

S 65 AMG

 AMG

“Discover a new dimension in driving pleasure”

Born on the racetrack and bred on the open road, AMG vehicles have an impressive history of success.

In a highly competitive world, where milliseconds count and millimetres are vital, it is no longer enough merely to rank among the best. Our objectives when we develop high-performance cars are to show the way forward and to set new standards. Every single time.

This philosophy has produced a string of stunning performers, every last detail proof of the sheer enthusiasm and total commitment of our design and development engineers. So it will probably come as no surprise to learn that our latest offering gives you all of this. And much more besides.

Based on 100-percent know-how and 100-percent passion, the new model is a perfect example of just what Mercedes-AMG can achieve in terms of performance. And, yet again, it brings a whole new meaning to the concept of “sheer driving pleasure”. In a manner that is hard to describe, yet so immediately obvious every time you get behind the wheel.

Mercedes-AMG GmbH wishes you an exhilarating ride. Enjoy.



The engine in the S 65 AMG

“Sorry. We had to limit the torque to 1000 Nm”

Whenever we develop a new engine, we always strive for record-breaking performance. Not only on paper, but also in terms of driving pleasure. Our aim is to provide the ideal blend of sporting prowess and exquisite comfort, whatever the situation on the road. Primarily this means ensuring that a high torque is available across a wide rpm range.

In this respect, as in many others, the new AMG V12 biturbo engine sets new standards, producing a monumental 1200 Nm from just 2000 rpm. And, although the version for the S 65 AMG has been electronically limited, the peak torque still comes in at a mightily impressive 1000 Nm. And there is no shortage of power either: 450 kW/612 hp to be precise.

In order to achieve these figures, we had to redesign practically every major engine component, in terms of both size and materials. Two vital factors here were the in-cylinder air flow rate and the engine cooling.

An unusually high amount of air is able to enter the cylinders thanks to the generously proportioned compressor and turbine housing as well as the size of the vaned units in the two turbochargers. Furthermore, the air pressure has been optimised and now stands at max. 1.5 bar. And newly developed camshafts with an increased stroke and optimal timing allow the valves to remain open for longer on the intake side.



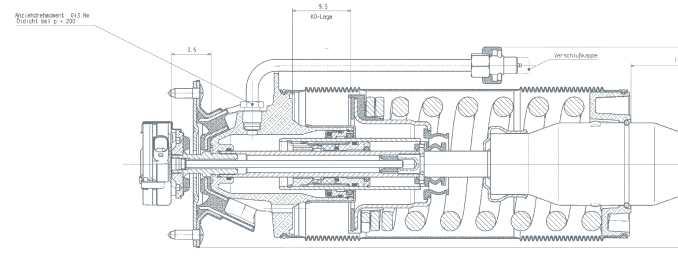
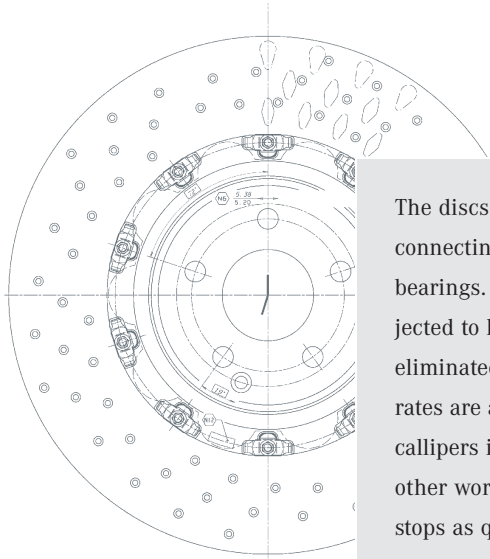


“Our aim was to raise the benchmark again. We succeeded”

S 65 AMG drivers can be sure that the power they unleash is reliably translated into tractive force every time. This is because the AMG SPEEDSHIFT 5-speed automatic transmission with steering wheel gearshift, the chassis and the brakes have all been specially tuned to cope with the enormous performance potential on tap beneath the bonnet.

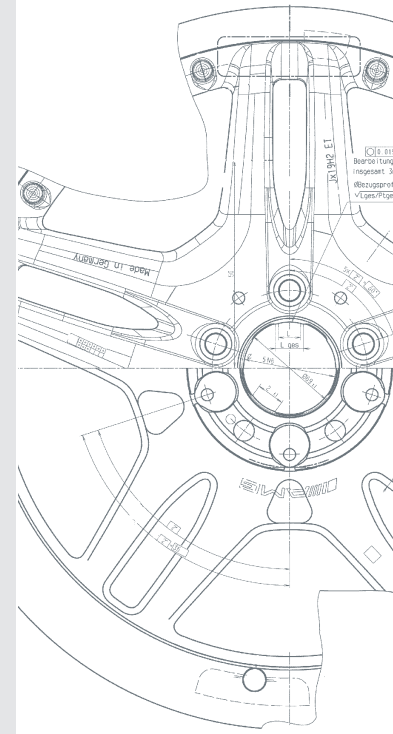
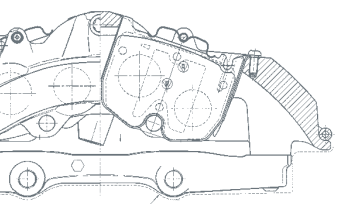
Given the high engine output and the impressive 1000 Nm of torque, some of the transmission components had to be modified. By way of example, the torque converter vanes now have a high-quality metal coating whilst the torque converter lock-up clutch is more generously proportioned and comes with its own specific logic. Other enhanced components include extremely stiff drive shafts and extra-large hub carriers.

Exceptional road feel is assured firstly by the AMG sports suspension with specially tuned Active Body Control (ABC) and secondly by control systems configured for maximum driving dynamics, such as the Electronic Stability Program (ESP®) and Brake Assist (BAS). We also drew on all our motorsport experience when designing the AMG high-performance brakes, the aim being to ensure optimum braking effect at all times, even under high thermal loads. This is why the front wheels feature 8-piston fixed callipers with composite brake discs measuring 390 x 36 mm. An aluminium bowl makes each disc approx. 20 percent lighter than a similarly sized standard disc made from cast iron.



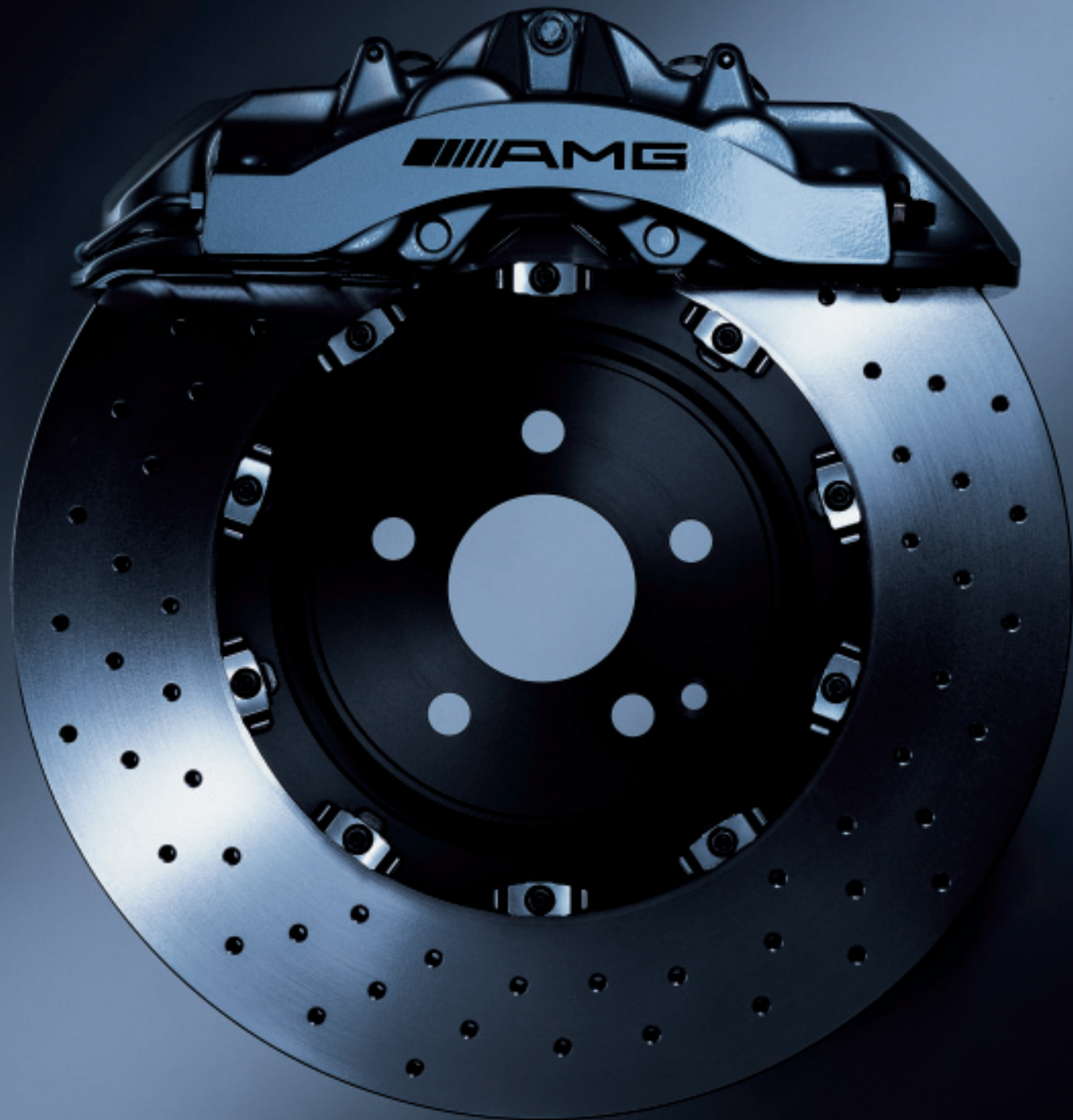
The discs are joined to the brake disc bowls by means of special connecting elements and are axially and radially mounted in floating bearings. This means they can expand without distorting when subjected to high thermal loads. As a result, brake judder is largely eliminated, brake pad wear is reduced and exemplary deceleration rates are achieved. The rear wheels are equipped with 4-piston fixed callipers in conjunction with brake discs measuring 348 x 26 mm. In other words, we have done all we can to ensure that the S 65 AMG stops as quickly as possible and when you want it to.

What's more, this leading-edge technology comes in an extremely attractive package, namely multipiece 19-inch AMG light-alloy wheels with twin-spoke design. The front wheels are 8.5 inches wide and come with 245/40 R 19 tyres whilst the rear wheels are 9.5 inches wide and have 275/35 R 19 tyres. So, as well as being dynamic in appearance, the S 65 AMG – which is only available as the long-wheelbase version of the S-Class – also delivers dynamic performance on the road.



Arnd Meyer  
Development, chassis/brakes





The exterior of the S 65 AMG

“Functionality: the essence of AMG design”

Real superstars do not need to shout about their talents or show off. And this was our thinking when we designed the exterior of the S 65 AMG.

In terms of its bodystyling, the S 65 AMG displays the consummate assurance of the S-Class on one level and the dynamic potential of a thoroughbred sports car on another. And, as you would expect from Mercedes-AMG, the design is geared towards satisfying technical requirements rather than following the latest fashion fad.

This is why our development work focused primarily on the air ducting for cooling the engine and brakes as well as on achieving the highest possible tyre contact pressure. In other words, the main priorities were operational reliability and active safety, even under the most extreme of conditions.

The fact that all this leading-edge technology manages to look so stunning is, without doubt, a valuable bonus. Exclusive touches include the “V12 Biturbo” lettering on the front wings, a clear indication of the car’s immense power reserves.

A handwritten signature in black ink, appearing to read 'Uwe Friedrich', with a long horizontal flourish extending to the right.

Uwe Friedrich  
Development, exterior







S65



AMG

LB MA 6500

The interior of the S 65 AMG

“Just how comfortable should a sports car be?”

The arrival of the S 65 AMG confirms that the days when high-performance cars were synonymous with an uncomfortable ambience are long gone. After all, AMG drivers deserve flawless ergonomic design and exemplary functionality in addition to the ultimate in driving dynamics. Such as the sumptuous “Exclusive nappa” leather appointments in a special AMG design and the dynamic multicontour front seats for sheer driving pleasure whatever the conditions – whether it be on winding roads or long stretches of motorway. The fine-wood trim, carved from walnut or chestnut, further emphasises the exclusivity of the interior.

And, of course, the interior includes some discreet clues as to the immense power and performance that typify the S 65 AMG, such as the AMG instrument cluster with a 360 km/h speedometer dial and the ergonomically designed AMG sports steering wheel with gearshift paddles.

A handwritten signature in black ink, reading "A. Ganser". The signature is fluid and cursive, with a prominent initial "A" and a stylized "G".

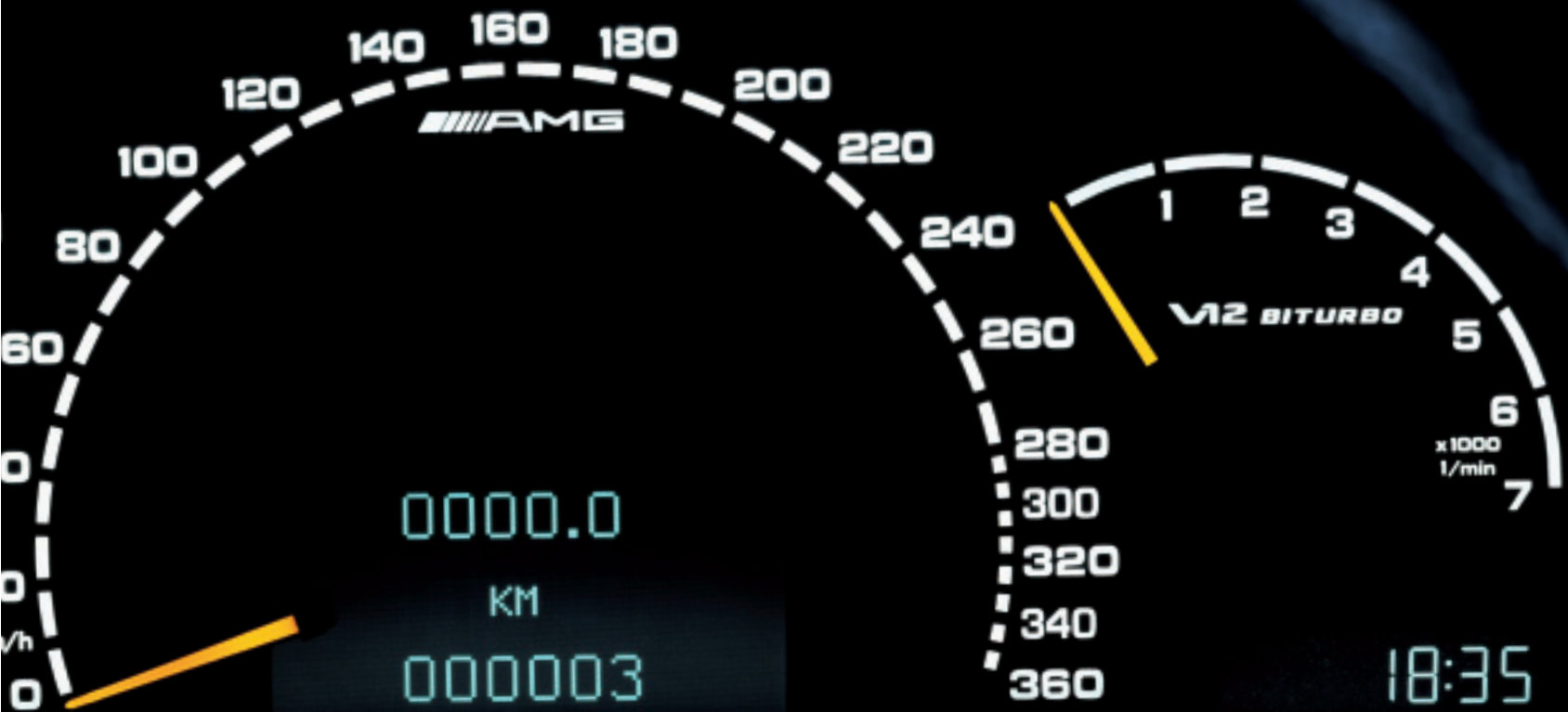
Antje Ganser  
Development, interior

A close-up photograph of a car seat upholstered in dark, perforated leather. The seat features a central vertical panel with a subtle, embossed AMG logo. The logo consists of three slanted bars followed by the letters 'AMG' in a bold, sans-serif font. The perforations are small and evenly spaced, creating a textured appearance. The lighting is dramatic, highlighting the texture of the leather and the metallic sheen of the logo.

AMG







The AMG 'Manufaktur'


“Cars as unique as you are”

An AMG Mercedes is an exclusive car that simply cannot be found on the corner of every street. The power harnessed beneath the bonnet and the rigorously selected materials make the AMG Mercedes an item of true value. However, if you still wish to add your own personal touch, the AMG 'Manufaktur', our customising facility, is the place for you.

Whether your desires stretch to special interior appointments or exterior paintwork, highly exclusive materials, personalised details, specific colour schemes, technical options or design features – we can make almost anything possible. All exquisitely hand-crafted by our highly experienced team, with meticulous attention to detail and a profound knowledge of what can and cannot be done.

Your car can therefore be as unique as your fingerprint. As individual as you are.

Now isn't that a beautiful thought?



Olaf Herholz  
AMG Manufaktur

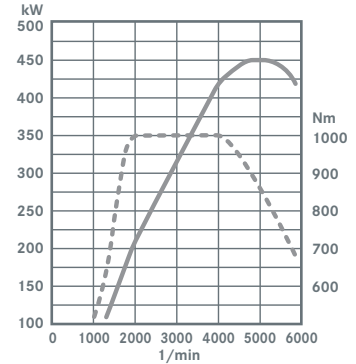
## Technical data of the S 65 AMG

Cylinders/arrangement		12/V
Displacement	cc	5980
Rated output	kW/hp <sup>1)</sup>	450/612
at	rpm	4800 – 5100
Rated torque	Nm <sup>1)</sup>	1000 <sup>2)</sup>
at	rpm	2000 – 4000
Max. engine speed	rpm	5950
Transmission	AMG SPEEDSHIFT 5-speed automatic	
Performance figures		
0 – 100 km/h	s	4.4
0 – 1000 m	s	22.0
Top speed	km/h	250 <sup>2)</sup>
Fuel consumption <sup>3)</sup>		
Urban	l/100 km <sup>4)</sup>	23.2
Extra urban	l/100 km <sup>4)</sup>	10.2
Combined	l/100 km <sup>4)</sup>	14.9
CO <sub>2</sub> emissions	g/km	357
Chassis		
Wheels/tyre size, front	8.5 J x 19 / 245/40 R 19	
Wheels/tyre size, rear	9.5 J x 19 / 275/35 R 19	
Kerb weight	kg	2220 <sup>5)</sup>

<sup>1)</sup> Figures as per Directive 80/1269/EEC, version 1999/99/EC. <sup>2)</sup> Electronically governed.

<sup>3)</sup> Figures as per Directive 80/1268/EEC, version 1999/100/EC. <sup>4)</sup> SuperPlus unleaded.

Premium unleaded possible; but maximum performance not achievable with the latter. <sup>5)</sup> Figures as per Directive 92/21/EC, version 95/48/EC (vehicle in ready-to-drive condition, fuel tank 90 % full, including a 68 kg driver and 7 kg luggage) for vehicles in standard specification. Accessories and optional extras generally increase the weight and reduce the payload capacity.



**Take-back of end-of-life vehicles. Coming full circle.**

At the end of its long life, you can return your AMG vehicle to us for environment-friendly disposal in accordance with the End-Of-Life Vehicle Law. But that day lies a long way off.

End-of-life vehicles are only taken back in Germany and Austria. AMG vehicles 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, an AMG vehicle 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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