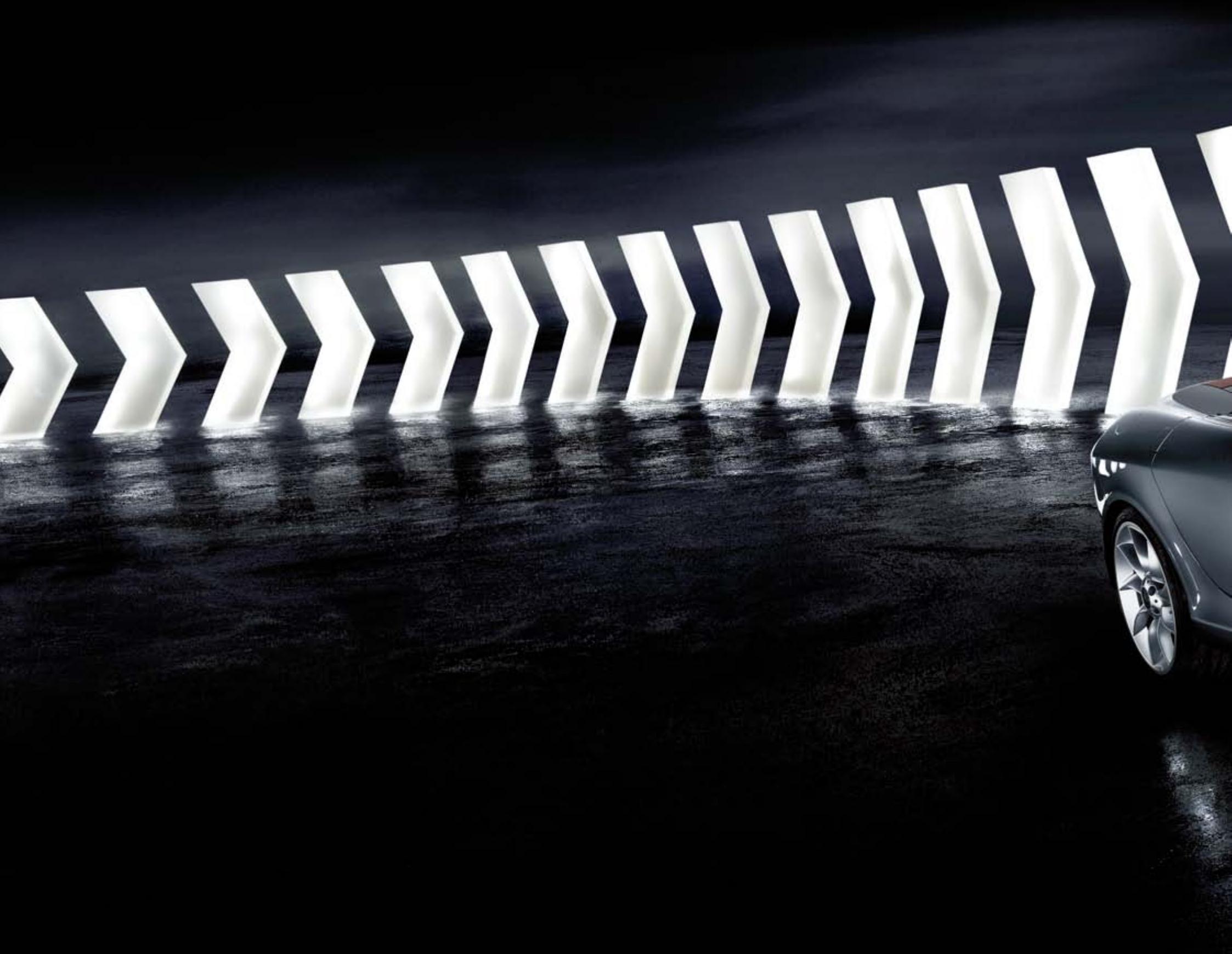


Mercedes-Benz SLR McLaren
Roadster



299,792,458 m/s





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Light meets speed

The Mercedes-Benz SLR McLaren – in roadster guise. It has arrived and is waiting. Open. Open and ready to catch even the merest hint of sunlight. Open and ready to draw admiring glances wherever it goes. Open and ready to make the world's most scenic roads even more of a sight to behold. But, as a super sports car, also ready to display its performance potential without compromise at any time. Because what is shining in the sunlight here is much more than a two-seater cabriolet. The SLR Roadster is a unique synthesis: technologically advanced on the one hand and packed with emotional appeal on the other. Every detail reflects the passion with which the engineers and designers worked together towards their common goal: an expressive roadster that brings motor-racing technology to the road. The SLR Roadster is the materialisation of this idea. Developed by Mercedes-Benz and McLaren. Stylish and elegant, just like its predecessors – the legendary Mercedes-Benz Roadsters and racing cars of the past. Elemental and athletic, just like its brothers – the Formula-1 Silver Arrows. Now open and ready to chase the sun: the SLR Roadster – the Silver Arrow for the 21st century.





From boulevard to race track

Start. A quick dab on the accelerator pedal, and the engine responds instantaneously. The 460 kW (626 hp) developed by the AMG 5.5-litre V8 powerplant are transferred to the road with consummate ease. The SLR Roadster truly shines, delivering breathtaking performance and phenomenal handling. Which is hardly surprising, since it incorporates all the know-how we have acquired in over a century of motor racing. The driver feels this every millisecond

of the way. Feels the seemingly boundless energy that catapults this driving machine to a speed of up to 332 km/h. Feels the traction that this aerodynamic masterpiece delivers when accelerating. Feels the precision with which the chassis responds to each movement of the steering wheel. Feels every perfectly harmonised detail. Feels motor racing in its purest form. And, therefore, feels a wide smile spreading across their face.



From race track to boulevard

Stop. A quick dab on the brake pedal, and the carbon-fibre/ceramic brakes respond instantaneously. The speed of the SLR Roadster is reduced with consummate ease. However, slowing down your heart rate again is another matter altogether. Because piloting the SLR Roadster is always such an uplifting experience. The sonorous sound of the well-tempered V8 engine alone is a clear sign of what lies in store. And then you see it sparkling in the sun:

a dynamic body that captures a unique blend of classic Mercedes-Benz Roadster features and characteristics of state-of-the-art Formula-1 cars. The V-shaped nose. The elongated bonnet. The open, set-back cockpit. Everything about the car embodies dynamism. No wonder it makes such a lasting impression on the world's boulevards, promenades and avenues. And no wonder it's so hard to stop your heart racing.



A symphony for the senses

One violin, bass drum or oboe does not a concert make. Rather it is the interplay of the orchestra. The players' ability to complement each other - carried along on a musical wave. Balanced yet full of excitement. The same sort of thing happens when you drive the SLR Roadster. Everything is there. The full-bodied sound of the engine, but also the suppleness of the leather. The warm feel

of the sun on your shoulders and the cool aluminium shift paddles at your fingertips. A thrust you can feel in the pit of your stomach, design details that catch the eye. Explosive temperament, meticulously measured response. Meteoric yet elegant, hot-blooded yet refined. It is this unique combination of attributes that makes every drive such a scintillating experience.





The safety centre

Those who redefine the limits of what is physically possible cannot afford to leave any weak spots. This is why the SLR Roadster is such a safe place to be. Starting with the outstanding ergonomic design of the individually adapted seats and the clear arrangement of all the controls in the cockpit – nothing disturbs or distracts the driver. Not forgetting the finely balanced handling coupled with active safety systems, enabling the driver to remain in control of the SLR Roadster right up to the critical limits. Finally, there is the unique structure made from exceptionally rigid carbon fibre. If the worst comes to the worst, the crash elements at the front and rear end absorb substantial amounts of energy, while the occupants remain safely protected inside the monocoque.







The fine art of physics

The SLR Roadster accelerates with consummate ease, since its carbon-fibre body is extremely light as well as being very rigid. Plus the weight of the SLR Roadster is distributed almost evenly between the front and rear axle (49 : 51). This is what makes the extraordinary handling possible. When things really get moving and when the gears are being changed faster than the blink of an eye – automatically or manually using shift paddles on the steering wheel –

the SLR literally races ahead. From 0 to 100 km/h in 3.8 seconds, 0 to 200 km/h in 10.9 seconds and 0 to 300 km/h in 30.8 seconds. Simply breathtaking. With exceptional directional stability. Thanks largely to the double suspended front splitter, the smooth underbody, the diffuser and the AIRBRAKE at the rear, all of which direct the air to create downforce. So, in the case of the SLR Roadster, high physics also means high traction.



Power in its most alluring form

Compelling though the performance data are, they alone do not explain the allure of the SLR Roadster. This super sports car is also a design object. It adorns every road like a piece of the finest jewellery. Its high-brilliance paint finish – available in a choice of 14 colours – sparkles in the sunlight and emphasises the car's aesthetic lines. In the cockpit, elegant materials cosset the occupants in comfort: exquisitely hand-crafted high-contrast fabrics and premium-grade leather available in a choice of 13 colours. The SLR Roadster displays all the features and the timeless elegance that have already made many Mercedes-Benz Coupés and Roadsters legendary classics.







Anything but a piece of fabric

299,792,458 metres per second is the astronomical speed with which sunlight is beamed towards Earth. And what better place to enjoy the sun than in an SLR Roadster with the top down? Yet the car is also a feast for the eyes when the roof is closed, not least thanks to the COMPOSITION soft-top fabric available in three colour combinations. Colour combinations because, for the first time in automotive engineering, each fabric is woven from two different coloured yarns and so changes its colour depending on how the

light strikes it. Each soft top is hand-stitched for a perfect fit and is capable of withstanding extremely high forces – a key factor when driving at speeds in excess of 200 km/h. The structure and aerodynamic optimisation ensure outstanding insulation, minimise wind noise and enable the Roadster to achieve practically the same c_d figure (drag coefficient) as the SLR Coupé. What's more, the soft top can be opened quickly and easily as soon as the sun comes out.

Not ready for take-off

The streamlined body is deliberately elongated, the arrow-shaped nose a striking feature at the front. When the doors swing upwards – elegantly and weightlessly like wings – the SLR Roadster has the air of a supersonic jet, ready for take-off at any time. But the opposite is true. There is no take-off. Not at 240 km/h, like commercial aircraft. And not at 332 km/h, the car's top speed. Traction comes courtesy of an ingenious aerodynamic concept incorporating

a wealth of design details. Every millimetre of the SLR Roadster's spectacular shell fulfils a function. And sometimes, as in the case of the swing-wing doors, even two functions: the doors make it easier to get in and out over the side skirts, of course, but they are also a unique homage to a design icon of the past: the Mercedes-Benz 300 SL "Gullwing". Now, do you want to get in?







SLR

Legend and innovation combined

Rudolf Uhlenhaut would undoubtedly be proud today. Because the SLR Roadster is an ultra-modern, road-going interpretation of many of his ideas. As chief designer, he played a major role in the development of the spectacular Mercedes-Benz 300 SL “Gullwing” in 1954. As head of motor-racing development, he helped create 1955’s legendary 300 SLR Roadster for the race track, in which Stirling Moss and Juan Manuel Fangio sped to victory after victory. For the 1956 racing season, he developed the scintillating 300 SLR Coupés – road-going cars with the technology of the 300 SLR and the gullwing doors of the 300 SL. The “Uhlenhaut Coupés” remained prototypes that were never used. Today the time has come: the “Gullwing” for the 21st century is here. In its original form: as a roadster. Developed together with our partner McLaren, it is an outstanding design in every respect. A stylish, contemporary and technically superior take on the idea of bringing the latest motor-racing technology directly to the road. Incorporating the Formula-1 know-how of Team McLaren Mercedes. Whether it be the materials, the finish or the performance figures – everything about the SLR Roadster is based on this same idea.

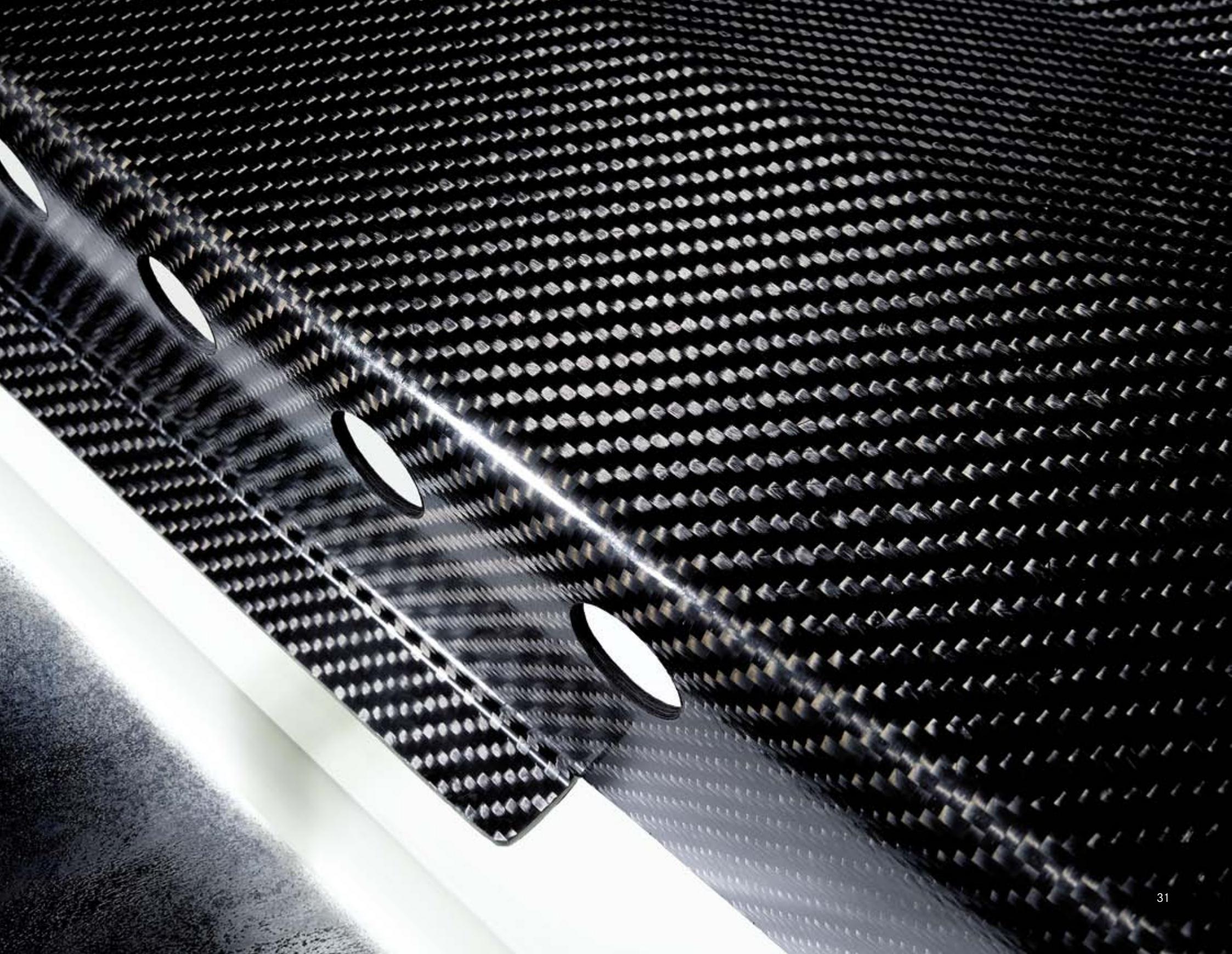




High-end thanks to high-tech

The job of the engine at the heart of the SLR Roadster is made considerably easier by the lightweight body made almost entirely of carbon fibre. Carbon-fibre composites or CFRP to be more precise. This material has already been used in aeronautics and, for the past few years, also in motor racing. Impregnated with resin, the fibre fabric layers are extremely lightweight yet remarkably stiff and strong. Vital characteristics for any modern racing car, otherwise it is not even worth lining up on the grid. After all, the lower the mass that needs to be accelerated, the greater the agility. And the more torsionally stiff the body, the more precise the handling. Carbon fibre fulfils all of these criteria, since it is extremely rigid as well as being up

to 30 % lighter than aluminium and as much as 65 % lighter than steel. As a high-tech material, carbon fibre delivers high-end performance. But it was not until we developed production technologies together with McLaren that we were able to use carbon fibre on the scale it has been used for the SLR Roadster. Carbon-fibre processing methods employed in Formula 1 were adopted especially for the SLR Roadster, and new processes were developed, allowing unerringly precise production of even large and complex components. Components which are subsequently joined together equally precisely to create a lightweight, extremely rigid and safe whole: the SLR Roadster.



Solid defence in the face of attack

A high-performance car that reaches speeds in excess of 300 km/h cannot afford any compromises when it comes to safety. The SLR Roadster also lives by this maxim. Its impressive safety equipment sets standards, making this the safest roadster in its class. That's because the SLR Roadster's entire body serves as a safety structure. The core element is an idea adopted from the world of motor racing: the "monocoque" – a highly rigid safety cell made from carbon fibre. With its specially strengthened A-pillars as well as extra reinforcements in the doors and roll-over bars behind the seats, it protects the occupants

on all sides. Additional carbon-fibre crash elements at the front and rear are designed to maximise energy absorption in the event of an impact, meaning that the structure of the monocoque remains practically fully intact. But the safety benefits of this unique design are also noticeable on another level: the carbon-fibre body is extremely torsionally stiff and counteracts torsional forces which occur during dynamic driving and cornering. All of which makes the SLR Roadster reliably controllable – even at speeds above 300 km/h.



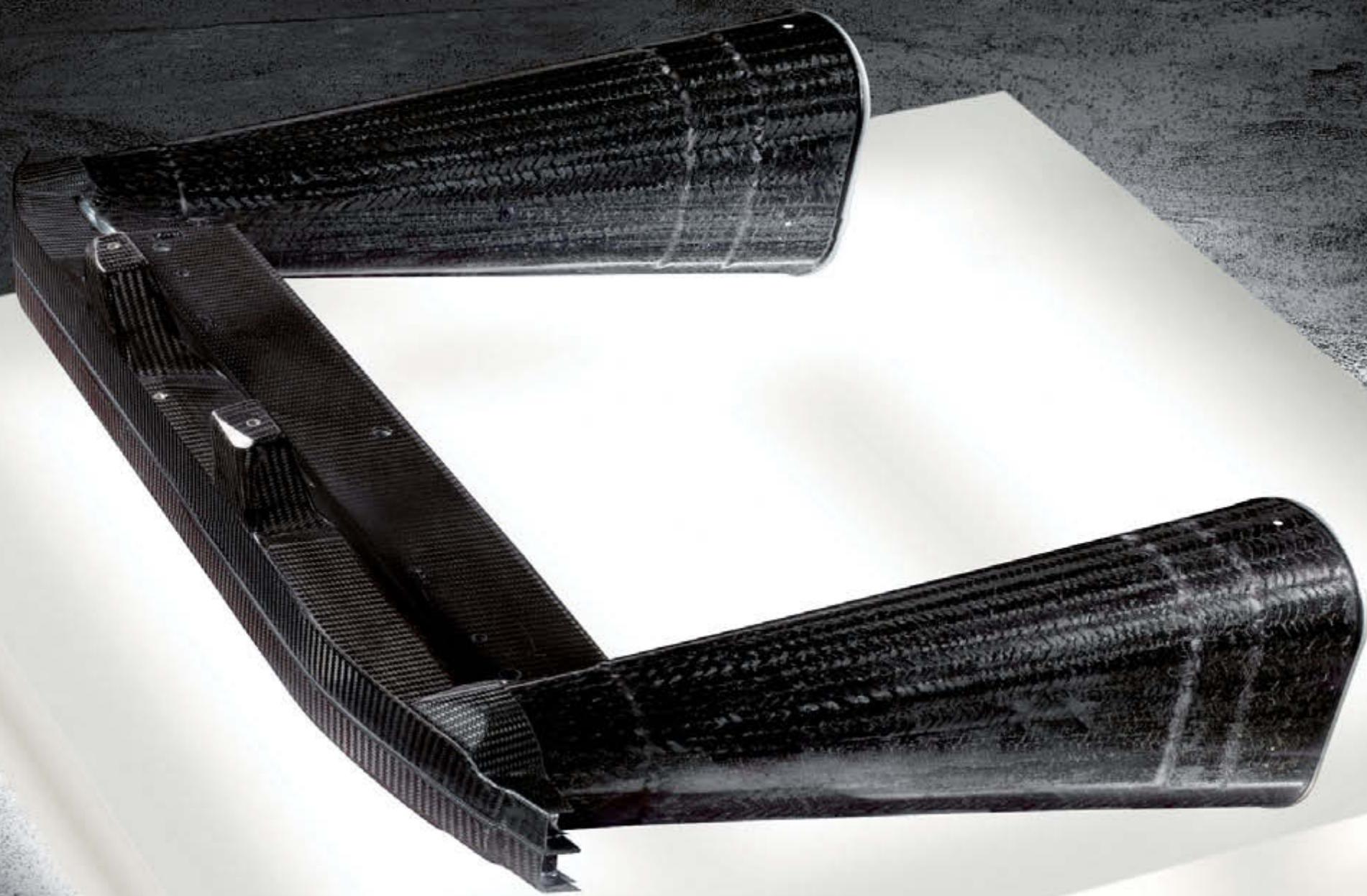


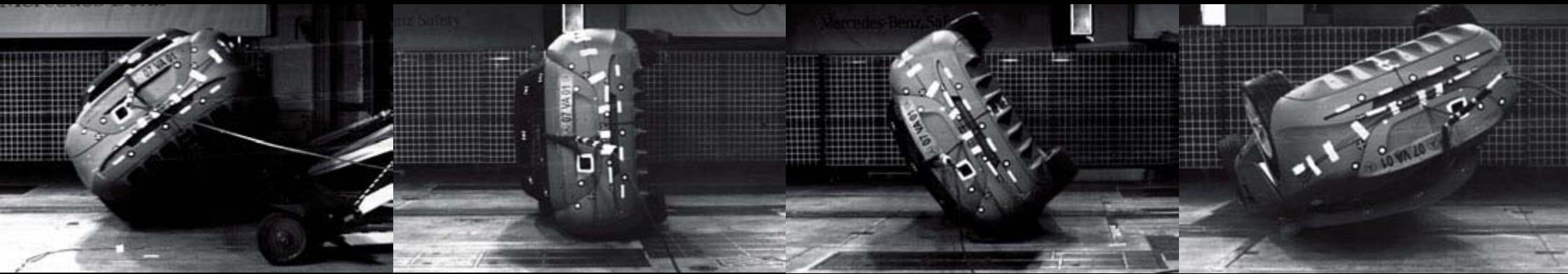
Life insurance from Formula 1

If an accident happens in Formula 1 these days, the driver almost always escapes from the monocoque unscathed.

In most cases, he can actually get out of the car unaided. What appears to be a miracle is in fact down to superior safety technology. Safety technology which is also specified for the SLR Roadster. This is especially noticeable at the front end, since the nose not only looks like that of a Formula-1 car, it also conceals a carbon-fibre crash element of the kind only otherwise seen in Formula 1. It consists of two crash tubes which are able to absorb a major proportion of the impact energy in the event of a frontal crash. Such instances highlight a further special

characteristic of carbon fibre: although much lighter than steel, it can absorb four times as much energy, pound for pound, in the event of an impact. Not by deforming like metal, though. Instead, carbon absorbs energy by pulverising. If a frontal impact occurs, the two cones measuring 620 mm in length can therefore be destroyed in their entirety (in controlled fashion), depending on the severity and direction of the collision. This process enables systematically uniform vehicle deceleration and offers the occupants in the monocoque virtually complete protection – just like in Formula 1.





The SLR Roadster put to the test: the roll-over bars and the extremely rigid A-pillars provide an optimal level of protection for the occupants in the monocoque

No reason to cry



The SLR Roadster undergoing a roof-drop test: the newly developed hybrid A-pillar with steel core can support the whole vehicle weight

It's hard to watch such a thing of beauty being destroyed, but the SLR Roadster's safety concept had to undergo extensive crash tests. The resounding results made it all worthwhile, however: all of the safety technologies in the SLR Roadster interact highly effectively to protect those on board. The carbon-fibre body absorbs energy at pre-defined points, while the monocoque protects the occupants, even if the car rolls over. Thanks to the extremely rigid, hybrid A-pillars and the roll-over bars, the safety cell remains intact. At the same time, belt systems adapted

specifically for the SLR Roadster hold the occupants in their seats. Meanwhile, the front airbags, head/thorax sidebags, kneebags and carbon-fibre bucket seats combine to minimise the loads exerted on the occupants. But it is not only the passive safety systems that are highly impressive. The Electronic Stability Program (ESP®), anti-lock brakes (ABS), acceleration skid control (ASR) and Brake Assist (BAS) enhance active safety to such an extent that it is even possible to prevent crashes from occurring in the first place.





Direct link to the road

We could talk at length about each individual detail of the SLR Roadster. There is certainly a great deal to tell. Ultimately, however, it is the sum of all these excellent details that makes the SLR what it is: a super sports roadster that redefines the limits of what is physically possible. Anything but an overdeveloped racing machine that is all but unusable for everyday driving. Quite the opposite, in fact: the SLR Roadster creates a harmonious union between driver, vehicle and road. The stiff, perfectly

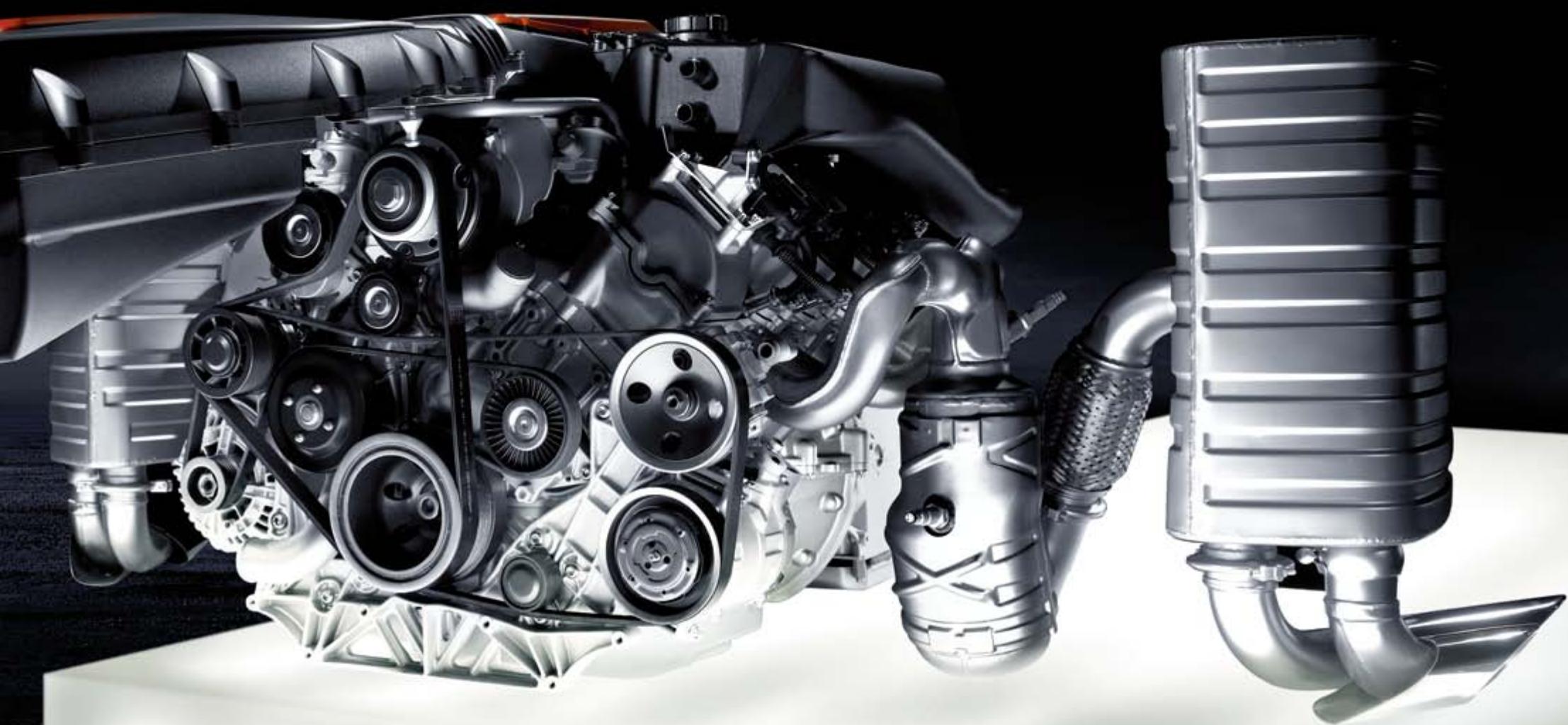
balanced, aerodynamic body creates downforce and increases traction, thus improving handling. The interaction between the engine, the transmission and the ESP® enables the immense power of the V8 engine to be transferred to the road in any situation, while the finely-tuned chassis responds instantaneously to every command, as do the high-performance brakes. Put all of these factors together, and the result is a highly dynamic driving experience with superlative directional stability.



The body's most important muscle: the heart

There can be no life without air. And this is certainly true of the beating heart inside the SLR Roadster – the powerful AMG 5.5-litre V8 engine. To enable the impressive firework display to take place inside the eight cylinders, the required air is drawn in directly through the Mercedes star. On its way to the cylinders, it is compressed and cooled in the high-performance compressor and intercooler so as to ensure optimal fuel saturation in the combustion chambers. When the explosive mixture then drives the pistons, it awakens one of the most powerful engines ever

built for Mercedes-Benz – developing 460 kW (626 hp). The performance potential is practically unparalleled – 780 Nm at 3250 to 5000 rpm. Plus the engine has another ace up its sleeve: a characteristic Mercedes-Benz V8 sound that is sure to set the heart of any driver racing – not just the passionate sports enthusiasts. The power is audible even when the engine is idling. Then simply press the accelerator to feel the full force of the powerplant and savour its impressive sound. It is scarcely possible to imagine a more exhilarating driving experience.



A cockpit for pilots

Just starting the engine of the SLR Roadster is something that only jet pilots usually experience. The start button is located on top of the shift lever under a cover. Simply flip open the cover and press the button. It's all systems go. The full-bodied sound of the powerplant kicks in. You're ready for takeoff. The automatic transmission in combination with the AMG SPEEDSHIFT R control system offers a choice of three different transmission modes: C for "Comfort",

S for "Sport" and MAN for "Manual". In manual mode, gear changes are made using shift paddles on the steering wheel, as in Formula 1, so you can keep your hands on the wheel. Even the gear-change speed can be varied. There are three settings to choose from: "Sport", "SuperSport" and "Race". Above all, these numerous setting options enable any driver to keep the SLR Roadster under control.



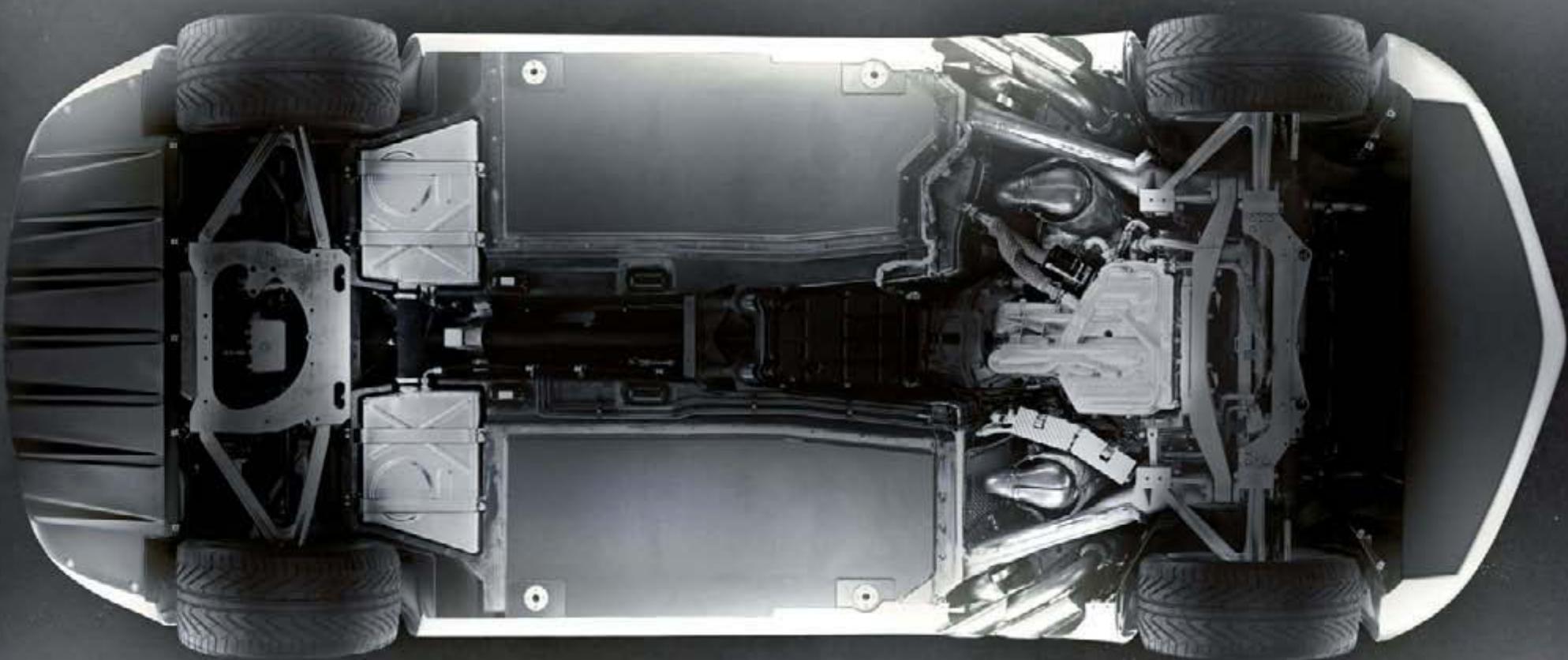
Shift lever with start button



Switches for transmission modes, AIRBRAKE and gear-change speed



Multifunction steering wheel with steering-wheel shift paddles



Even a front-mounted engine can be in the middle

Countless details are proof that hardly anything about the SLR Roadster conforms to the norm. So it's hardly surprising that the engine is in an unusual location. Although the AMG 5.5-litre V8 supercharged engine at the heart of the SLR Roadster is officially classified as a "rear-set front engine", it is practically in the centre of the car. Inspired by motor racing, the engine block has been positioned

behind the front axle for optimum weight distribution. Thanks to the dry-sump lubrication system, it can also be installed very low down. This means that the SLR Roadster has a low centre of gravity almost exactly in the middle of the car, which boosts acceleration, increases traction and improves handling.



Taming the power

The power of an AMG V8 supercharged engine can only be utilised to the full if it is kept under control. When cornering especially, stable and reliable braking is extremely important. And so that the SLR Roadster can be controlled perfectly in any situation, it is fitted with a unique combination of high-performance braking systems. Thanks to the interaction between the C-BRAKE and the SLR Roadster's aerodynamic features, this combination of systems ensures highly impressive deceleration of up to 12 m/s^2 . Options include 6-piston aluminium fixed-calliper

brakes on 390 mm, extremely light, internally ventilated carbon-fibre/ceramic brake discs for the front axle. This construction is capable of withstanding friction temperatures of up to 1200 degrees Celsius and is much more lightweight than conventional brakes. Last but not least, special tyres have been developed to further improve the transfer of the braking forces to the ground. Power and control are balanced perfectly in the SLR Roadster: it is just as quick at stopping as it is at accelerating. Providing you want to stop, that is.





Even the air is precisely channelled

Aerodynamic design can be truly remarkable. It helps aircraft to take off at around 240 km/h, whereas it enables the SLR Roadster to stay on the ground at speeds well in excess of 300 km/h. It all depends on how the laws of aerodynamics are applied. With the SLR Roadster, it was a case of giving a fast car enough downforce to ensure the required traction and stability. And the SLR Roadster provides outstanding traction in any situation. A whole host of special aerodynamic elements have been perfectly harmonised: air is drawn in below the front splitter and flows along the air ducts in the smooth underbody. From there, it is directed into the six air ducts in the diffuser at the rear, which rises rearwards at an ideal angle of 20 degrees. This creates downforce on the underbody of the SLR Roadster, which is directly transformed into traction and, therefore, directional stability. Yet another reason why the SLR Roadster stays where it belongs: on the road.





A wing that helps keep the car on the ground

At first glance, it appears futuristic and looks like the wing of an aircraft. But the AIRBRAKE idea is already over half a century old. For it was back in 1955 that Mercedes-Benz first fitted a hydraulic air brake on a racing car – the legendary 300 SLR. 50 years later, this idea has resurfaced on the current SLR Roadster, albeit featuring improved technology and aerodynamic fine-tuning. When the speed exceeds 95 km/h, the AIRBRAKE is automatically raised by 10 degrees. Traction and downforce can be further

enhanced by manually raising the AIRBRAKE to the 30-degree position. In the event of very abrupt braking, it can even be raised to 65 degrees, automatically, in next to no time. This means that optimal downforce and, therefore, perfect directional stability is assured, even in critical situations. Not only does the SLR Roadster take on board the ingenious concept of the air brake – it perfects it, therefore enabling outstanding handling even at high speeds.



The AIRBRAKE in zero position



Manually set to 30-degree position



Automatically raised to 65 degrees in the event of abrupt braking

Perfection knows no limits

Special requirements have to be met on the world's chic boulevards. Not only does a car have to follow the laws of automotive physics, it also has to obey the rules of good taste, style and exclusivity. Elegant appearance can be even more important than horsepower. Measurements are taken in heartbeats rather than revs per minute. And this is a stage on which the SLR Roadster feels completely at home. As well as being a design icon – a homage to the great classics, timelessly elegant with scintillating lines – it is one of the very few super sports cars which allows no compromises in terms of equipment, appointments or comfort. It is immediately apparent that many of the materials and production techniques used are completely new – ranging from the two-tone soft-top fabric to the optional woven-leather seats and the design of the carbon-fibre centre console. The sum of these and many other details ensures that the SLR Roadster exudes perfection and exclusivity in terms of both looks and feel. It has everything needed to shine in the sunlight and the spotlight.



Practicality has seldom been so comfortable

One immediately striking aspect of the SLR Roadster's cockpit is the unique combination of two worlds. On the one hand there is the minimalist approach, the shift paddles on the steering wheel, the bucket seats and the clear arrangement of the main controls – all traditional attributes of super sports cars. Yet this is just one aspect of the interior. The design vocabulary, the specially selected materials, the quality of finish and the extensive comfort-enhancing appointments, on the other hand, are all hallmarks of a Gran Turismo. Even though nothing distracts the driver from driving, everything you could wish for whilst out on the road is there. The centre console houses the air-conditioning controls, while a panel conceals a

navigation unit and a BOSE sound system. Plus a telephone can be found in a compartment between the seats. All of which increases everyday practicality enormously. This is when you really come to appreciate the excellent work done by Tanja. This is the name of our unique test dummy with 16 highly sensitive sensors in her head and neck. These sensors are used to measure airflow and temperature in the wind tunnel. Tanja was used to perfect the car's aerodynamics: she is the reason why there is no disturbing wind noise and air swirl in the SLR Roadster, even when the roof is down. So driving enjoyment becomes sheer driving pleasure.



Precision par excellence

A vehicle of superlatives also merits superlative seats. Like the SLR Roadster's monocoque, its seat bases are made from carbon fibre. Their body-contoured sides and ergonomic proportions ensure optimum lateral support in any driving situation. This is because, like a fitting at the tailor's, each seat is adapted precisely in line with the driver's or front passenger's anatomy using upholstery

elements of different sizes. As well as a unique level of comfort, the seats offer optimum safety as they are perfectly integrated as part of the SLR Roadster's crash concept. The fact that they are made from carbon fibre makes them extremely stiff and rigid yet light in weight. Each seat therefore offers an ideal level of comfort and protection.



Standard exterior equipment and appointments

Exterior equipment and appointments for the SLR Roadster include two different types of paint finish with a choice of 14 different colours, not to mention 18-inch, 10-spoke light-alloy wheels.



Selection

12 crystal paint finishes

18-inch, 10-spoke light-alloy wheels

2 pure paint finishes

AIRBRAKE

AMG SPEEDSHIFT R 5-speed automatic transmission
including 3 manual modes

AMG sports exhaust system with 2 sidepipes on each side

Anti-theft alarm system with tow-away protection, infrared
interior monitoring and immobiliser

Automatic door locking (can be deactivated), automatic
unlocking by means of crash sensor

Bi-xenon headlamps with headlamp cleaning system

Braking system with Sensotronic Brake Control (SBC™)

C-BRAKE with 8-piston calliper on front axle and 4-piston
calliper on rear axle, both in silver

Car cover

Covers for soft-top mechanism, black leather trim

Electronic Stability Program (ESP®) incl. anti-lock
brakes (ABS), acceleration skid control (ASR)
and Brake Assist (BAS)

Heated exterior mirrors left and right, electrically
adjustable from inside the vehicle, with aspherically
curved mirror glass

Indicators (LED) in exterior mirrors

Semi-automatic fabric soft top, available in beige/black,
red/black or anthracite/black

TIREFIT tyre sealant with electric pump

Tyre pressure monitoring system

Standard interior equipment and appointments



Standard interior appointments: selected semi-aniline leather for seats and fittings as well as aluminium elements for doors and centre console.

Selection

2 power windows with convenience feature
and obstruction sensor

2-zone automatic climate control with dust filter, activated
charcoal filter and residual engine heat utilisation

Adaptive front airbags for driver and front passenger,
head/thorax sidebags and kneebags

AIRBRAKE mode selector switches in the centre console

Audio 30 APS (navigation system with integral radio
and CD player)

Battery charger

Belt tensioners with belt force limiters for driver
and front passenger

Carbon-fibre bucket seats, available in 5 sizes for driver and
4 sizes for front passenger

CD changer (6-disc) in boot, sound system (BOSE)

Detachable draught-stop with SLR logo

Mercedes-Benz standard telephone, handset in armrest,
hands-free system and aerial

Multifunction sports steering wheel with steering-wheel
shift paddles, electrically adjustable steering column

Semi-aniline leather upholstery for seats,
otherwise nappa leather



The newly developed COMPOSITION soft-top fabric available in red/black, beige/black or anthracite/black



One move, one press of a button – all that is needed to lower the soft top

A roof like no other

The SLR Roadster's soft top is not just a piece of fabric that keeps the wind and weather at bay when required – it is a work of art. Featuring an extremely robust weave, the COMPOSITION soft-top fabric changes its colour depending on how the light strikes it. This play of colours is achieved by interweaving two different yarns – black warp yarn is combined with either red, beige or anthracite coloured weft. As well as looking good, the multi-layered design also ensures optimal insulation and reduces noise significantly. The low noise level is also down to the

soft-top's perfect fit. The precise cut and the specially handcrafted design ensure that the soft-top fabric fits the car like a bespoke suit. What's more, this "suit" does not crease or balloon out, even when travelling at 300 km/h – helping the SLR Roadster to achieve an outstanding drag coefficient. Of course, we realise that roadsters are designed to be driven with the top down. Which is why one move and one push of a button are all it takes to make the soft top disappear behind the seats. So there is still enough room in the boot for the things you want with you out on the road.



977 laurite silver



701 antimony grey



710 palladium grey



703 osmium grey



704 coronadite grey



601 fayalite green



501 amazonite blue



001 covellite blue



502 digenite blue



903 pictotite black



002 cassiterite black



158 galaxite black



960 pure white



901 pure black

In high temperatures or humidity the carbon-fibre weave may show through – particularly if the vehicle is pale in colour. This effect is inherent to the material and technology.

The Silver Arrow is also available in blue, black and green

It is one of those crazy success stories: when the Mercedes-Benz engineers put their newly developed W25 racing car on the scales before the Eifel race in 1934, it was one kilogram heavier than allowed. Faced with a tricky situation, the team displayed its talent for improvisation, working through the night to remove the customary white paint from the car, bringing the shiny aluminium beneath to the fore. Their work enabled the car to shed the necessary weight. And Mercedes-Benz went on to win the race. The press celebrated the birth of the “Silver Arrows”. The Silver Arrow for the 21st century – the SLR Roadster – also carries no excess weight whatsoever. There is one small difference

though: it does not necessarily have to be silver. There are a total of 14 different colours to choose from for the SLR Roadster. The paints have been specially developed for this car – they are not available for any other vehicle, not even other Mercedes models. You can choose one of twelve crystal paint finishes – their mix of colour pigments and special metal particles ensures a spectacular play of colours and an extremely intense depth. Or you can opt for one of the pure paint finishes, which give the SLR Roadster a full-bodied, powerful tone. Dress your SLR Roadster according to your own tastes – so you feel the same excitement every time you look at it.





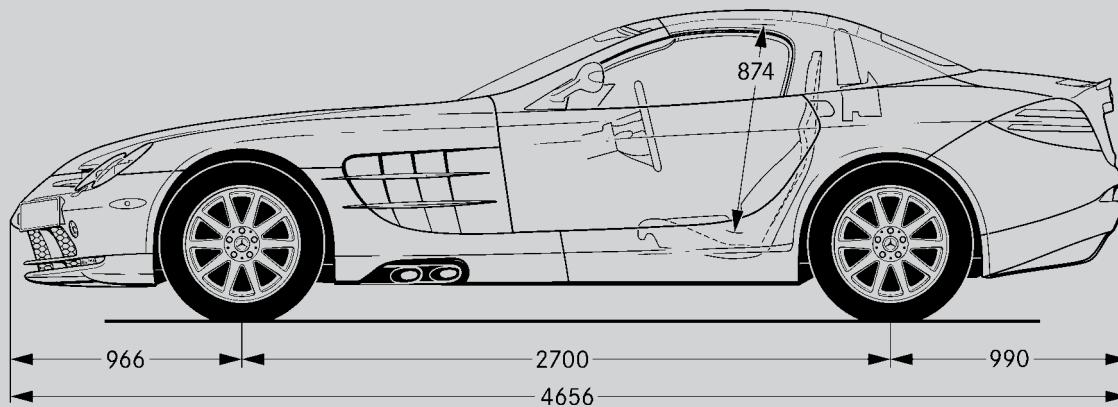








Dimensions, figures, performance



No. of cylinders / arrangement	8/V
Bore/stroke (mm)	97.0/92.0
Total displacement (cc)	5439
Rated output ¹ (kW at rpm)	460/6500
Rated torque ¹ (Nm at rpm)	780/3250–5000
Compression ratio	9.0 : 1

Acceleration from 0 to 100 km/h (s)	3.8
Acceleration from 0 to 200 km/h (s)	10.9
Acceleration from 0 to 300 km/h (s)	30.8
Top speed, approx. (km/h)	332
Tyre size front	245/40 ZR 18
rear	295/35 ZR 18

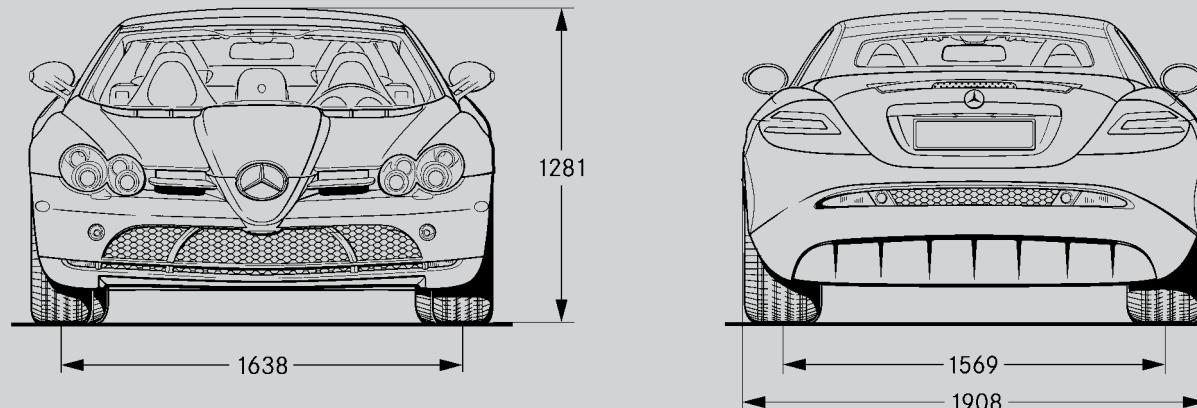
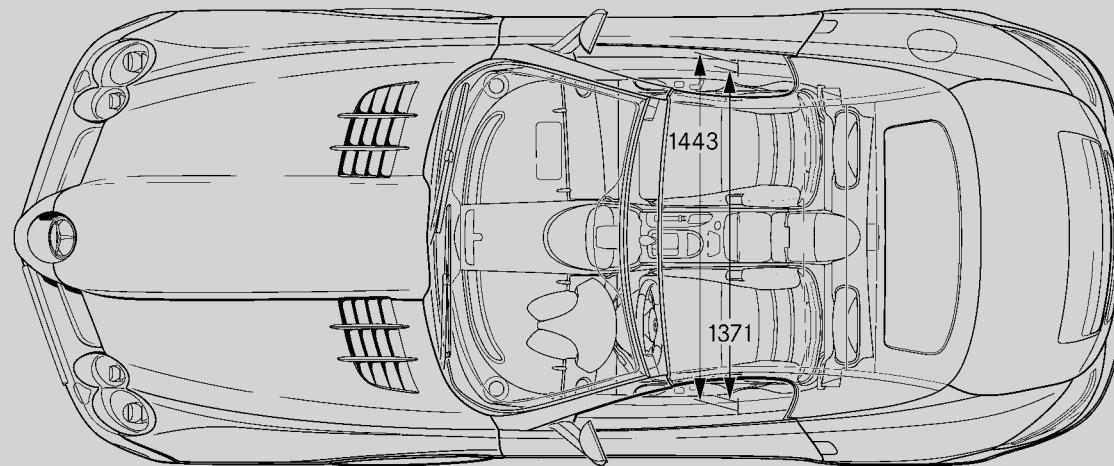
All measurements are in millimetres. The dimensions shown are mean values and apply to standard-specification, unladen vehicles

¹ Figures according to Directive 80/1269/EEC in the currently applicable version

² Premium unleaded may also be used but will not permit the vehicle to attain its maximum performance

³ The figures shown were obtained in accordance with the prescribed measuring process (Directive 80/1268/EEC in the currently applicable version). The figures are not based on an individual vehicle and do not constitute part of the product offer; they are provided solely for purposes of comparison between different vehicle models

⁴ Figures according to Directive 92/21/EC, as amended by 95/48/EC (kerb weight with fuel tank 90 % full, driver, 68 kg, and luggage, 7 kg) for standard - specification vehicles. Optional extras and accessories will generally increase this figure and reduce the payload capacity accordingly



Fuel	Super Plus unleaded to DIN EN 228 ²	Tank capacity (l) incl. reserve, approx.	97 12
Fuel consumption ³ (l/100 km)		Turning circle diameter (m)	12.2
Urban	20.9	Boot capacity (l)	204
Extra-urban	10.8	Kerb weight ⁴ (kg)	1825
Combined	14.5	Permitted gross vehicle weight (kg)	1980
CO ₂ emissions, combined ² (g/km)	348		

Welcome to the club

Whether as a coupé, in “722 Edition” guise or now as a roadster, the SLR is a car for people with a love of the extraordinary.

They may come from all over the world – but they all have one thing in common: a passion for the SLR. To provide an outlet for this passion, the SLR. CLUB was founded in 2006. This is where Mercedes-Benz makes dreams come true – each owner can count on their own Personal Liaison Manager, close dialogue and a wide range of events, the extent of which is unparalleled in automotive circles. At events in three categories – “SLR. CLUB. Life”, “SLR. Driving Experience” and “SLR. Touring” – you get to enjoy your SLR your way. You get to know the car even better, so there is always something new to excite you. You get to see what goes on behind the scenes at the SLR production facility. And you get to improve your driving skills at one of our numerous training courses. Or why not take your SLR on one of our many tours throughout Europe? In short, the SLR. CLUB is your ticket for meeting other car enthusiasts who share your passion and for making new contacts in some of the world’s most beautiful locations. Welcome to the SLR. CLUB.

Experience your SLR your way

Every year, the SLR. CLUB stages numerous events that make driving your SLR an even safer and more enjoyable experience, right up to the physical limits. The main aim of the driver training courses is to teach you how to master the SLR in extreme situations. Most of the courses are held on the “High-tech Test Track” at the “Circuit Paul Ricard” in Le Castellet, southern France. This is also the location of the “SLR. CLUB. Driving Homebase” where club members can keep their SLR models so that they can train regularly on the track. Those who wish to tour with their Silver

Arrows will discover some of Europe’s most inspiring routes. You can even accompany the “Classic Car” drivers at Mille Miglia – a unique opportunity for drivers of current sports cars, currently only available to SLR drivers. Events such as these typify the SLR. CLUB. Regardless of your driving ability, the events you take part in and the driving experiences you choose, our aim is to always give you the best possible experience that fully meets your wishes and expectations. For further insights and information, visit the official SLR. CLUB website: www.SLR-CLUB.com.



Exclusive event: the SLR 722 Edition celebrated its premiere
in the SLR CLUB



Ready to start driver training: Silver Arrows in the pit lane



Meeting of generations at Mille Miglia: the legendary 300 SL
and three of its heirs





At the end of its long life, you can return your Mercedes-Benz SLR McLaren to us for environment-friendly disposal in accordance with the EC End-Of-Life Vehicle Directive¹.
But that day lies a long way off.

¹Applies in accordance with national regulations to vehicles up to 3.5 t permissible gross weight. Mercedes-Benz passenger cars have met the statutory regulations governing the suitability of the vehicle's design for reuse and recycling for a number of years now. A network of vehicle take-back depots and dismantlers has been established which will process your vehicle in an environment-friendly manner. The ways in which both vehicles and parts can be recovered are subject to ongoing development and improvement. Consequently, the Mercedes-Benz SLR McLaren will be able to comply with any future increases in the recycling quota within the stipulated time limits. For further information, please call 00800 1 777 7777.

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