



The 2010 G-Class

Mercedes-Benz

Living proof that there's such a thing as a living legend.

For 30 years, it has been ruggedly equipped to overcome virtually any obstacle it encounters. Including obsolescence. It has continually evolved to become a genuine icon of both function and form. It is equally at home in the most uncivilized corners of the world and in its lively urban centers. It remains meticulously crafted by hand, able to endure the most torturous challenges on six continents — and to survive the test of time. For three decades, it's been going just about anywhere — and returning safely, eager to go again. It is, above all, a legend you can truly believe in. And live for yourself. This is the 2010 G-Class.

For more information, please visit www.mbusa.com





Always in style. And in its element. The timeless visual appeal of the G-Class design derives directly from the character that lives within. Its advanced V-8 turns power into performance through a 4-wheel drive system that is at once the state of the art and a purist's delight, with a 7-speed automatic transmission¹ and 2-speed transfer case offering the broadest span of gear ratios of any SUV. On-road, its 4-wheel Electronic Traction System (4-ETS) can smoothly send torque to whichever wheels have the best grip – even if that's just one wheel.² As your off-road challenges thicken, its three sequentially lockable differentials offer increasingly masterful capability.³ No matter what element it's in, the G-Class is made of pure mettle.

G 550

Engine 5.5-liter gasoline V-8, 382 hp @ 6,000 rpm, 391 lb-ft net torque @ 2,800–4,800 rpm
Transmission 7-speed automatic, 2-speed transfer case
Wheels 18" twin 5-spoke
Suspension Rigid front and rear axles with coil springs
Drivetrain 4-wheel drive with 3 lockable differentials

G 55 AMG

Engine 5.5-liter supercharged gasoline V-8, 500 hp @ 6,100 rpm, 516 lb-ft net torque @ 2,750–4,000 rpm
Transmission 5-speed automatic, 2-speed transfer case
Wheels 19" AMG 5-spoke
Suspension Rigid front and rear axles with coil springs
Drivetrain 4-wheel drive with 3 lockable differentials

The muscular growl of the 382-hp V-8 in the G 550 comes from its copious 391 lb-ft of torque as well as its sport-tuned true dual exhaust system.

Handcrafted by a single technician, the 500-hp supercharged V-8 in the G 55 AMG unleashes a torrent of torque. Sidepipe exhausts offer audible proof.

All-season, all-wheel confidence on any road is smooth and surefooted. 4-ETS and our Electronic Stability Program (ESP[®]) augment full-time 4-wheel drive.

With its rigid axles, gas-charged shock absorbers and coil springs, the G-Class balances extreme off-road deftness with dexterity around town and in corners.



No other SUV is built like this, because no other SUV is built like this. From the welding of its rugged ladder frame and steel body to the polishing of its wood trim, the G-Class is constructed in a unique and extraordinary way: by hand. And yet integrated within its old-world craftsmanship is a showcase of modern technology and a shrine to engineering acumen – from individual tire-pressure monitoring to curtain air bags, and from Bi-Xenon headlamps to a rear view camera. The G-Class is built to serve, protect and go the distance. How far it can go is the direct result of where it comes from.

Every G-Class is crafted almost entirely by hand in Graz, Austria. Its rigid frame is flowed with 50 liters of wax to resist corrosion. Its body is welded at over 6,000 points for strength. It takes over 40 hours to build each one. But it creates a lifetime of durability.

For unparalleled off-road control, each of the three differentials can be locked in sequence – rear, center, then front – via a set of buttons on the dash.³ From light hill-climbing to hardcore mud, the off-road prowess of the G-Class has been proven all over the map.

With over eight inches of ground clearance and suspension travel, along with steep angles of approach and departure, the G-Class can go where most other SUVs only dream about. It can even climb or descend an 80% incline or handle a 54% lateral slope.⁴

The G-Class offers the 6-way protection of four air bags, including window curtain air bags for both rows of seats.⁵ The front and outboard rear seat belts are equipped with Emergency Tensioning Devices (ETDs), along with belt force limiters for the front seats.



The 2010 G-Class. If you think the rugged G-Class is merely outfitted with basic survival gear, think again. Its cabin possesses a near-limitless capacity to comfort and entertain you on any journey. Premium leather and hand-polished wood trim abound. Four seats, the wood/leather steering wheel, the windshield glass and the side mirrors are all electrically heated. The multicontour front seats are also Active Ventilated. Advanced technology like hard-drive-based navigation,⁶ Bluetooth[®] interface,⁷ digital surround sound and Tele Aid⁸ help you stay within easy reach of civilization even as you escape its bounds.

Civilized seating. The heated, Active Ventilated 10-way power front seats offer precise multicontour adjustment. Each front seat features 3-position memory, with the driver seat also storing the settings for the side mirrors and 4-way power steering column.

Hard-drive navigation. The standard COMAND system integrates navigation and information with a vivid 6.5" display and advanced voice control. Real-time SIRIUS Traffic[™] updates,⁹ Rear Park Assist and a rear view camera¹⁰ help you negotiate distances far and near.

Surround sound. COMAND delivers a world of entertainment as well: harman/kardon LOGIC7[®] surround sound with Dolby[®] Digital 5.1. In-dash 6-DVD/CD changer and memory card reader. SIRIUS[®] Satellite Radio⁹ with HD Digital Radio.[®] And iPod[®] integration.¹¹

Control of the climate. Weather, changing seasons and dark of night don't faze the G-Class. Dual-zone climate control with dust and pollen filters, rain-sensing wipers, and automatic light-sensing Bi-Xenon headlamps with heated washers take it all in stride.

G 550 shown with Black leather interior. Please see endnotes in back of brochure.



G55 AMG shown with Flint Grey metallic paint.

A legend for 30 years, and counting. Long before SUVs were popular, Mercedes-Benz set out to create a vehicle with an unprecedented spectrum of capabilities: the reliability, robustness and capability for industrial, municipal and military use, along with the equipment, comfort and safety for everyday people to enjoy every day. Its design would be uncomplicated and functional, both in its operation and its aesthetic. It would feature a coil-spring suspension that matches extreme off-road ability with on-road agility, and a 4-wheel drive system that can be engaged on-road. And it would win not just coveted awards and grueling endurance rallies, but devoted customers – from the Swiss Army (who know a bit about versatility) to civilians who appreciate an unparalleled blend of capability, composure and craftsmanship. After 30 years of evolution, the legendary “G” remains steadfastly true to its roots, and to its drivers.

A G-CLASS RETROSPECTIVE

1972 Development of a new type of off-road vehicle – one that will excel both in the toughest terrain and yet provide the comfort and safety engineering for which Mercedes-Benz is known – begins in a cooperative agreement between Daimler-Benz and Steyr-Daimler-Puch in Graz, Austria. Mercedes-Benz engineers in Stuttgart focus on the design and testing of the new vehicle, while the team in Graz develops the production plans.

1973 The first wooden model is presented to Daimler-Benz management.

1974 The first driveable prototype vehicle begins testing around the globe, from the coalfields of Germany to the Sahara Desert to the Arctic Circle.

1975 Construction commences on a new production facility in Graz, where the new cross-country vehicle will be assembled nearly entirely by hand.

1979 Production of the “G-Model” begins in Graz.

1980 The Vatican takes delivery of a specially made G-Model outfitted with a clear thermoplastic top. After serving the Pope for years, the “Papa-G” or “Popemobile” will take up permanent residence at the Mercedes-Benz Museum in Stuttgart.

1981 The first major refinements include an automatic transmission, air conditioning, an auxiliary fuel tank, protective headlamp grilles, and a cable winch.

1982 Fuel injection becomes available, along with more comfortable and supportive front seats, auxiliary heating, wider tires and fender flares.

1983 A rally-prepared and modified 280 GE wins the torturous Paris–Dakar Rally.

1985 Differential locks, central locking and a tachometer become standard.

1986 The 50,000th G-Model is handcrafted at the Graz facility.

1987 Power windows, a power antenna and a combined partition net and luggage cover join the options list.

1989 At the 10th anniversary of the G-Model, a new model variant with permanent 4-wheel drive, luxurious wood-trimmed interior and optional ABS debuts at the Frankfurt International Motor Show. Production begins the following April.

1992 A new sub-series for professional users – from landscapers and foresters to fire and rescue operations – begins production. The civilian model offers cruise control, a stainless-steel spare-tire cover, running boards, and Burl Walnut wood interior trim. And the 100,000th G-Model is built in Graz.

1994 The model line is officially renamed the G-Class. Ventilated front disc brakes and a driver’s air bag become standard.

1996 The automatic transmission is now an electronically controlled 5-speed. Headlamp washers, cruise control and a front passenger’s air bag are added.

1998 The range-topping G 500 with a 296-hp V-8 is introduced for series production.

1999 A limited run of V-8 powered “G 500 Classic” special editions marks the 20th anniversary. A multifunction steering wheel is added to all models. Later in the year, the new G 55 AMG debuts as the most powerful G-Class yet, with 354 hp.

2001 The new millennium welcomes a series of refinements coinciding with the U.S. market launch of the G-Class. New alloy wheels, a chrome grille and body-color bumpers surround a more luxurious cabin. New dynamic control systems include the Electronic Stability Program (ESP®), Brake Assist and the 4-wheel Electronic Traction System (4-ETS).

2004 The G 55 AMG is upgraded with a supercharged V-8 engine developing 476 hp, as the G-Class celebrates its 25th birthday.

2006 In Siberia, a documentary filmmaker is the first foreigner to reach the world’s coldest region with a passenger vehicle in winter, driving a stock G 500 nearly 19,000 km without a single breakdown, in temperatures as frigid as –63 °F.

2007 The output of the G 55 AMG is raised to an even 500 hp. Bi-Xenon headlamps, corner-illuminating front foglamps and new scratch-resistant nano-particle paint finishes are offered for the first time.

2008 More-refined instrumentation and controls grace the cabin, along with such new-generation technology as the COMAND system with hard-drive-based navigation, a rear view camera, voice control, Bluetooth® and a Tire Pressure Monitoring System. The Vatican receives a new white “Popemobile” based on a G 500.

2009 The G-Class celebrates its 30th birthday as it enters model-year 2010, with over 200,000 units having been handcrafted in Graz since the start of production.

2010 Even through countless evolutionary changes, the G-Class remains unwaveringly true not just to its original design ethic and handcrafted construction, but to its original promise: a seemingly limitless, and clearly timeless, vehicle for the world.

Color and Trim

G 550 INTERIOR UPHOLSTERY



Black



Chestnut/Black



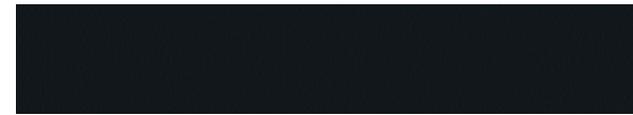
Ash/Black

G 550 INTERIOR TRIM



Burl Walnut wood

G 55 AMG INTERIOR UPHOLSTERY



designo
Charcoal

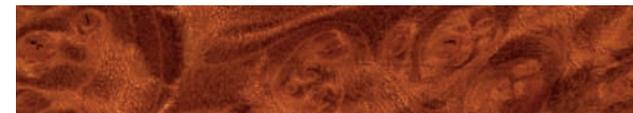


designo
Light Brown¹²/Black



designo
Porcelain¹³/Black

G 55 AMG INTERIOR TRIM



designo
Natural Maple wood

EXTERIOR PAINTWORK, METALLIC



Flint Grey



Iridium Silver



Obsidian Black



Palladium Silver



Verde Brook



designo
Graphite¹⁴



designo
Magno Platinum
(matte finish)¹⁴

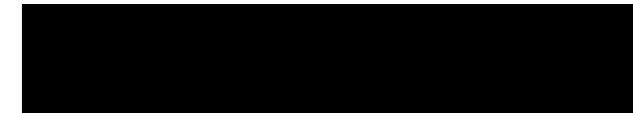


designo
Mocha Black¹⁴

EXTERIOR PAINTWORK, NON-METALLIC



Arctic White



Black

ENDNOTES

- 1 G 550 equipped with 7-speed automatic transmission. A 5-speed automatic is standard on the G 55 AMG.
- 2 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.
- 3 ESP, 4-ETS, ABS and Brake Assist do not operate when the differential locks are engaged.
- 4 Off-road driving should only be attempted by drivers with the necessary skill, experience and understanding of the vehicle's limits. Locked differentials will limit steering ability.
- 5 WARNING: THE FORCES OF A DEPLOYING AIR BAG CAN CAUSE SERIOUS OR FATAL INJURIES TO A CHILD UNDER AGE 13. THE SAFEST SEATING POSITION FOR YOUR CHILD IS IN THE REAR SEAT, BELTED INTO AN APPROPRIATE,

- PROPERLY INSTALLED CHILD SEAT, OR CORRECTLY WEARING A SEAT BELT IF TOO LARGE FOR A CHILD SEAT. SEE OPERATOR'S MANUAL FOR ADDITIONAL WARNINGS AND INFORMATION ON AIR BAGS, SEAT BELTS AND CHILD SEATS.
- 6 While the navigation system provides directional assistance, the driver must remain focused on safe driving behavior, including paying attention to traffic and street signs. The driver should utilize the system's audio cues while driving and should only consult the map or visual displays once the vehicle has been stopped in a safe place. Maps do not cover all areas or all routes within an area.
 - 7 Bluetooth® does not provide phone charging or external antenna. Voice interactivity feature is dependent on selected handset. Visit www.mbusa-mobile.com for details. Phone sold separately. See dealer for a list of approved compatible phones.

- 8 When equipped with Mercedes-Benz Tele Aid, first year's Mercedes-Benz Tele Aid service provided at no additional cost with subscription. Subscription and acquaintance call required for service to be active. Service operates only where cellular and GPS coverage are available and requires adequate power supply. Owner must authorize vehicle tracking by providing password and a valid stolen vehicle police report number. Password required to activate Remote Door Unlock. See dealer for details of telematics services.
- 9 SIRIUS® hardware and subscription required. Other fees and taxes may apply. Subscription governed by SIRIUS Terms & Conditions at sirius.com/serviceterms. Prices and programming are subject to change. SIRIUS Radio U.S. service only available in the 48 contiguous United States and the District of Columbia. Service available in Canada; see www.siriuscanada.ca.

- 10 Rear view camera does not audibly notify driver of objects outside the system's field of vision, which includes nearby objects.
- 11 All iPod® devices are sold separately. Feature not compatible with iPod Shuffle. See dealer for details.
- 12 With Brown top-stitching.
- 13 With Silver top-stitching.
- 14 G 55 AMG only.
- 15 Durability is based on longevity, as determined by MBUSA sales records 1952-2008 and R.L. Polk & Co. Vehicles In Operation as of 2008.



For a small blue planet

The 124-year heritage of Mercedes-Benz is rich with evidence of our respect for the earth and its inhabitants, both in the vehicles we make and in the ways we make them. We introduced the world's first CFC-free car, not just in its air conditioning but throughout its entire manufacturing process. We've been using water-borne paints for years, and source the wood for our interior trim from responsibly sustained forests. We've been pioneering advanced powertrains for generations, from today's new hybrid models and 50-state clean diesels to the fuel cell vehicles of tomorrow. Mercedes-Benz is also legendary for producing automobiles of extraordinary durability, with 88% of the vehicles sold in the last 20 years – and a remarkable 75% of all the vehicles we've ever sold in the U.S. – still on the road.¹⁵ After all, it takes virtually the same amount of energy to build vehicles that last as ones that won't.

Our new, more compact e-brochures consume fewer resources as well. Each one has been designed to be enjoyed on virtually any computer screen, even a laptop, so you need never print a paper copy at all. By doing so, together we are saving the energy associated with conventional printing, and eliminating the waste and emissions as well. Caring innovation comes from blue-sky thinking – sometimes quite literally. It's what you can expect from the automaker who's been sharing this small blue planet with you for longer than anyone. This is who we are. This is Mercedes-Benz.

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