

# OPTIONS

## INDIVIDUAL OPTIONS

**BI-XENON HEADLAMPS** > Xenon High Intensity Discharge low-beam and high-beam headlamps include automatic leveling (via ABC) and auxiliary halogen high beams.

**PANORAMA ROOF** > Tinted glass retractable hardtop with manually retractable internal sunshade.

**18" AMG MULTISPOKE WHEELS** > Available only on SL55 AMG by special request, at no extra charge.

**DISTRONIC** > Adaptive cruise control.

**PARKTRONIC** > Audio-visual parking assistance system. Sensors use sound waves to help detect nearby obstacles at parking speeds, and audio-visual indicators on dashboard and rear-cabin wall alert the driver to their proximity and direction.

**KEYLESS GO** > Electronic card-based vehicle entry and starting system.

**TIRE-PRESSURE MONITOR** > Onboard tire-pressure monitoring system can indicate pressure of all four mounted tires in multifunction display.

**ACTIVE VENTILATED SEATS** > SL55 AMG only. (For SL500, see Comfort Package.)

**DIGITAL PORTABLE PHONE** > Integrated ultracompact Motorola V60™ dual-band digital portable telephone, with in-car voice control system for operation of commonly used phone and audio system features.



**OPTION PACKAGES** > Available on SL500 only.

**WOOD PACKAGE SL1** > Wood and leather trimmed steering wheel and shift knob.

**SPORT PACKAGE SL2** > Staggered-width 18" AMG ultrathin-spoke wheels with high-performance tires. AMG-design sculpted front air dam with mesh air intakes, side skirts, and rear apron.

**COMFORT PACKAGE SL3** > Active Ventilated seats with dynamic multicontour seatbacks.

## designo EDITIONS

**ESPRESSO EDITION** > *designo* Mocha Black metallic paint, Charcoal Exclusive interior treatment with Sand Nappa leather and Natural maple wood trim. Charcoal floor mats with Sand trim.

**GRAPHITE EDITION** > *designo* Graphite metallic paint, Charcoal Exclusive interior treatment with Graphite Nappa leather and Umber maple wood trim. Charcoal floor mats with Graphite trim.

1W-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. 2No system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Please always wear your seat belt. 3Please obey local speed laws. 4Stated 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.

# SPECS

**SL500 ENGINE** > 4,966-cc SOHC 24-valve 90° V-8. High-pressure die-cast alloy cylinder block, alloy heads. Net output: 302 hp @ 5,600 rpm, 339 lb-ft torque @ 2,700–4,250 rpm. Compression: 10:0:1.

**ME 2.8** engine management. Integrated sequential multipoint fuel injection and phased twin-spark ignition includes individual cylinder control of fuel spray, spark timing/phase and antiknock. Two high-energy ignition coils and two spark plugs per cylinder, with 100,000-mile spark plug intervals. Electronic throttle control. Fuel requirement: Premium unleaded, 91 pump octane.

Magnesium 2-stage resonance intake manifold increases runner length at lower rpm for improved response. Stainless-steel exhaust system with dual chrome finishers.

**SL55 AMG ENGINE** > AMG-built supercharged 5,439-cc SOHC 24-valve 90° V-8. High-pressure die-cast alloy cylinder block, alloy heads. Net output: 493 hp @ 6,100 rpm, 516 lb-ft torque @ 2,750–4,000 rpm. Compression: 9:0:1

**ME 2.8.1** engine management. Integrated sequential multipoint fuel injection and phased twin-spark ignition includes individual cylinder control of fuel spray, spark timing/phase and antiknock. Two high-energy ignition coils and two spark plugs per cylinder, with 100,000-mile spark plug intervals. Electronic throttle control. Fuel requirement: Premium unleaded, 91 pump octane.

Helical high-pressure supercharger with liquid-to-air intercooler. Enlarged-diameter stainless-steel dual exhaust system with four chrome finishers.

**DRIVETRAIN TRANSMISSION** > Electronic 5-speed automatic with driver-adaptive control. Touch Shift allows driver to manually downshift and allow upshifts by nudging the shift lever to the left or right from the Drive position. Driver-selectable winter mode starts vehicle moving in 2nd gear or a special second Reverse gear to help improve takeoff on slippery surfaces. Display in instrument cluster indicates selected gear range and winter/standard mode.

**SL55 AMG** adds fingertip manual mode and SpeedShift™ programs. Manual mode allows direct-access shifting through forward gears via buttons on back of upper steering-wheel spokes. SpeedShift provides up to 35% faster gear changes, automatically downshifts during braking, prevents unwanted upshifting while cornering, offers one-touch selection of the best gear for maximum acceleration, and features torque converter lockup in all forward gears.

**REAR AXLE RATIO** > SL500: 2.82:1. SL55 AMG: 2.82:1.

**ELECTRONIC STABILITY CONTROL** > 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). ESP incorporates the functions of ASR traction control, which senses drive-wheel slip and individually brakes the slipping wheel or wheels, and/or reduces excess engine power, until control is regained.<sup>2</sup>

**SUSPENSION AND STEERING** > Independent 4-link front/5-arm multilink rear with anti-dive geometry.

**ACTIVE BODY CONTROL** > ABC, a true active suspension system, utilizes a coil spring and an electronically controlled hydraulic cylinder in series, plus a separate gas-pressurized shock absorber at each wheel. Using a total system pressure of up to 2,900 psi, ABC continually adjusts each wheel's suspension to counteract vibration, pitch, dive, squat and roll. ABC also provides automatic 4-wheel level control, driver-selectable ride height and automatic lowering at higher speeds.<sup>3</sup> Driver-selectable Sport mode virtually eliminates body roll for even flatter cornering and sharper handling response.

**SL55 AMG** adds AMG shock absorbers and recalibrated ABC, Sport modes and ESP.

**STEERING** > Rack-and-pinion with vehicle-speed-sensitive power assist and integrated hydraulic damper. 2.6 steering-wheel turns lock-to-lock. Turning circle: 36.2 ft/11.0 m, curb-to-curb.

**BRAKES SYSTEM** > Electronically controlled 4-circuit with 4-wheel discs.

**SL500:** Cross-drilled and internally ventilated 13.0" front discs with 4-piston fixed-type calipers. Internally ventilated 11.8" rear discs with single-piston sliding calipers.

**SL55 AMG:** Cross-drilled and internally ventilated 14.2" front discs with silver-painted AMG 8-piston fixed-type calipers. Cross-drilled and internally ventilated 13.0" rear discs with silver-painted AMG 4-piston fixed-type calipers.

**SENSOTRONIC BRAKE CONTROL** > Electronic braking system transmits brake pressure individually to each wheel based on driver input and various vehicle parameters. Sensotronic optimizes brake pressure at each wheel in normal braking, emergency stopping and during ESP activity.<sup>4</sup> Soft Stop feature precisely modulates brake pressure as the car approaches a stop during normal braking. Automatic brake drying applies the brakes lightly and briefly based on windshield wiper use and driver braking intervals, to reduce moisture on the brake surfaces.

Predictive brake priming sets the brake pads nearer the discs when the driver quickly releases the accelerator, for faster brake response.

**BRAKE ASSIST** > System senses emergency braking via the speed at which the driver presses the brake pedal and immediately applies maximum available braking force, 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.

**ANTILOCK BRAKING SYSTEM** > 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. Sensotronic eliminates the pedal pulsation commonly associated with conventional brake systems and ABS.

**WHEELS AND TIRES** SL500 > 7-spoke aluminum alloy wheels, 8.5Jx17 front and rear. 255/45R17 98W, all-season high-performance tires.<sup>1</sup> Collapsible compact limited-use spare tire on lightweight wheel, with portable electric air compressor (plugs into lighter socket).

**SL500 SPORT PACKAGE** > AMG ultrathin-spoke aluminum alloy wheels, 8.5Jx18 front, 9.5Jx18 rear. 255/40R18 95W front and 285/35R18 97W rear high-performance tires.<sup>1</sup> Collapsible compact limited-use spare tire on lightweight wheel, with portable electric air compressor.

**SL55 AMG** > AMG ultrathin-spoke aluminum alloy wheels, 8.5Jx18 front, 9.5Jx18 rear. (Multispoke AMG aluminum alloy wheels are available by special request, at no extra charge.) 255/40R18 95W front and 285/35R18 97W rear high-performance tires.<sup>1</sup> TIREFIT puncture sealant and portable electric air compressor in lieu of spare tire.

**PERFORMANCE ACCELERATION**, 0–60 mph<sup>2</sup> > SL500: 6.1 seconds.

SL55 AMG: 4.5 seconds.

**EMISSION CERTIFICATION** > SL500: Ultra Low Emission Vehicle (ULEV).

SL55 AMG: Low Emission Vehicle (LEV).

## DIMENSIONS

**SL500** > **SL55 AMG** >

WHEELBASE	100.8 in./2,560 mm	100.8 in./2,560 mm
OVERALL LENGTH	178.5 in./4,535 mm	178.5 in./4,535 mm
OVERALL HEIGHT (top up)	51.1 in./1,298 mm	51.0 in./1,295 mm
OVERALL WIDTH	72.0 in./1,827 mm	72.0 in./1,827 mm
FRONT TRACK	61.4 in./1,559 mm	61.8 in./1,569 mm
REAR TRACK	60.9 in./1,547 mm	61.1 in./1,551 mm
COEFFICIENT OF DRAG	0.29 (top up)	0.30 (top up)
CURB WEIGHT	4,045 lb/1,835 kg	4,235 lb/1,920 kg
HEADROOM (top up)	37.7 in./957 mm	37.7 in./957 mm
LEGROOM	42.9 in./1,089 mm	42.9 in./1,089 mm
SHOULDER ROOM	54.0 in./1,372 mm	54.0 in./1,372 mm
CABIN CAPACITY (top up)	57.8 cu ft/1,637 liters	57.8 cu ft/1,637 liters
TRUNK CAPACITY (top up)	10.1 cu ft/288 liters	11.2 cu ft/317 liters
	(top down)	7.3 cu ft/206 liters

# IS IT A CAR? IT DEPENDS ON WHOM YOU ASK.

For some, a car is nothing more than a way to get from point A to point B. For others, a car is a destination. A technological wonder. A sum of its own parts. A legend in the making. A sense of pride. For those who choose the latter, meet the 5th Generation SL. It's more than a car.



# It's a REINCARNATION

Some cars are just destined for greatness. The new 2003 Mercedes-Benz SL-Class is the latest incarnation of a great automotive legacy. Nearly 50 years ago, the original 300 SL Gullwing Coupe was introduced as the sports car of the century. Born on the track, it represented a charismatic milestone in automotive engineering. Since then, it has touched the hearts of automobile enthusiasts around the globe. Over 200,000 cars later, the 5th Generation SL is prepared to once again rewrite history. The thread of brilliance runs from the classic 1954 300 SL Gullwing Coupe and its sporty brother, the 300 SL Coupe/Roadster, to the handsome 1963 pagoda-roof model, elegant 1970 SL and dynamic 1990 SL Coupe/Roadster. Sceldom have two letters enjoyed so much attention. For 2003, the Mercedes-Benz SL legend continues in two incomparable sports cars: Introducing the exquisite SL 500 and the ultra-performance SL 55 AMG.



SL 500.

It's a

# SUPERMODEL

The eye is irresistibly drawn to this seductive shape. Like its predecessors, the SL-Class exudes streamlined elegance and sportiness. Steeped in tradition, the SL is a timeless roadster that radiates style as well as individuality. The unmistakable grille design and flowing wedge shape with short overhangs and a muscular tail accentuate the SL's sleek silhouette and sensuous lines. Air vents in the front fenders take a distinguishing SL characteristic from the mid-1950s and project it well into the future. The side sills below the doors give the SL a pronounced line and a sleek, low appearance. It's no secret, the SL will be looked at. Get used to it.



SL-500 shown with optional Distronic cruise control.



It's a

# SCULPTURE

Carved from a great legacy, the cockpit of the new SL-Class is a masterful blend of expressive shapes and high-quality materials. A stylishly tailored twin-arch instrument pod merges seamlessly into an elegant center console and arcs harmoniously into the doors. Each detail is a work of modern art, from the chronographic-design instrument cluster to the aluminum, wood and leather interior trim. Outside, a bold display of contemporary style combines with classic, charismatic grace. Timeless Mercedes-Benz details, such as the signature fins on the hood and front fenders, pay homage to the rich SL legacy. Aerodynamic exterior mirrors integrate LED turn signals, and are designed to help redirect water away from the side windows. The door handles are designed for easy opening and a comfortable grasp, so they're as ergonomic as they are sleek. A discreetly sculpted rear spoiler helps the SL500 achieve its wind-cheating 0.29 coefficient of drag. The elegantly sculpted monochromatic taillamps are seamlessly integrated with the body sides and trunk. The fixed rear antenna is thoughtfully designed to be effective, not obtrusive. Chrome-finished tailpipes trumpet muscularity. Every element embodies form and function. Just two of the standard features found on every 5th Generation SL.



It's a  
**CONTORTIONIST**

Now you can have it all. The comfort and practicality of a pillarless coupe. And the open-air freedom of a roadster. Two cars in one at the touch of a button. How? A unique, electrohydraulically retractable hardtop. It only takes 16 seconds — from inside the car using a console-mounted control, or from outside via the SmartKey remote — to fold the lined and insulated double-panel aluminum roof, rear roof pillars, and 4-mm safety-glass rear window neatly into the trunk. There's up to 10.1 cubic feet of trunk space when the roof is up, 7.3 cubic feet when the roof is down. For easier top-down access to the luggage area, the new SL's Easy-Pack automatic loading aid tilts up the folded roof by approximately 20 degrees at the touch of a button. With the hardtop always on board, top-installation and storage hassles are eliminated. And for a wider vista with the top up, our optional Panorama glass roof with a manually operated roller blind is also available.



It's a  
**ROAD HUGGER**

Imagine a suspension system so intelligent that it helps keep your SL on an even track. It's called Active Body Control (ABC), and when it comes to bumps, curves, rises and dips, ABC is as demanding as you are. With the SL, softer damping and greater comfort ride in hand with a sporty, taut road feel. The best of both worlds. ABC utilizes four computer-controlled hydraulic plungers that work in conjunction with gas-filled shock absorbers and steel coil springs to generate forces to resist some of the body's natural movements during acceleration, cornering or braking. ABC automatically adjusts its settings for the weight of passengers and cargo. At higher cruising speeds, the system lowers the ride height of the body to enhance the SL's stability and reduce wind resistance. The result is remarkable comfort and composure plus enhanced driving dynamics. ABC also empowers the SL driver to fine-tune the driving experience according to changing conditions. If rough, cratered pavement or snow is encountered, the driver can touch a dash-mounted switch and raise the SL's body up to an inch to provide greater clearance. Or for spirited driving on great roads, you can avail yourself of the ABC's "Sport" setting, which firms up the shock-absorber damping. One system for a multitude of driving experiences.



SL500 shown with optional Sport Package.



It's a

# MASSEUSE

Instead of heading to the nearest spa for rejuvenation, plunk yourself down in the seat of an SL-Class. The exquisite SL interior offers generous legroom, and its leather-upholstered seats can be electrically adjusted 12 ways to help you find your ideal seating position. Three-position memory helps you recall your favorite settings at the press of a button. And automatic seatback control adds convenience for loading and unloading in the rear. In warm weather, the SL seat's fiber-mat layers and polyurethane cushions "breathe," allowing airflow to your posterior regions. Electric grids can warm the seats in cooler weather. And if your tastes run towards even more comfort, you may want to equip your new SL with our sophisticated Active Ventilated seats that use tiny fans within the seat to help keep you cool and refreshed. This optional seating package also includes our dynamic multicontour seatbacks with adjustable air chambers. All are waiting to work their magic. Simply press the Pulse button, and the center air cushion in the lumbar region starts its soothing oscillations. This invigorating "back massage" helps to relieve tired muscles and keep you at your best.



It's an

# INSPIRATION

Impressive lines. Unrivaled technological excellence. The marriage of an elegant, advanced design and the sleek, sporty look from a glorious, legendary past. At its heart, a V-8 engine that roars to life as it begs for attention. All to ignite your passion for open-top motoring. The 5th Generation SL. Inspired? Yes. Inspiring? Most definitely.



The 5th Generation SL

A detailed, high-contrast black and white photograph of a Mercedes-Benz SL500 V-8 engine. The engine is shown from a front-three-quarter perspective, highlighting the intake manifold with its characteristic slats and the Mercedes-Benz logo on the front cover. The lighting is dramatic, casting deep shadows and bright highlights on the various components of the engine.

Mercedes-Benz

It's a  
**TIME MACHINE**

In the SL500, power plus exhilaration equals arriving refreshed and in a very timely manner. A potent 302-hp 5.0-liter V-8 gives you a pure sports car feeling that can thrust you from zero to 60 in just over six seconds.

But the real beauty of this V-8 is its flexibility. A variable intake manifold is engineered with movable flaps that vary the length of the intake pipes. At low speeds, the engine management computer selects the long runners for good response and low-speed torque.

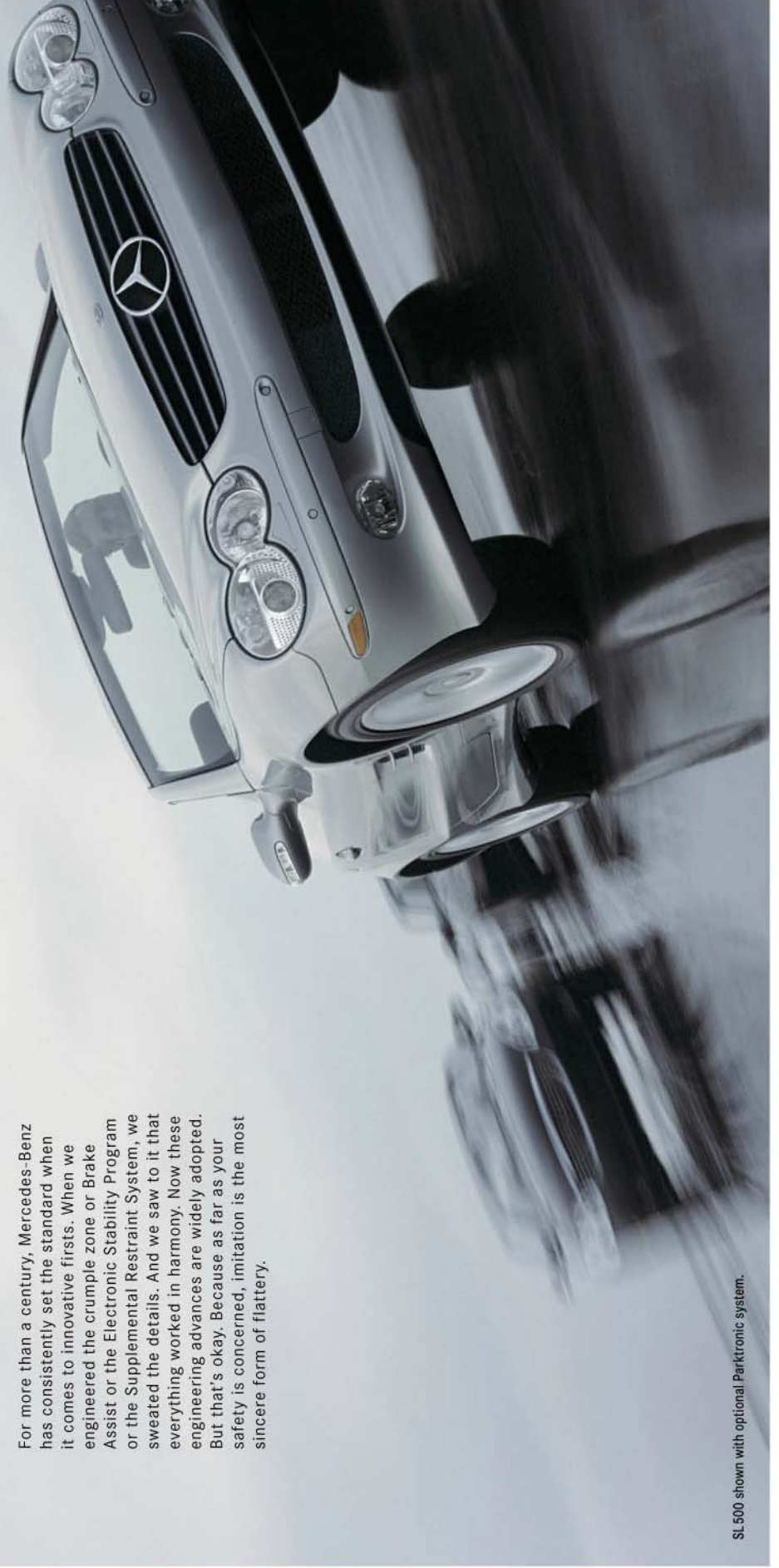
At higher engine speeds, short runners are employed to improve engine breathing to maximize output. Hand in hand with flexibility is efficiency. The SL500's V-8 uses a lightweight alloy cylinder block and heads. The heads themselves incorporate three valves per cylinder for quick catalyst warm-up and reduced emissions. Offset-phase twin-spark ignition gives cleaner, more complete combustion. In fact, the SL500 has been certified as an Ultra Low Emission Vehicle (ULEV) for all 50 states. And the SL's aerodynamic form reduces the coefficient of drag to just 0.29 with the top up, helping to improve efficiency even more.

<sup>1</sup> 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.

It's an

# OBJECT OF PURSUIT

For more than a century, Mercedes-Benz has consistently set the standard when it comes to innovative firsts. When we engineered the crumple zone or Brake Assist or the Electronic Stability Program or the Supplemental Restraint System, we sweated the details. And we saw to it that everything worked in harmony. Now these engineering advances are widely adopted. But that's okay. Because as far as your safety is concerned, imitation is the most sincere form of flattery.



SL 500 shown with optional Parktronic system.

It's an

# ESCAPE ARTIST

The SL-Class is a true sports car. And that includes having an undisputed sense of control over a variety of surfaces. Our innovative Electronic Stability Program (ESP) senses when your SL is starting to lose its composure in a corner, and acts to restore control by individually braking any of the four wheels and/or reducing excess engine power. Before you feel any slippage, ESP is already reacting to help you maintain your intended path through the most challenging turns, rain or shine.<sup>1</sup> ESP is always working in the background, helping to maintain directional stability even on twisty, bumpy or slippery sections of road. It's this kind of dominating ability that puts S-turns at your SL's command, and leaves them covering in the hills.

<sup>1</sup> No system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Please always wear your seat belt.



SL-500 shown with optional Keyless Go.



AMG



It's

# ROLLING THUNDER

Capable of 0-60 in 4.5 seconds<sup>1</sup>, the SL55 AMG is a raging torrent of power. A supercharged V-8, superlative handling and exclusive design are all hallmarks which define the ultimate Mercedes performance roadster. The heart and soul of any Mercedes-AMG is its engine, and that's never been more true than with the SL55 AMG. Breathing the fire of 493 hp and 516 lb-ft of torque, the SL55's supercharged 5,439-cc V-8 is the most powerful production Mercedes engine ever. The SL55 AMG speaks powerfully, too, thanks to a special large-diameter full dual exhaust system with four chrome-tipped outlets. The car boasts a 5-speed automatic transmission with AMG SpeedShift™ technology, which provides faster upshifts and downshifts and holds gears during cornering for increased dynamic performance. Fingertip manual shift buttons on the ergonomic AMG sport steering wheel add an extra degree of control. A completely new AMG high-performance braking system features cross-drilled and internally ventilated discs – with AMG 8-piston front and 4-piston rear calipers – and is specifically designed to match the SL55's prodigious engine power. The Active Body Control suspension system is recalibrated with firmer damping settings that work with high-performance AMG-specific parameters. Strongly bolstered and contoured AMG sport seats, striking red-on-silver AMG instrumentation and stunning matte-finish aluminum console and door trim highlight a cabin awash in leather. In the cockpit of an SL55 AMG, the drive is exhilaration, and the experience is unforgettable.

<sup>1</sup> 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.



# It's an ORACLE

There's no such thing as too much information. That's why the SL comes equipped with Tele Aid. Pressing the Tele Aid *i*-button puts you in touch with Mercedes-Benz Customer Assistance Center experts who can help answer questions you might have about your SL. If a tire's flat, you're out of gas, or a warning indicator is lit, the wrench button comes to the rescue. If you need emergency assistance, press the SOS button and emergency-response personnel can detect your vehicle's location and send help, even if you cannot speak. If an air bag or Emergency Tensioning Device (ETD) deploys, the system initiates the SOS call automatically. Tele Aid's live support is always pushbutton close, whenever and wherever you drive your SL-Class. And our Concierge Service is happy to help when it comes to making appointments, arranging dinner reservations or sending flowers.<sup>1</sup>

The SL500's analog instrument cluster sports a classic chronographic look with glacier blue indicators and backlighting. (The SL55 AMG features bold red-on-silver gauges.) Inside the large-diameter tachometer and speedometer are digital and pictorial readouts for the multifunction display and trip computer. You can scroll through the functions via buttons on the steering wheel. And if you really like to be in the know, there's an optional onboard tire-pressure monitor with sensors measuring both air pressure and temperature inside the tires.

The air-pressure data appears on the multifunction display, so you can easily check that your SL's tires are properly inflated. The brightness of the displays automatically adjusts to suit the ambient lighting. So not only does the SL-Class come with plenty of useful information, but it looks good too.

<sup>1</sup> Where cellular and Global Positioning System coverage are available. Subscription required for service, airtime and connection charges. First year's monitoring and connection charges plus 30 minutes airtime (which includes the acquaintance call) included at no cost with subscription.



# It's a CONVERSATION PIECE

Meaningful communication is easy in the SL-Class. COMAND combines the 8-speaker Bose® sound system, in-dash single-CD player, cabin-mounted 6-disc CD changer, navigation system and optional telephone into an integrated system. The moment you receive an incoming call, for instance, COMAND mutes the audio volume or pauses the CD you're listening to until you hang up the phone. The COMAND system is monitored via a large, color-LCD screen. Commonly used functions such as volume control, call acceptance and hang-up, radio station search and CD track search can also be accessed from the multifunction steering wheel. Our optional Tele Aid Info Services brings news, weather and stock updates from the Internet to your SL at the touch of a button. Combining COMAND with the optional voice control system allows drivers to use the audio, navigation system and phone without taking their hands off the wheel. With just a few words, the system can automatically search for another station, skip to the next CD track, dial a call or switch to navigation mode. Meanwhile, the Bose® AudioPilot™ sound system takes care of itself, "listening" to ambient noises inside the SL cabin and digitally adjusting the audio output so you continue to hear all the sounds you want, top up or down. Now that's something to talk about.†

† For safety reasons, we encourage the driver to stop the vehicle in a safe place before answering or placing a call, or consulting the COMAND screen to read navigational maps, instructions, or downloaded information. While the navigation system provides directional assistance, the driver must remain focused on safe driving behavior, including paying attention to traffic and street signs, and should utilize the system's audio cues while driving. Always plug the phone into the cradle cord for use inside the vehicle. Operating a phone or radio transmitter with its own attached or built-in antenna while the engine is running can interfere with the vehicle's electronic systems.



It's a

# SOUL MATE

We designed the SL to be sensitive to your needs. Take our Sensotronic Brake Control – an industry first – for example. This innovative electronic braking system instantly transfers the driver's commands to a computer that's constantly monitoring your SL's immediate situation. Based on this input, the Sensotronic computer determines the most effective braking pressure to apply at each individual wheel. Sensotronic is so smart, it "primes" the brake system based on how quickly your foot lifts off the accelerator, for even more responsive braking. And in the rain, Sensotronic lightly applies the brakes periodically to keep them dry. The ability of Sensotronic to tailor brake performance during cornering and under less-than-ideal traction conditions lets you concentrate on the enjoyment of driving.<sup>1</sup> Highly perceptive SL options include Distronic adaptive cruise control,<sup>2</sup> Parktronic audio-visual parking assistance system, and Keyless Go, which works with a credit-card-sized transponder that fits easily into a pocket or purse and allows you to unlock your SL's door by touch and start the engine without using a key.

<sup>1</sup> No system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Please always wear your seat belt. <sup>2</sup> 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.





It's a

# SANCTUARY

The passenger cabin of the 2003 SL-Class is engineered to be an extremely protective space in an unpredictable world. The SL floorpan is bolstered by an extensive structure of robust crossmembers. Double-panel steel windshield pillars are strengthened with tubular high-strength-steel inserts that anchor to the reinforced floorpan. Behind the driver, an automatic pop-up roll bar made from heavy-gauge steel stands ready to deploy in a split second if sensors detect an impending rollover. While there may be no more secure a passenger cabin than that of a 2003 Mercedes SL-Class, active safety systems such as the Antilock Braking System, Brake Assist, Sensotronic Brake Control, Electronic Stability Program and Active Body Control are engineered to help the driver avoid an accident. The SL's occupant-protection system includes dual-stage inflation front air bags for both the driver and passenger, door-mounted side-impact air bags with head and thorax protection, and a new driver's knee air bag. Both seats integrate 3-point seat belts with Emergency Tensioning Devices (ETDs) and belt force limiters. Built into the robust frame of the seats, the seat belts provide automatic height adjustment to better fit any body type. ETDs take slack out of the belts to keep occupants in position should a frontal deceleration

or rearward acceleration exceeding a preset threshold occur. And belt force limiters give just a bit in a collision to help reduce belt-related injuries. In collisions, the body is designed to deform in a controlled manner to help dissipate the crash energy and maintain the structural integrity of the passenger compartment. In the event of an offset frontal crash (one that involves less than the full front of the car), the SL's front crumple zone features a front crossmember which works in conjunction with an ellipsoidal bulkhead to help distribute impact forces over, under and around the cabin. Sanctuary, indeed.

The roll-over 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. **2. WARNING: THE FORCES OF A DEPLOYING AIR BAG CAN CAUSE SERIOUS OR FATAL INJURY TO A CHILD UNDER AGE 13. A CHILD UNDER 13 MUST NOT BE A PASSENGER IN THIS VEHICLE UNLESS THE CHILD IS BELTED INTO AN APPROPRIATE, PROPERLY INSTALLED BABYSMART-COMPATIBLE CHILD SEAT. SEE OPERATOR'S MANUAL FOR ADDITIONAL WARNINGS AND INFORMATION ON AIR BAGS, SEAT BELTS AND CHILD SEATS.** Photograph of air bags is for illustration purposes only. Front air bags, once inflated, begin to deflate immediately to provide a cushioning effect. The door-mounted side-impact air bags and driver's knee air bag remain inflated after deployment.

SL-500 shown with optional Keyless Go, Parktronic system, Distronic cruise control and Comfort Package.

