

The longest-serving series-production car

**Press Information**

March 2011

## Over 30 years young: the G-Class

It is now 32 years since production of the Mercedes-Benz G-Class began. The Stuttgart-based car maker first unveiled this robust off-roader to the public in 1979, since then it has delivered over 200,000 units of the G-Class to customers around the world. Its still striking appearance, which has remained substantially unchanged throughout its career, plus outstanding engineering, has secured this Mercedes-Benz off-roader cult status in the automotive world.

This model family, which is acknowledged to be the best in the off-road sector, bears the succinct "G" prefix in addition to the Mercedes star, has won the Paris-Dakar Rally, is a means of transport considered fitting for the Pope, has become an automotive styling icon, continues to emerge victorious in reader votes and represents the gene pool for the Mercedes-Benz SUV family.

Continuous model updates keep the G-Class up to the latest technological development status and guarantee a superior drive system, but without diluting its essential character. Thanks to a combination of permanent all-wheel drive, the electronically controlled traction system 4ETS, ESP<sup>®</sup>, a "low-range" gearbox and three selectable differential locks, the G-Class is equal to any off-road challenge while ensuring the handling and safety expected of a Mercedes on the road.

In 2009, both the comfort-oriented 463 series and the utility-oriented 461 series of the G-Class held their own outstandingly throughout the world. There are currently no plans to bring this success story spanning three decades to an end.

## A true classic

The latest version of the classic Mercedes-Benz G-Class off-roader, now in its 32nd year, features state-of-the-art BlueTEC technology. BlueTEC is a Mercedes-Benz-developed technology designed to reduce diesel vehicle emissions, especially nitrogen oxide (NO<sub>x</sub>) emissions. The BlueTEC version of the G-Class uses AdBlue<sup>®</sup>, an aqueous urea solution which is injected into the exhaust-gas stream. This process releases ammonia, which converts up to 80 percent of the nitrogen oxides into harmless nitrogen and water by a process of reduction in the downstream SCR catalytic converter. Since the G-Class is often used in remote areas of the world – one of its main purposes – the engineers have simplified matters by integrating the AdBlue<sup>®</sup> filler cap in the vehicle's outside tank recess. One full tank of AdBlue<sup>®</sup> should suffice until the next scheduled service.

The V6 diesel engine in the G 350 BlueTEC develops **155 kW** at 3400 rpm and has a torque of 540 Nm between 1600 and 2400 rpm. Undercutting the limits of the EU5 standard and, in particular, reducing NO<sub>x</sub> emissions – yet still delivers comparable performance.

### **Australian and New Zealand Launch**

The "G" models will only be available in Australia and New Zealand as a long-wheelbase Station Wagon as a G 350 BlueTEC turbo diesel or G 55 AMG model – powered by a V8 supercharged engine developing **373 kW** with an impressive peak torque of 700 Nm.

The Mercedes-Benz off-roader continues to offer a superior synthesis of high-performance drive and dynamic handling control systems. The standard specification includes the electronically controlled traction system 4ETS, the Electronic Stability Program ESP<sup>®</sup> and three differential locks selectable at the push of a button, alongside the permanent all-wheel drive with off-road ratio and the 7G-TRONIC seven-speed automatic transmission (G 350 BlueTEC only).

### **The unending story begins in 1972**

The development of an off-road vehicle began in 1972, with a cooperation agreement between Daimler-Benz and Steyr-Daimler-Puch in Graz, Austria. In 1975 the decision was taken to commence series production and construct new production facilities in Graz, where the G-Class is still mainly hand-assembled to this day. When the series was premiered in spring 1979, four engine variants were available with outputs from 53 kW to 110 kW, either as a Convertible with a short wheelbase or a Station Wagon with a short or long wheelbase. After continuous model facelifts and further development during the first ten years, a major development step was taken in 1989, when the G-family had offspring. As an addition to the revised original model with the in-house series designation 460, which was in future to be destined mainly for utility-oriented users, the range was extended with the 463-series models. With new, permanent all-wheel drive, differential locks at the front and rear axles, which now became standard equipment, and a fully lockable inter-axle differential, these marked a new technical departure. ABS also became available as an optional extra. The completely redesigned interior impressed with new comfort features such as new seats, interior body panels, a centre console, a new dashboard and exotic wood trim.

Since September 2001 the G-Class has also featured the trailblazing handling stability, traction and braking control systems ESP<sup>®</sup>, 4ETS and Brake Assist.

### Technical data of the current G-Class model range

Model	G 350 BlueTEC	G 55 AMG
<b>Engine and performance</b>		
Cylinder arrangement/number	V6	V8
Displacement (cc)	2987	5439
Rated output (kW at rpm)	155/3400	373/6100
Rated torque (Nm at rpm)	540/1600-2400	700/2750-4000
Compression ratio	17.7 : 1	9.0 : 1
Acceleration 0-100 km/h (s)	9.1	5.5
Maximum speed km/h	175	210 electronically limited
<b>Power transmission</b>		
Drive system	Permanent four-wheel drive	
Transmission	7G-TRONIC	5-speed automatic
<b>Fuel and fuel consumption****</b>		
Tank capacity/incl. reserve	96/13	
Fuel consumption urban (l/100 km)	13.6	21.6
Fuel consumption extra-urban (l/100 km)	9.8	12.6
Fuel consumption combined (l/100 km)	11.2	15.9
CO2 emissions (g/km) combined	295	372

**Chassis and wheels**

Front	Rigid axle with electrically selectable 100% differential lock	
Rear	Rigid axle with electrically selectable 100% differential lock	
Springs front / rear	Coil springs / coil springs	
Shock absorbers front / rear	Gas-pressure shock absorbers / gas-pressure shock absorbers	
Tyres/wheels front	265/60 R 18	275/55 R 19
Tyres/wheels rear	265/60 R 18	275/55 R 19
Steering	Recirculating-ball	
Front brakes	Disc brakes	
Rear brakes	Disc brakes	

**Dimensions and weights\*\*\*\*\***

Kerb weight	2,500	2,580
Payload (kg)	700	620
Permissible gross vehicle weight (kg)	3,200	3,200
Turning circle (m)	13.6	13.6

### **Model Offering and Pricing**

Page 6

Both Australian G-Class models are Long Wheelbase Station Wagons in 5-seater configuration only. Cabriolet & Short Wheelbase variants will not be offered.

G 350 BlueTEC	\$161,680
G 55 AMG	\$217,230

### **Important information for Editors**

The prices detailed in this document are current Manufacturer's List Prices (MLPs). As you may be aware, the MLP includes GST and any LCT applicable to the base / standard specification model but EXCLUDES DEALER DELIVERY AND ALL ON ROAD COSTS such as, for example, registration fees, stamp duty, CTP and the like. Accordingly, please ensure that when you publish the details contained in this document, your publication makes it clear to its readers that:

- The attached pricing is an MLP
- That the MLP excludes on road costs and dealer delivery, and
- For drive away price information, consumers should contact dealers

Whilst we are unable to provide you with drive away pricing due to the wide variation in on-road costs between states and territories, and the different ranges of dealer delivery imposed by dealers, we encourage you to contact one of our authorised Mercedes-Benz passenger car dealers in order to obtain relevant and accurate drive away information for your specific audience.