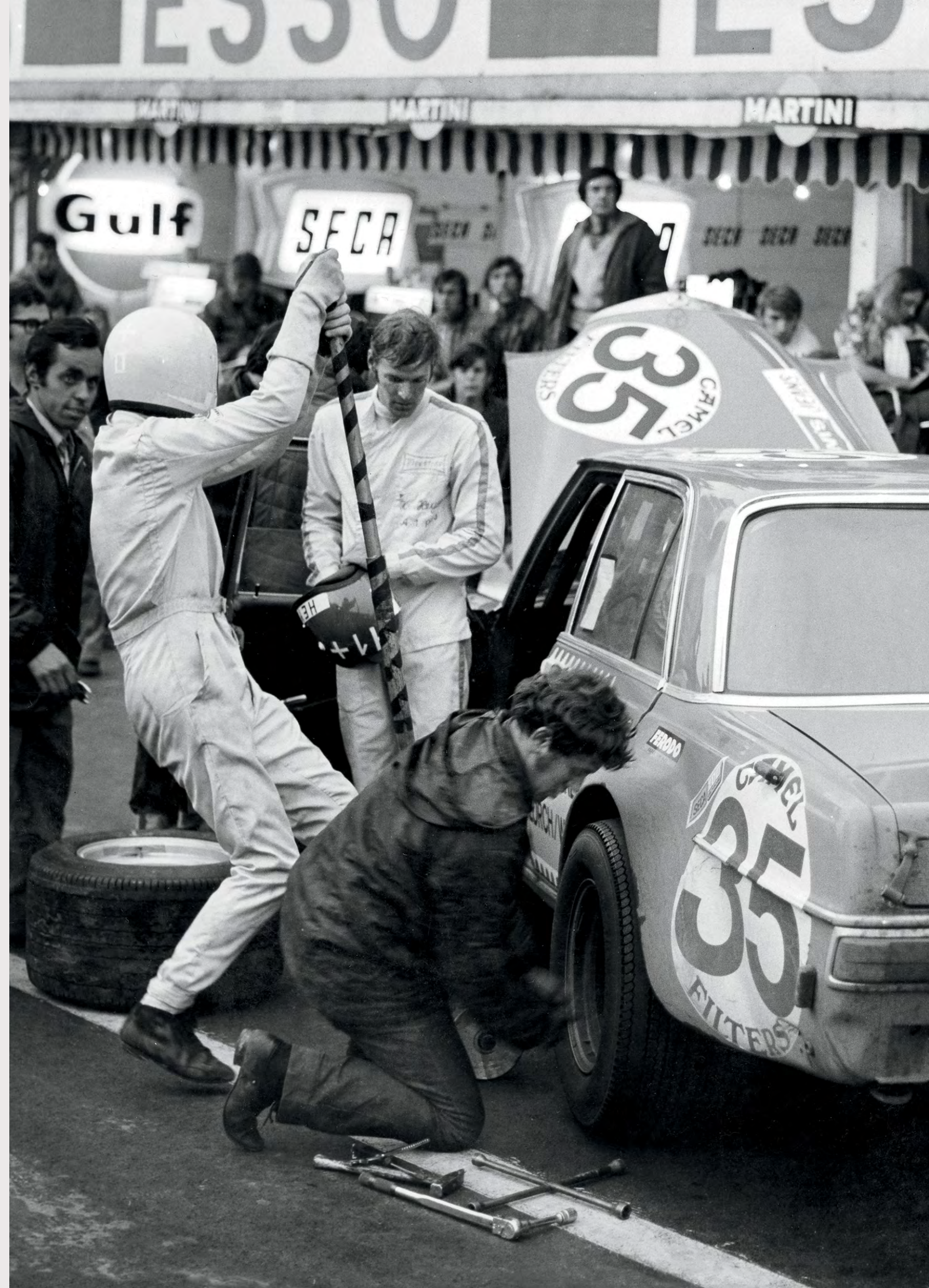
Hans-Werner Aufrecht and Erhard Melcher laid the foundations of AMG in 1967 with a belief that they could win on the racetrack, and the conviction to make it happen. They started with what they knew best: the cars of Mercedes-Benz, and how to optimize an engine for more power. Their devotion to their craft was matched by their dedication to their racing customers. Before long, AMG was competing against better-known teams and becoming known—and known to be better—for themselves.

From the test track to the racetrack.

Before founding AMG, both Aufrecht and Melcher had worked at Daimler-Benz. As a side project, they created a vehicle for a friend and Mercedes-Benz racecar driver, Manfred Schiek, to enter in the European Touring Car Cup. Based on the new 300 SE Sedan, they modified its 6-cylinder engine, raising its redline to 7,300 rpm and its output to 238 hp, a 40% increase. Schiek went on to win 10 races in the car. Aufrecht and Melcher decided to break out on their own.

In an old mill in Burgstall, some 60 miles from Stuttgart, they founded AMG—taking their initials plus that of Aufrecht's birthplace, Grossaspach, to form the name. As of June 1967, AMG was in business with the mission to engineer, build and test racing engines. They began preparing series-production Mercedes-Benz sedans to enter—and win—touring car races. Success led to growth, and within 10 years they'd outgrown the mill and moved to Affalterbach, a small town on the outskirts of Stuttgart. The move cast the Mercedes-AMG relationship as an enduring alloy of cooperation, synergy and technical partnership.

Since 1967, when two engineers began turning Mercedes-Benz sedans into championship racecars, AMG has turned victory on the track into passion on the streets of the world.



It didn't look like a racecar. But it changed the way drivers looked at Mercedes-AMG.

The road to success can be long, even if that road is a racing circuit. For AMG, the pace of progress was set from the outset, and quickened with every lap. Adding displacement and fuel injection, AMG raised output by as much as 40% over a standard Mercedes-Benz version. When production models gained fuel injection, AMG raised the output of their cars by another 25%. A healthy competitive spirit grew stronger.

In 1971, what would become an icon was born: AMG's first champion was based on the elegant 300SEL Sedan. Enhancing its

V8 with racing components boosted power from the stock 250 hp to 428 hp. Cutting 400 lbs from the big sedan helped raise top speed to 165 mph. It entered the formidable 24-hour race at Spa-Francorchamps in Belgium against 59 smaller cars. After 308 laps—with zero technical problems—the car won its class, and finished second overall. Affectionately nicknamed the Red Sow, the car would come to symbolize the vision of Aufrecht, the technical genius of Melcher, and the traits that define AMG to this day: The courage, determination and teamwork that turn challenge into victory.





Performance

HIGH PERFORMANCE IS HEIGHTENED
BY BEING AN ENGINE FOR CHANGE.

ONE MAN – ONE ENGINE

It's more than a process, or even a best practice. It is a guiding principle that has been fundamental to AMG since day one, and it remains elemental even in year 52. The engine in each Mercedes-AMG 45, 63 and 65 model is crafted by the hands of its own highly trained master engine builder. "One Man—One Engine" is an ideology that rises above power and torque. A process more meticulously detailed than tolerance and precision. And a quality more enduring than strength and stamina. It's a quest for perfection that's brought to life in a hand-crafted engine—the heart of the vehicle. But it starts in the heart of the AMG brand, and it stays in the hearts of its drivers.

Performance art, signed by the artist.

To handcraft an engine with his or her skill, and vouch for it by name, a single AMG master technician takes full responsibility from bottom to top. Following principles proven in motorsports, components are manufactured and inspected to assure the strictest quality standards. As the master assembles the engine—setting the crankshaft, installing the camshafts and pistons,

adding the fuel injectors and wiring, to the engine's first fill with synthetic motor oil—all of its major components are individually scanned and recorded along the way.

As a final step, the artisan affixes a plaque bearing his or her signature to the top of the engine. An enduring reminder of the devotion that's gone into this masterpiece of performance, it's far more than a symbol of quality assurance. It's an ethic of workmanship that's rooted in sportsmanship. And it's a visible expression of the passion, character and soul of AMG.

Handcrafting each engine is a way to create perfection. Putting one's signature on it is a way of vouching for it.



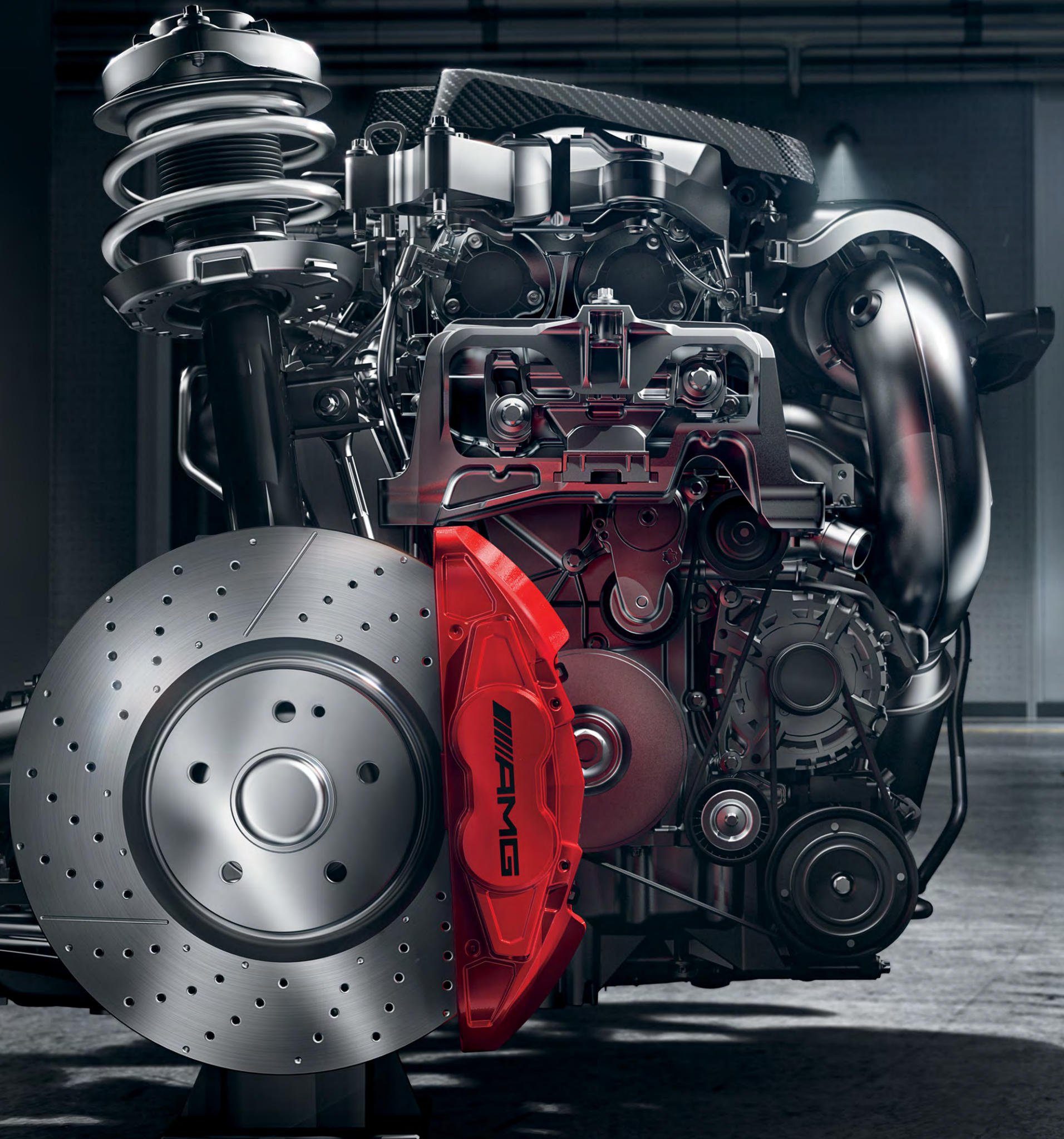
STRENGTH IN EVERY MEASURE

Power and torque alone do not capture the trophy in a race. Nor do they captivate the driver on the street. To perform takes a wide range of abilities—foremost among them an ability to put them all to good use. A Mercedes-AMG is engineered to outperform: Agility that's honed to carve corners. Action that's decisive, direct and effective. Aerodynamics that doesn't cheat the wind but collaborates with it. And a connection among car, driver and road that reaches for your senses—sound, feel, sight and even human intuition—and makes clear contact with them all. It's not just the strength of an engine that matters. It's the strength of the bond that forms between car and you.

Intensively developed muscle.

All the performance-relevant components for AMG vehicles are developed by AMG. More than half of the employees at AMG work in the development department—all devoted to innovation that raises every standard. Patented NANOSLIDE® cylinder walls reduce friction and wear with an ultra-hard, mirror-smooth surface. Brakes are

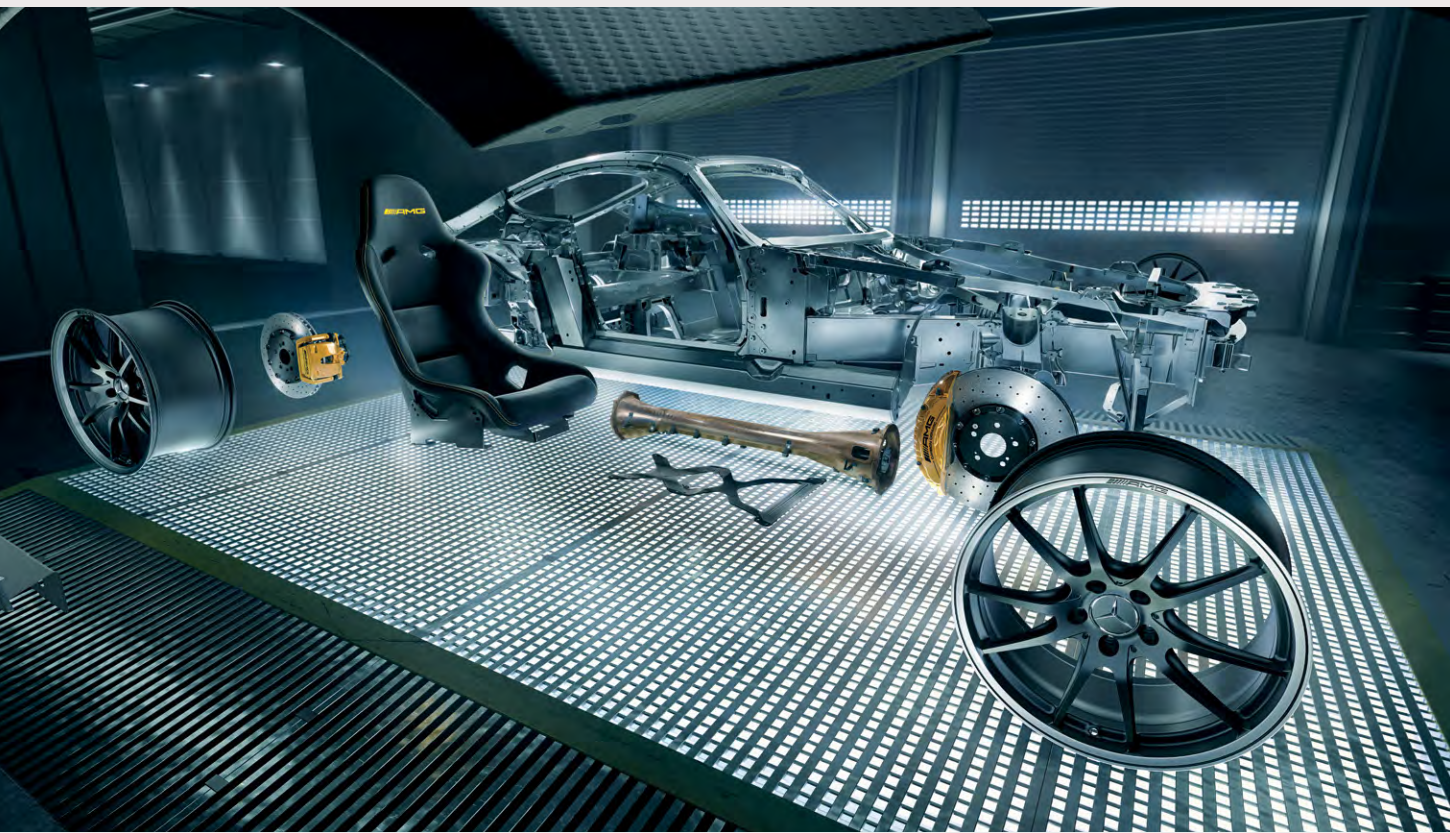
bench-tested until the rotors glow red hot. AMG SPEEDSHIFT® technology quickens gear changes, even downshifting multiple gears at once. AMG Performance 4MATIC® all-wheel drive precisely apportions torque to maximize grip at launch and feedback in corners. And from higher-boost turbos to speedier 9-speeds, sharpened suspensions and expressive exhausts, the AMG 43 models are thoroughly infused with the DNA of thoroughbreds. The state of the art, however, is never static, and AMG engineers don't rest. They race. So stay tuned.





Craftsmanship

THE RUSH YOU FEEL IS CREATED BY
KNOWING WHAT CANNOT BE RUSHED.



Hands-on experience: How AMG aims to satisfy both the highest demands of driving and the deepest desires of its driver.

Optimize, never compromise.

No matter how deep its racing roots may run, a Mercedes-AMG vehicle must also feel at home on any street, any back road. Its impressive track skills cannot detract from your ability to enjoy driving it every single day. This comes in large part from a rigid adherence to principles that embrace flexibility, like the various driving modes of AMG DYNAMIC SELECT. The tap of a button lets the driver alter the vehicle's driving character—adapting the throttle response, shift programming, 3-stage ESP,[®] chassis, exhaust and more to suit the conditions or your mood of the moment. Modes range from Comfort to Sport+, plus an Individual program you can set up à la carte. The “S” models add a track-focused RACE mode.¹

Another racing principle is expressed in the level of attention paid to every detail of the vehicle—not only in depth but in unexpected breadth. It's evident in how an AMG active exhaust lets you revel in snarling revs and crackling deceleration, or subdue its “voice” so you can head out for a pre-dawn drive without waking the neighbors. It's why the AMG GT uses exotic carbon fiber for its driveshaft but steel to frame the decklid of its otherwise all-aluminum body, since each is the ideal material to balance strength with weight and, even more importantly, balance. And it's tangible when your hands discover DINAMICA—a manmade microfiber that combines the rich feel and rewarding grip of suede with far greater durability and easier care—on the most sporting AMG steering wheels.

Technology transfer.

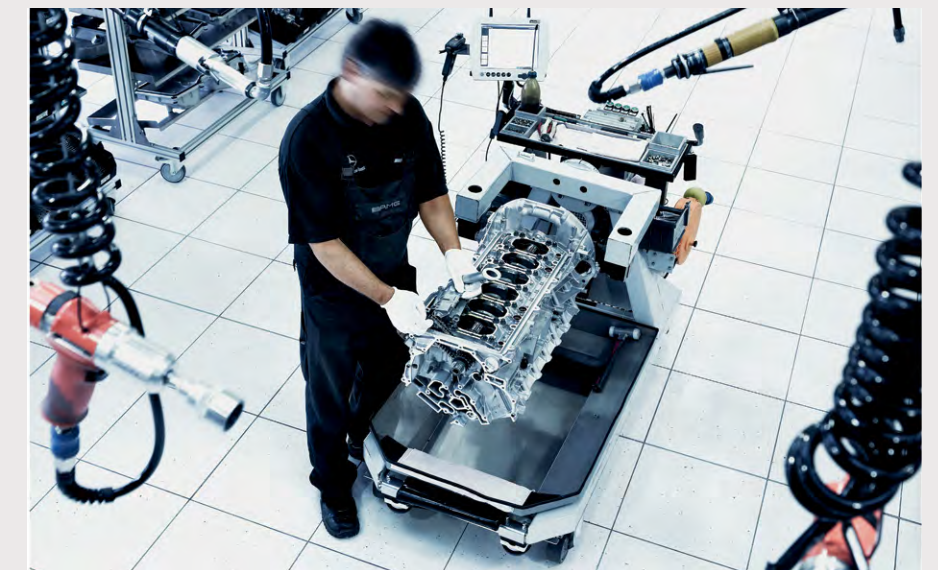
Plenty of automakers participate in motorsports. And many of them employ teams that design, build and drive their racecars. AMG couldn't have earned its unmatched record in motorsports such as Formula 1,[®] the DTM and GT3 racing without its own teams. At Mercedes-AMG, the racers are also on the teams that develop vehicles for the street. Engineers, drivers and crew have

essential and integral roles in designing, developing and testing every vehicle that wears the AMG name—whether it prowls the legendary racetracks of the world or waits poised for action in your garage.

Every model's engine block uses technology that AMG engineers developed for its Formula 1[®] racecars. NANOSLIDE[®] is a patented “twin wire arc” process to create exceptionally smooth cylinder walls whose finish is twice as hard as steel—enhancing both performance and durability. As with virtually every element in the vehicle, it

100% rear-wheel drive—on some models.

Whether propelled by the rear wheels or all four, the acclaimed handling of every Mercedes-AMG is a formulation of geometry, componentry, technology and experience. AMG Sport Suspension highlights range from wider tracks, to lighter yet more rigid forged arms, hubs and knuckles, to elastokinematic bushings, to selective, adaptive or even fully active damping. And all are ideally matched to the selection of AMG[®] cast and forged alloy wheels,³ fitted in staggered-width sizes on most models.



offers benefits immediate and long-term, and as emotional as they are practical.

Power transfer.

All the power in the world won't make a car perform unless it can be effectively applied and controlled. AMG Performance 4MATIC[®] has dispelled the old notion that all-wheel drive has no place in a high-performance car or SUV—and quickly. Light, limber and rear-biased, it brilliantly transfers torque to tarmac at launch, slashing 0–60 times.² In corners—and out again—it enhances grip and power delivery without sacrificing the nimble feel and feedback AMG drivers have long cherished. For even sharper skills, AMG Performance 4MATIC+ can vary the front/rear torque split—up to

Thunder and rein.

The laws of physics become increasingly apparent in the heat of competition—most notably during the literal heat of braking. From the channeling of airflow to draw heat away to the size and materials of discs and calipers, AMG brakes are engineered to shed speed even more fervently than AMG engines bring it on.⁴ Multipiston front calipers team with ventilated, perforated and slotted discs, as well as steel/aluminum and carbon-ceramic⁵ compound construction for superior stopping power.

To find out what a high-performance automobile is made of—not just materials but genuine character—examine how it's made.



“There is something beyond technology that distinguishes an AMG. We call it character.”

*Tobias Moers
CEO, Mercedes-AMG*





The bond between Mercedes-AMG and you starts to form as your car is being crafted.

The test of timelessness.

Whether or not you can touch a component in your own Mercedes-AMG, in some way it will touch you. From the distinctive and impeccable stitching of a seat or steering wheel to the inner workings of its engine, every element has been chosen for the way it performs—in the moment and over time, in extreme conditions and everyday use, and with a tacit rejection of compromise. And while each new model grows ever more modern in design and breaks new ground in technology, the standards for quality are a time-proven tradition that Mercedes-AMG will never outgrow. Nor will you.

Every detail of every detail.

The AMG cockpit lets you focus on driving with businesslike efficiency while indulging in business-class luxury. Emphatically contoured seats are exactly tailored in exquisite materials. Steering wheels lure your fingertips directly to the shift paddles. Instruments and Head-Up Displays offer exclusive graphics and performance read-outs from lap times to a g-force meter. An analog clock is modeled after the iconic IWC® “Ingenieur” sports watch. And from exotic, hand-finished woods to genuine carbon fiber, every surface of the cabin reveals quality that’s generations deep.

AMG
DRIVING PERFORMANCE





AMG C 43 SEDAN

362 hp @ 5,500–6,000 rpm
384 lb-ft @ 2,000–4,200 rpm



AMG C 63 SEDAN

469 hp @ 5,500–6,250 rpm
479 lb-ft @ 1,750–4,500 rpm



AMG C 63 S SEDAN

503 hp @ 5,500–6,250 rpm
516 lb-ft @ 1,750–4,500 rpm



AMG E 43 SEDAN

396 hp @ 6,100 rpm
384 lb-ft @ 2,500–5,000 rpm



AMG E 63 S SEDAN

603 hp @ 5,750–6,500 rpm
627 lb-ft @ 2,500–4,500 rpm



AMG E 63 S WAGON

603 hp @ 5,750–6,500 rpm
627 lb-ft @ 2,500–4,500 rpm



AMG S 63 SEDAN

603 hp @ 5,500–6,000 rpm
664 lb-ft @ 2,750–4,500 rpm



AMG S 65 SEDAN

621 hp @ 4,800–5,400 rpm
738 lb-ft @ 2,300–4,300 rpm

Sedans and Wagons



*Since the original racecar and street car,
AMG sedans have set, and reset, the pace.*

The “Red Sow” earned AMG a name on the track in an S-Class sedan. The “Hammer” took AMG’s reputation to the street in an E-Class. And AMG raced C-Class sedans to lead the industry in the DTM—the German Touring Car Championship. The Mercedes-AMG sedans and wagons of today honor these icons of high-performance history by accelerating the future. Twin turbos in a variety of sizes and setups boost the output of their V6, V8 and V12 engines. They

send torrents of torque to their rear wheels in the C63, C63 S and S65, or to all four wheels in the C43, E43, E63 S and S63. Multistage damping and AMG DYNAMIC SELECT let you tailor their responsiveness and refinement to stimulate your driving spirit or pacify your passengers. And their 5-seat cabins range from sporty and spacious to posh and palatial—with acclaimed appointments and thoughtful innovations in luxury, safety and driving enjoyment.

Coupes and Cabriolets



AMG CLA 45 COUPE

375 hp @ 6,000 rpm
350 lb-ft @ 2,250-5,000 rpm



AMG C 43 COUPE

362 hp @ 5,500-6,000 rpm
384 lb-ft @ 2,000-4,200 rpm



AMG C 43 CABRIOLET

362 hp @ 5,500-6,000 rpm
384 lb-ft @ 2,000-4,200 rpm



AMG C 63 COUPE

469 hp @ 5,500-6,250 rpm
479 lb-ft @ 1,750-4,500 rpm



AMG C 63 CABRIOLET

469 hp @ 5,500-6,250 rpm
479 lb-ft @ 1,750-4,500 rpm



AMG C 63 S COUPE

503 hp @ 5,500-6,250 rpm
516 lb-ft @ 1,750-4,500 rpm



AMG C 63 S CABRIOLET

503 hp @ 5,500-6,250 rpm
516 lb-ft @ 1,750-4,500 rpm



AMG CLS 63 S COUPE

577 hp @ 5,500 rpm
590 lb-ft @ 1,750-5,000 rpm



AMG S 63 COUPE

603 hp @ 5,500-6,000 rpm
664 lb-ft @ 2,750-4,500 rpm



AMG S 63 CABRIOLET

603 hp @ 5,500-6,000 rpm
664 lb-ft @ 2,750-4,500 rpm



AMG S 65 COUPE

621 hp @ 4,800-5,400 rpm
738 lb-ft @ 2,300-4,300 rpm



AMG S 65 CABRIOLET

621 hp @ 4,800-5,400 rpm
738 lb-ft @ 2,300-4,300 rpm





Diversity with a singular soul, the coupes and cabriolets will send your heart racing.

From the most powerful 4-cylinder in production to the most potent V8 and V12 in the family, the 4-seat AMG coupes and cabriolets are united in their mission. Yet they let you choose between two doors or four, and a range of roof types—including glass Panorama roofs or all-season power soft tops. There are two 4-door coupes: The aero-aggressive CLA45 with a 345-hp turbo-4, and the seductive CLS 63 S with a 577-hp biturbo V8. The C-Class, acclaimed for its artful cabin and athletic handling,

offers three pairs of coupes and cabriolets to pique your pulse, all with two turbos, two doors and four individual seats: 362-hp V6 C 43, 469-hp V8 C 63, or 503-hp V8 C 63 S. And in the S-Class, arguably the flagship of the industry for innovation and indulgence, the 603-hp V8 S 63 and 621-hp V12 S 65 also both come as a coupe or a cabriolet. The CLA, CLS, C 43 and S 63 each send power to pavement via their own take on AMG Performance 4MATIC® all-wheel drive. All of them can take you to driving nirvana.

SUVs



AMG GLA 45 SUV

375 hp @ 6,000 rpm
350 lb-ft @ 2,250-5,000 rpm



AMG GLC 43 SUV

362 hp @ 5,500-6,000 rpm
384 lb-ft @ 2,500-4,500 rpm



AMG GLC 63 SUV

469 hp @ 5,500-6,250 rpm
479 lb-ft @ 1,750-4,500 rpm



AMG GLE 43 SUV

385 hp @ 5,500-6,000 rpm
384 lb-ft @ 2,500-5,000 rpm



AMG GLE 63 SUV

550 hp @ 5,250 rpm
516 lb-ft @ 1,750-5,000 rpm



AMG GLE 63 S SUV

577 hp @ 5,500 rpm
561 lb-ft @ 1,750-5,250 rpm



AMG GLS 63 SUV

577 hp @ 5,500 rpm
561 lb-ft @ 1,750-5,250 rpm



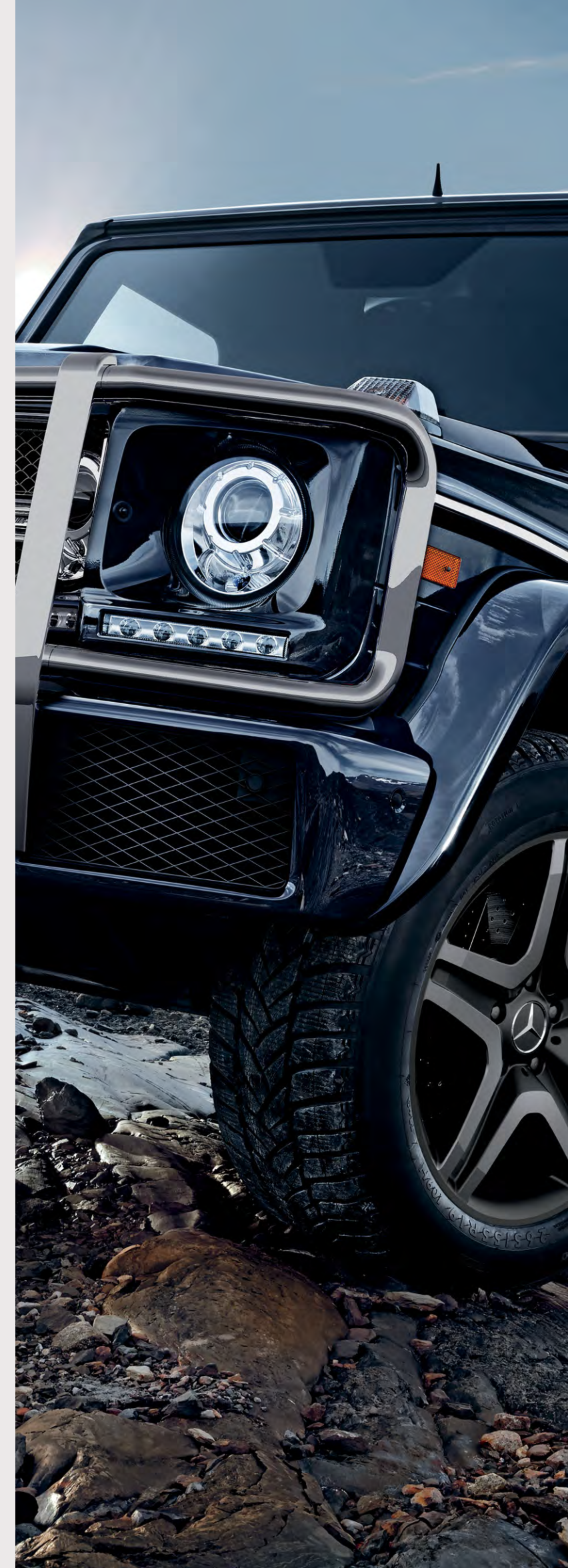
AMG G 63 SUV

563 hp @ 5,500 rpm
561 lb-ft @ 1,750-5,250 rpm



AMG G 65 SUV

621 hp @ 5,000-5,300 rpm
738 lb-ft @ 2,300-4,300 rpm





AMG SUVs take technology from the track to places far from the beaten track.

Every SUV projects a “go anywhere” spirit. AMG SUVs take you places others shy away from, tackling curves with confidence and nimbly negotiating crowded cities. From the compact GLA 45—whose 375 hp is the most of any 4-cylinder in production—to the hand-built V8 G 63 and V12 G 65, the entire family shares dual legacies of ground-

breaking Mercedes-Benz innovation along with earth-gripping AMG performance. In between these extremes are more superlatives: the benchmark midsize GLC 43 and GLC 63, the segment-pioneering GLE 43, GLE 63 and GLE 63 S, and the 7-passenger, 577-hp GLS 63. Each of them can turn all-wheel drive into all you’ll ever want to drive.

SUV Coupes

While no Mercedes-AMG makes you choose between racing-bred power and thoroughbred luxury, five models also let you enjoy coupe sensuality with SUV versatility. Within their muscular yet sleek profiles you'll enjoy spacious room for five, plus generous trunk space and the flexibility of split-folding rear seats. Under their hoods, a biturbo V6 or handcrafted biturbo V8 assures you'll enjoy the driver seat most of all.



AMG GLC 43 COUPE

362 hp @ 5,500-6,000 rpm
384 lb-ft @ 2,500-4,500 rpm



AMG GLC 63 COUPE

469 hp @ 5,500-6,250 rpm
479 lb-ft @ 1,750-4,500 rpm



AMG GLC 63 S COUPE

503 hp @ 5,000-6,250 rpm
516 lb-ft @ 1,750-4,500 rpm



AMG GLE 43 COUPE

385 hp @ 5,500-6,000 rpm
384 lb-ft @ 2,500-5,000 rpm



AMG GLE 63 S COUPE

577 hp @ 5,500 rpm
561 lb-ft @ 1,750-5,250 rpm

Roadsters



AMG SLC 43 ROADSTER

362 hp @ 5,500-6,000 rpm

384 lb-ft @ 2,000-4,200 rpm



AMG SL63 ROADSTER

577 hp @ 5,500 rpm

664 lb-ft @ 2,000-4,500 rpm



AMG SL65 ROADSTER

621 hp @ 4,800 rpm

738 lb-ft @ 2,300-4,300 rpm





For breezy sunshine above and gale-force performance underfoot, just open one up.

With the wide blue sky above and the open road below, what could be a better way to take them both in than a roadster? Taking them in one of three Mercedes-AMG sports cars, for starters. Put the power hardtop down, then the power pedal, and take it all wide-open. Biturbo power presses you and a passenger into your twin seats: In the SLC 43, the red-striped cover of the 362-hp V6 hints at the deep infusion of AMG racing tech. The arrival of 60 mph in just

4.6 seconds² proves it. A handcrafted V8 pumps out 577 thoroughbred horses in the SL 63, teamed with an AMG SPEEDSHIFT[®] 7-speed to rush you to 60 in 4.0 seconds. The king of the AMG roadsters is the V12 SL 65. Its 621 hand-built horsepower and 738 lb-ft of torque are sent to the rear set of its 19"/20" AMG wheels.³ In either SL, a fully active AMG Performance Suspension meets the laws of physics like it's a force of nature: by generating forces of its own.

AMG GT



AMG GT S

Coupe

515 hp, 0-60 mph in 3.7 seconds²



AMG GT

Coupe and Roadster

469 hp, 0-60 mph in 3.9 seconds



AMG GT C

Coupe and Roadster

550 hp, 0-60 mph in 3.6 seconds

HANDCRAFTED BY RACERS

Engineered from the racetrack up by Mercedes-AMG, the AMG GT answers six questions six ways: What's the opposite of turbo lag? (Answer: The GT's "hot inside V" turbos, nestled between the cylinder banks, slash losses.) How do you turn a curve into the perfect line? (Your choice: The GT's steering, or its styling.) How do you balance power with handling? (With an ideal front/rear weight balance.) What's the most fun you can have with 9 lbs of carbon fiber? (Form it into the GT's driveshaft.) How can you make a pure sports car even purer? (Make it a roadster.) And who holds the Nürburgring lap record for a street-spec rear-wheel-drive vehicle? (The AMG GT R condensed 50 years of racing success into 7 min, 10.92 sec.)



AMG GT COUPE

469 hp @ 6,000 rpm
465 lb-ft @ 1,700-5,000 rpm



AMG GT ROADSTER

469 hp @ 6,000 rpm
465 lb-ft @ 1,700-5,000 rpm



AMG GT S COUPE

515 hp @ 6,000 rpm
494 lb-ft @ 1,750-5,000 rpm



AMG GT C COUPE

550 hp @ 5,750-6,750 rpm
502 lb-ft @ 1,900-5,750 rpm



AMG GT C ROADSTER

550 hp @ 5,750-6,750 rpm
502 lb-ft @ 1,900-5,750 rpm



AMG GT R COUPE

577 hp @ 6,250 rpm
516 lb-ft @ 1,900-5,500 rpm





Ownership

NOTHING LIVES UP TO THE LEGEND OF
AMG LIKE LIVING IT FOR YOURSELF.



On the track and in the cars, Mercedes-AMG is always pushing the limits. You can push yours, too—on a track and in their cars.



Enthusiasm unleashed.

From the moment you start the engine, you know the AMG experience is going to be something special. Even if you've been doing it every day for years. Ordinary cars may crank and turn over. An AMG engine fires to life with a reveling snarl from its tailpipes—a wake-up call to the motoring kingdom that a predator is on the prowl.

The moment you select a gear and release the brake, the fun begins. It's in the feel of its controls. The feedback even as you steer out of a parking spot. The way the accelerator responds to your foot. You blip the throttle as you get underway, and the tachometer needle conducts a symphony. The orchestra is the sonorous exhaust.

In the course of owning a Mercedes-AMG, every drive holds the potential for being memorable. But out of all the miles, a few promise something even more special. Your first drive, for one, is a moment you'll forever remember as the day “always wanted to” became “can't imagine any other way.” And as an owner, you're eligible for an experience that'll leave more than a lasting impression. It'll change you as a driver.

Expertise gained.

The AMG Driving Academy is about sharing enthusiasm with other enthusiasts. You get to live out your passion together with like-minded individuals, on some of the world's finest racing circuits—several in the U.S. Each of the programs, from introductory to multiday experiences, matches intensive learning with emotional intensity. It comes from exploring and pushing the limits of a range of AMG vehicles on the track, and raising your own limits in the process.

The Academy program ladder starts with a one-day introductory Performance course to learn basic elements of vehicle control. After graduating, you can shift your skills into a higher gear in a two-day Advanced program, then perfect them in a two-day

Pro level. And a three-day “Pro+” course includes the high-level training needed to earn a racing license. At every stage, you'll receive your instruction from professional motorsports drivers in a variety of production AMG models. Among the instructors are some legendary names in racing—people who have also had a direct role in the development of the cars themselves.

Experiences shared.

A wide range of racetrack programs and lifestyle events with unique vehicles are also held at exclusive locations around the world. Each can deliver an unforgettable

experience that you become part of as an owner.

The exclusive AMG Private Lounge community is another benefit for owners. Drivers of Mercedes-AMG vehicles can be part of an inspiring, experiential world that's focused entirely on AMG and its partners. The digital platform offers firsthand news, exciting insider information, and a forum for detailed dialogue—along with offers of first-class events such as preview nights or race days with VIP access. And at the home of Mercedes-AMG in Affalterbach, there is also an exquisitely appointed lounge just waiting for your visit.



When you own an AMG, you become more than fast friends. You join a fast family—where passions run deep, enthusiasm runs high, and drivers' hearts race together.



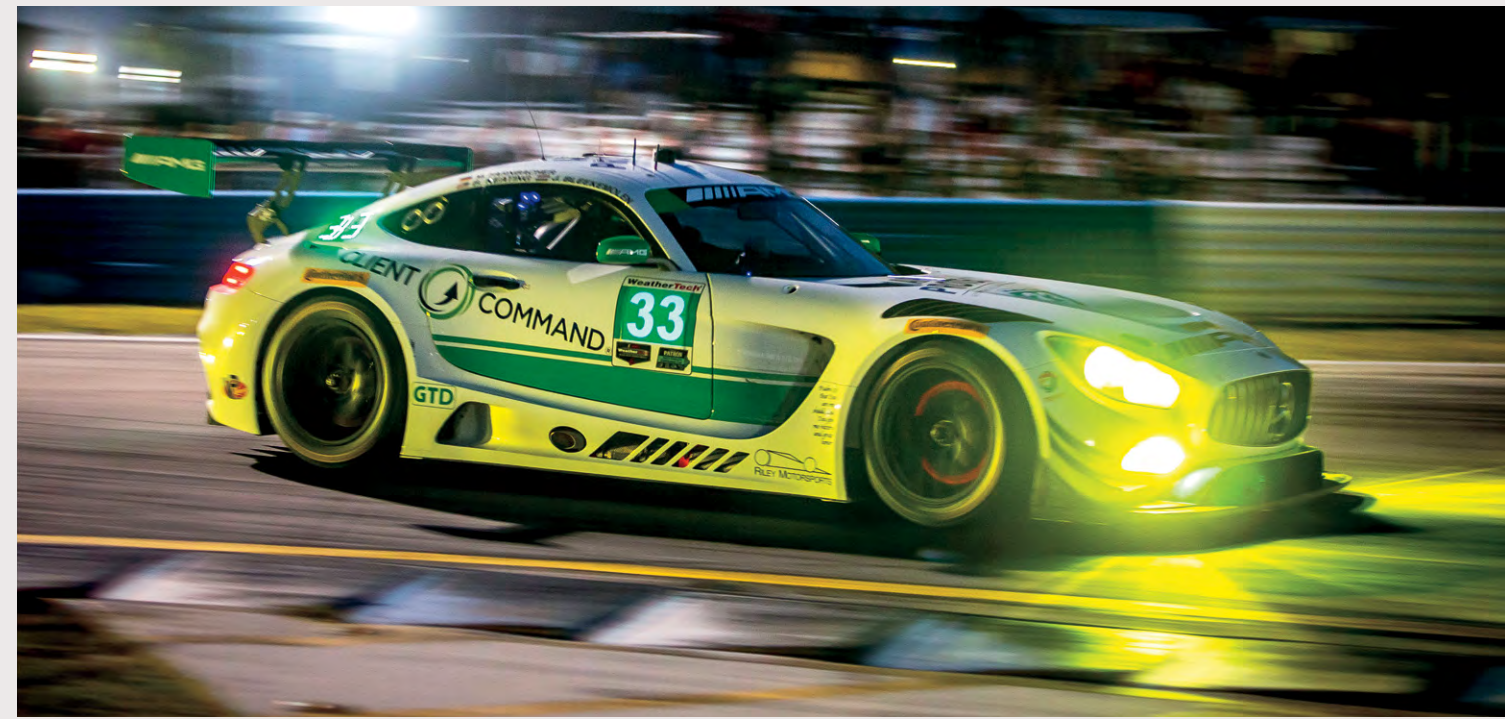
experience in its own unique ways. At the AMG Driving Academy, it might be shop talk in the pit lane before the day starts, or discussions of particularly successful maneuvers after training wraps. At others, you might enjoy an in-depth view of AMG technology, get to meet other owners, or enjoy a premiere of the latest models. No matter where, the passion for motorsports grows every time it is not just experienced, but shared. And the same applies to your passion for Mercedes-AMG—as a leader in its craft and involvements, and as a fam-

Owners are invited to join at:
[mercedes-amg.com/privatelounge/register](https://www.mercedes-amg.com/privatelounge/register)



Racing

THERE'S NO TEST TRACK
LIKE THE RACETRACK.



WE RACE TO LEARN. WE RACE TO WIN.

Mercedes-AMG exists for one core reason: to race. And when they race, they race to build new strength. To gain new knowledge. To push new limits. To set new records. And to stay in front. AMG races to win.

From the endurance races won in the '70s by the legendary "Red Sow" to hundreds of pole-position starts and podium finishes in a wide range of racing series today, few teams in any sport can match the success of the ones that fly the AMG banner.

Formula 1: At home at the top.

Since entering Formula 1® for the 2012 season, AMG has been a dominant force. Starting in 2014, the MERCEDES AMG PETRONAS team has won the manufacturer's title every year. They've broken records in the "Silver Arrow" racecars whose name and coloring pay homage to the victorious Mercedes-Benz racers of the 20th century. At the same time, AMG team drivers have been named champion multiple times, too. Mercedes-AMG has also provided F1 with its safety car and medical car since 1996, setting the pace by every definition.

DTM: One team—one mission.

In the *Deutsche Tourenwagen Masters*—or German Touring Car Championship—production-based sedans have battled head-to-head on the racetrack since 1987. With more than 185 victories since 1988 and 10 driver titles, six manufacturer titles and 13 team titles, Mercedes-AMG is by far the most successful brand in the DTM. And the technology has flowed directly back into Mercedes-AMG vehicles for the street.

Customer racing: Extended family.

Since 2011, the Customer Racing Program has provided teams around the world with the power to win. Production-based racecars, starting with the gullwing SLS AMG GT3 and followed up by the AMG GT3, have taken their drivers to victory in races from Daytona to Dubai. In 2017, the teams racked up 51 overall wins and 137 podium finishes in 317 races. For 2018, with the new AMG GT4 joining the lineup, the outlook feels even brighter. Most importantly, every customer team is part of the Mercedes-AMG team—sharing passion as one, working together, and winning together.

There would be no AMG without racing. And with the most manufacturer and driver titles in the DTM, and four consecutive Formula 1 championships, can anyone imagine racing without AMG?

*It's a legacy that started at history's first official auto race,
and it's been racing through motorsports history ever since.*

The combined legacy of Mercedes-AMG starts not just with the first car, but with a Daimler-powered racer capturing the world's first checkered flag. From Grand Prix to Mille Miglia, Nürburgring to Abu Dhabi, winning races and breaking records have been dominant traits ever since. No racing series illustrates this as successfully as Formula 1®. The 2017 season marked the fourth consecutive F1 World Championship clean sweep for the AMG

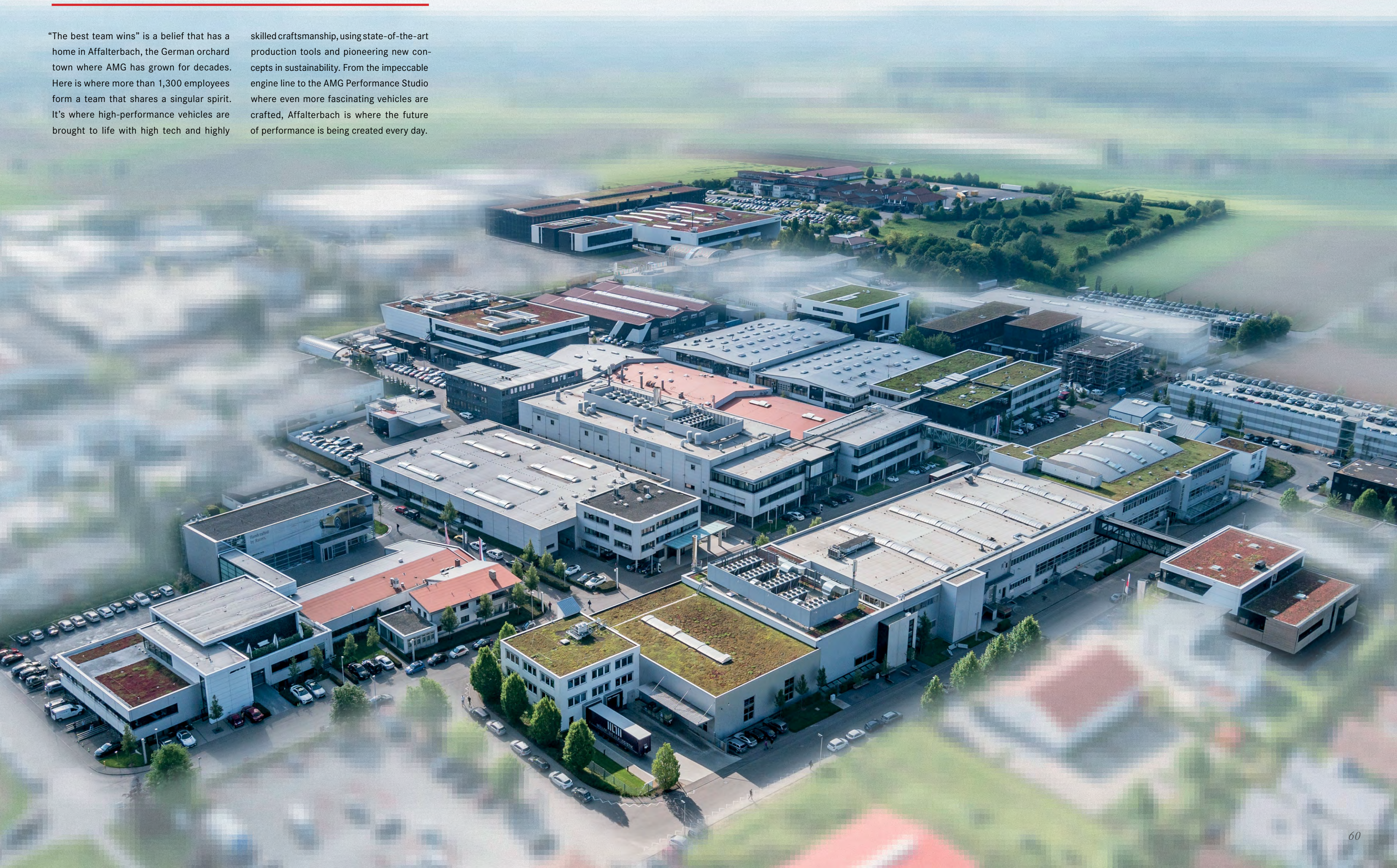
team's Silver Arrows. Along with numerous records for the most victories and one-two finishes in a single season, each season's stats have topped the previous year's. The AMG team's drivers have earned the term "legendary" as well—with Lewis Hamilton named F1 world champion in 2014 and '15. Teammate Nico Rosberg won the title in 2016. Hamilton regained the crown in 2017. For 2018, the teamwork races on. For that, there is no finish line.



Affalterbach: a town where champions are born and capabilities are raised.

“The best team wins” is a belief that has a home in Affalterbach, the German orchard town where AMG has grown for decades. Here is where more than 1,300 employees form a team that shares a singular spirit. It’s where high-performance vehicles are brought to life with high tech and highly

skilled craftsmanship, using state-of-the-art production tools and pioneering new concepts in sustainability. From the impeccable engine line to the AMG Performance Studio where even more fascinating vehicles are crafted, Affalterbach is where the future of performance is being created every day.





The Mercedes-AMG Project ONE.

Just as every AMG driver relishes the next turn in the road, AMG continues to redefine what's around the next corner. And where the future will come from is as exciting as where it will go. The Mercedes-AMG Project ONE will transfer the latest, highly efficient Formula 1® hybrid technology into a street car with more than 1,000 hp. Its gas engine is supplemented by four electric motors—two of them driving the front wheels and a third integrated with its turbocharger—for a top track speed of 217 mph.

The Mercedes-AMG "53" models.

Arriving in showrooms within the year, a new series within the AMG family brings performance into an electrifying new era as well. Debuting in AMG E 53 and CLS 53 variants, their all-new inline-6 engine's twin turbos include an innovative auxiliary electric compressor. They team up with a new 48-volt hybrid starter-alternator to boost response over the entire range of engine speeds while heightening fuel efficiency. More than a new tier in the AMG hierarchy, it's a new chapter in performance history.

Next

FOREVER RACING AHEAD.
ALWAYS DRIVING PERFORMANCE.