



Mercedes-Benz

The new Mercedes-Benz SLC

New name, new dynamics

Twenty years after defining a new segment, the new SLC will launch in the Spring of 2016. With significantly optimized technology and an enhanced look, the name change acknowledges the traditionally close relationship with the C-Class, from which much of the roadster's technology is derived.

The new Mercedes-Benz SLC has an impressive heritage to live up to: its predecessor, the SLK, which was launched in 1996, achieved sales of around 670,000 units. Comprehensively refined and with a model line-up from the sporty SLC300 to the high-performance Mercedes-AMG SLC43, the new model has what it takes to build on that success. Both the SLC300 and SLC43 feature the sporty, yet comfort-oriented 9G-TRONIC automatic transmission as standard equipment.

Ola Källenius, Member of the Board of Management of Daimler AG, Mercedes-Benz Cars Sales & Marketing: "In 1996 Mercedes-Benz redefined the roadster with its innovative vario-roof, and combined open-air driving pleasure with uncompromised comfort in poor weather. The renamed compact roadster remains an ideal combination of passion and common sense, appealing to both the heart and the mind."

As part of the facelift, the Mercedes-Benz designers have further honed the roadster's sporty look. The new front section, where the steeply raked radiator grille elongates the appearance of the arrow-shaped hood, is particularly striking. All SLC models feature a diamond radiator grille as standard.

With DYNAMIC SELECT, the vehicle characteristics can be adjusted instantly at the touch of a button, as the system modifies the engine, transmission, steering and suspension at the driver's behest.

The new SLC model line-up at a glance:

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	SLC300	SLC43
Engine	Inline 4-cyl turbo	V6 biturbo
Displacement (cc)	1991	2996
Rated output	241 hp at 5500 rpm	362 hp at 5500-6000 rpm
Peak torque	273 lb-ft at 1300-4000 rpm	384 lb-ft at 2000-4200 rpm
Acceleration 0-60 (s)	5.7	4.6
Top speed* (mph)	130	155

* Electronically limited

The drive system: individual driving characteristics with DYNAMIC SELECT

Driving Performance is the AMG brand promise and the Mercedes-AMG SLC43 lives up to it in impressive style. The new model combines a 362 hp, 384 lb-ft, 3.0-liter V6 biturbo engine with a modified version of the AMG sport suspension familiar from the Mercedes-AMG SLK 55, and the combination is reflected in the sporty performance figures, with the SLC43 accelerating from 0 to 60 mph in 4.6 seconds.

With standard DYNAMIC SELECT the vehicle characteristics can be adjusted instantly at the touch of a button, as the system modifies the engine, transmission, steering and suspension at the driver's behest. The five modes – "Comfort," "Sport," "Sport+," "Eco" and "Individual" are easy to select using the DYNAMIC SELECT button in the upper control panel on the dashboard console. The selected mode is shown on the color multifunction display and also appears as a pop-up message on the head unit display. The SLC43 features an AMG Sport exhaust system as standard and uses the two adjustable exhaust flaps to adapt the sound to the mode selected via DYNAMIC SELECT.

On the SLC300, drivers can choose the Dynamic Handling package, which features an adaptive damping system and ESP® Dynamic Cornering Assist, and can also use DYNAMIC SELECT to specify the damping force in Comfort, Sport and Sport+ mode. Here the damping force at each individual wheel is automatically and continuously adapted to the current driving conditions.

With the sport exhaust system on the SLC300, the sound experience can be intensified as the acoustics can be adjusted via an integral exhaust flap in conjunction with the DYNAMIC SELECT transmission modes.

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Assistance and safety systems: a comprehensive range

A new feature for the SLC is the standard-fit Active Brake Assist, known in other models as COLLISION PREVENTION ASSIST PLUS. In addition to radar-based proximity warning and braking assistance by Adaptive Brake Assist, this Active Brake Assist system carries out autonomous braking to reduce the danger of rear-end collisions. If the driver fails to act when a risk of a collision is detected, despite the warning lamp in the instrument cluster and the intermittent audible alert, the system will initiate automatic braking. This significantly reduces the vehicle speed. At low relative speeds, this intervention may be sufficient to prevent a rear-end collision with slower-moving, stopping or stationary vehicles. Blind Spot Assist and Lane Keeping Assist are also available as part of optional equipment packages.

For optimum visibility on country roads and highways, when cornering and on bends, the optional Dynamic LED Headlights automatically adapt to all light and driving conditions. The LED technology features low energy consumption, a long service life and a pleasant white light which approximates the daylight spectrum.

Reversing into a parking space and maneuvering can be made significantly safer and more straightforward with the standard rear view camera. It is automatically activated when reverse gear is engaged and uses the head unit display to show the driver the area behind the vehicle with dynamic guide lines. As an option, Parking Assist can make locating a parking space and parallel parking easier.

Comfort appointments: vario-roof now even easier to operate

The SLC's vario-roof combines open-top driving pleasure with uncompromised comfort in poor weather. Operating the electrohydraulic roof is now even more straightforward. If when opening or closing the roof the vehicle has to move due to the traffic conditions, the process which was started when at a standstill can be continued up to a speed of approx. 25 mph. Another new feature is the standard automatic trunk separator. If the separator is in the upper position for increased trunk capacity, it automatically moves down when the roof is opened. If there is not enough space for this because the trunk is full of luggage, the roof does not open and the message "Close trunk separator" appears in the instrument cluster.

Even with the top down, optional features ensure that the SLC is able to offer the perfect on-board climate. These features include heated seats and AIRSCARF, the neck-level heating system for the driver and front passenger, ideally in combination with the standard draft-stop. The small side window behind the door can now also be closed separately when the top is down, reducing wind noise.

The standard panorama roof is optionally available with MAGIC SKY CONTROL. This feature continues to be unique to the SLC and allows the glass roof to be lightened or darkened at the touch of a button. This helps provide an open-air feeling at any time, but also gives welcome shade under a hot sun when required.

Infotainment: extended functions for COMAND

As a control and display system for navigation, phone, audio, video and internet, the COMAND infotainment system offers a range of new and extended features:

- High-resolution, color media display (diagonal screen size of 7 inches)
- Fast, dynamic hard disc navigation with realistic topographical map views and three years of free navigation updates
- Internet access when vehicle is stationary and unrestricted use of Mercedes-Benz Apps when on the move too (in conjunction with an appropriate mobile phone)
- DVD player
- Internet radio
- Bluetooth® connectivity with hands-free function, read function for text messages and audio streaming for music
- Voice-operated control system for audio, phone, navigation, music search and Mercedes-Benz Apps
- 2 USB ports in center armrest and one SD card slot in the COMAND head unit
- Integral Media Interface connection for iPod® or iPhone®
- Phone book import from mobile to head unit
- Cover Art: album covers displayed in audio menu

As part of the facelift, the Mercedes-Benz designers have further honed the roadster's sporty look. The new front section, where the steeply raked radiator grille elongates the appearance of the arrow-shaped hood, is particularly striking. All SLC models feature a diamond radiator grille as standard. On the entry-level model it is finished in black with an iridium silver louver and chrome trim. A more individual look is available in conjunction with the Sport Package: here the diamond radiator grille is finished in chrome, and the color of the louver either remains iridium silver or high-gloss black (in conjunction with Night Package).

Further features of the sporty front section include a bumper which features striking air intakes, dynamically modelled contours, high-quality chrome trim at the lower edge, and distinctive headlamps. The LED daytime running lamps are integrated into the headlamp units. The lenses are made from clear polycarbonate and have a scratchproof coating. With the optional Dynamic LED Headlights, the edges and other parts of the headlamp housing are finished in black, conveying a high-level of perceived quality and an effective sense of depth.

The side view of the SLC reveals the typical features of a roadster with a long hood, a passenger compartment that is set back and a short rear. The silhouette is defined by the gently rising beltline and the sweeping curve of the roof, the powerfully molded wheel arches, sporty 17" to 18" light-alloy wheels and the ventilation grilles in the front wing. The latter feature a high-sheen chrome fin which has echoes of the legendary Mercedes-Benz 300 SL.

Powerful proportions define the rear section with its muscular wings. The rear bumper with its black diffuser, chrome touches and integral tailpipe trim signal the dynamic potential of the SLC. The tail light units, which now have a narrower design, feature LED technology and are divided horizontally: the top and middle lights are the brake and tail light, and below them are the direction indicator and reversing light. The trunk lid has a pronounced arrow shape and the third brake light is positioned in the spoiler lip.

The interior: larger display and electroplated control elements

The interior of the post-facelift SLC has an even higher-quality look. Highlights include new aluminum trim parts with a carbon fiber finish. The instrument cluster has a new design too. The two tubular instrument surrounds now feature black dials. Red needles also add to the sporty, contemporary design.

A large, multifunction, color TFT display with a screen diagonal of 4.5 inches (11.4 cm) is incorporated between the two dials as standard. An analog dashtop clock with a black dial is available as an option. The display between the two ventilation outlets in the center console has been significantly increased in size: it now has a diagonal of 7 inches instead of 5.8 inches. The screen surround is finished in high-gloss black. Additional displays for vehicle parameters underline the sporty feel – as do the dials showing the engine data.

The electroplated control elements for the electrically adjustable seats and the electroplated steering wheel shift paddles (part of optional Sport Package – black shift paddles are standard equipment) demonstrate a keen attention to detail.

The new-generation sport steering wheel with perforation in the grip area, and the new DIRECT SELECT lever embossed with SLC, help create a sporty, refined feel. A new 3-spoke multifunction steering wheel in Nappa leather/DINAMICA microfiber is available as an option on the SLC43. The rim is flattened at the lower edge, the central grip area is trimmed with DINAMICA microfiber, and it features contrasting topstitching in red plus silver chrome trim and shift paddles.

The leather appointments have also been revised. The leather upholstery (which offers sun-reflective technology) features a new perforated design on the shoulder area of the seats, while the Nappa leather seats now feature transverse fluting in the selected appointments color. The piping and topstitching are in a contrasting color. Two new colors have also been added – saddle brown (available as Nappa leather) and platinum white (available as Nappa leather and *designo* Nappa leather).

The ambient lighting (optional) has been extended to the footwell, creating a more generous sense of space. In addition to solar red there are now two additional colors available: polar blue and polar white.

Heritage: 20th anniversary of the original launch

The SLK's debut appearance in 1996 caused a sensation. Not only was this a compact roadster from Mercedes-Benz, but it featured vibrant yellowstone launch paintwork and, instead of the traditional soft top, a tough vario-roof. The SLK marked the start of a new era for the traditional Mercedes-Benz brand and its roof design served as a model for many other open-top vehicles.

Beneath its outer shell, it used a lot of technology from the C-Class. That remains unchanged to this day. This is why, in the light of the company's nomenclature

changes, it was deemed fitting that the roadster should continue its successful career under the new name SLC.

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The second generation of the SLK was launched in Spring 2004. A front section based on the nose cone of a Formula 1 car underlined its sporty nature, as did the new top-of-the-line model, the SLK 55 AMG.

The Geneva Motor Show in spring 2005 saw the unveiling of the prototype SLK 320 CDI, which featured a pioneering 286 hp triturbo diesel engine. This never saw series production, but the roadster/diesel combination was successfully achieved as part of the third generation, launched in March 2011, which brought with it the SLK 250 CDI (which never sold in the USA). Another new feature of the third SLK was the ingenious vario-roof with MAGIC SKY CONTROL, which allowed a glass panel in the roof to be switched from transparent to dark at the touch of a button.

The 2017 Mercedes-Benz SLC will be available at US dealers in late spring 2016.

Performance roadster from Affalterbach

High driving dynamics and low fuel consumption are not necessarily mutually exclusive. This is proved by the new Mercedes-AMG SLC43: thanks to the combination of a 3.0-liter V6 biturbo engine and a 9G-TRONIC sport transmission, the 362 hp roadster is more fuel-efficient than its predecessor, the SLK55 with a naturally aspirated V8 engine. The SLC43 is also the most efficient six-cylinder performance roadster on the market. The specially developed suspension and model-specific mountings for the engine and rear-axle gear unit are designed for high lateral acceleration and low roll. Even greater driving dynamics are optionally available with the AMG RIDE CONTROL suspension with adaptive adjustable damping and the Handling package with mechanical limited-slip differential on the rear axle.

Compact, powerful and economical: "The new Mercedes-AMG SLC43 unites the classic virtues of a roadster with exemplary efficiency. Weighing less and with lower fuel consumption, the new SLC43 delivers a similar performance to the SLK55 on the race track. This vehicle provides typical AMG driving pleasure in a compact open-top two-seater in line with the needs of today's market," says Mercedes-AMG chairman Tobias Moers.

The 3.0-liter V6 biturbo engine offers impressive performance with its 362 hp maximum power and peak torque of 384 lb-ft: sprinting from 0 - 60 in 4.6 seconds, its top speed is electronically limited at 155 mph. The key factors behind the agile roadster driving experience are the newly developed front and rear axles, new engine/rear-axle gear unit mountings, stiff elastokinematics and highly precise steering. Even greater transverse dynamics is made possible by the optional Handling package with mechanical limited-slip differential on the rear axle.

New model, new nomenclature

The new SLC43 represents the entry point into the current roadster world of AMG. Apart from the renaming of the SLK to SLC, the open-top two-seater also comes with a new AMG nomenclature. The familiar two-digit combination typical of AMG underscores the SLC's unmistakable membership of the AMG family. Due to its overall "engineered in Affalterbach" package of typical AMG driving dynamics, engine response and high efficiency, the SLC43 is very competitively positioned in

the segment. The “43” stands for the further-developed AMG 3.0-liter V6 biturbo engine. The Mercedes-AMG SLC43 is therefore the first V6 model from Affalterbach to feature the new nomenclature. This will be successively introduced to the future model portfolio.

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Key data at a glance

	Mercedes-AMG SLC43
Engine	V6 biturbo
Displacement (cc)	2996
Rated output	362 hp at 5500-6000 rpm
Peak torque	384 lb-ft at 2000-4200 rpm
Acceleration 0-60 (s)	4.6
Top speed* (mph)	155

* Electronically limited

The highlights

- 3.0-liter V6 biturbo engine with AMG-specific engine management and increased charge-air pressure
- 9G-TRONIC sport transmission with double-declutching function on downshifts and thrillingly short response times in the Sport + transmission mode or in manual gearshift mode
- Specially developed front and rear axles with new elastokinematics
- Stiffer mountings for engine and rear-axle gear unit
- High-performance braking system with larger brake discs
- AMG design with specific front and rear aprons, exhaust tailpipes and wheel arch covers integrated into rear wheel arch trims
- Diamond radiator grille in chrome with louvre in high-gloss black
- 18-inch AMG multi-spoke light-alloy wheels, painted in high-gloss black with high-sheen
- Instrument cluster in chequered flag design
- Multifunction sport steering wheel in Nappa leather with perforations in grip area, flattened bottom section, with red contrasting topstitching

- Upholstery in black Nappa leather / DINAMICA microfiber with sport seat upholstery layout and red piping and topstitching, with model-specific door center panel

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The key options

- Handling package with mechanical limited-slip differential on rear axle
- AMG RIDE CONTROL sport suspension with adaptive adjustable damping
- Night package with front splitter and trim strip in diffuser in high-gloss black as well as black chrome-plated exhaust tailpipes
- Performance steering wheel in black Nappa leather/DINAMICA microfiber, with flattened bottom section, red contrasting topstitching and red 12 o'clock marking

High on power, high on efficiency: the 3.0-liter V6 biturbo engine

The new SLC models from Mercedes-Benz come exclusively with a four-cylinder powerplant. The six-cylinder engine is reserved for the SLC43 from Mercedes-AMG: the 3.0-liter V6 biturbo engine is characterized by a high power output together with high efficiency and low emissions. Installed close to the engine, the two turbochargers are especially spontaneous in their response. The high power output of 362 horsepower is attributable to, among other things, the 1.1 bar charge-air pressure. Especially tough and, therefore, wear-resistant, the NANOSLIDE coating on the cylinder liners reduces friction, thereby contributing to higher efficiency. The same applies to the spray-guided multiple injection with up to 2900 psi (200 bar) fuel pressure. The AMG powerplant can be identified by the red aluminum insert in the engine cover.

Short shift times: the 9G-TRONIC sport transmission

The 9G-TRONIC sport transmission is specially matched to the demands of the SLC43. By specifically adapting the software, the AMG developers have been able to significantly shorten the shift times. The multiple downshift allows even faster short bursts of speed, while the double-declutching function in the "Sport" and "Sport +" transmission modes makes for an even more emotive driving experience. In "Sport +" mode, partial ignition interruptions provide even faster gearshifts.

The standard-fit shift paddles allow lightning-fast manual shifting of the automatic transmission without the driver needing to take their hands off the steering wheel.

Shifting in "Manual" mode, which is activated using a separate button next to the selector lever, is twice as fast as in the other transmission modes. Also, the transmission stays in the selected gear and does not automatically shift up when the engine speed reaches the limit.

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Two options: the sport suspension

With the standard sport suspension or the optional AMG RIDE CONTROL sport suspension with adjustable damping, the Mercedes-AMG SLC43 offers two suspension options designed for high lateral acceleration and reduced roll. Common to both suspensions are the specially developed front and rear axles, which guarantee precise wheel location and high camber stability on compression and rebound.

The three-link front axle has been provided with stiffer steering knuckles, improved elastokinematics and increased negative camber. In combination with the newly developed wishbone guide bearings, this design results in significantly more agile cornering, more precise and direct suspension feedback from the road and fast cornering speeds.

The four-link rear axle with optimized elastokinematics, increased negative camber and special forged-aluminum track rods not only improve the driving dynamics, but also make the SLC43 more controllable when driven at the limit.

The special AMG mountings for the engine and rear-axle gear unit offer the ideal compromise between handling and comfort. They also contribute to the snappy and highly stable driving impression given by the roadster.

With its automatic adjustable damping system, the optional AMG RIDE CONTROL sport suspension allows an even more personalized suspension set-up, with each wheel being individually electronically controlled. The three suspension settings "Comfort," "Sport" and "Sport +" can be selected by the driver via the transmission modes using the DYNAMIC SELECT button.

Optimal traction: the optional rear-axle limited-slip differential

The mechanically controlled AMG limited-slip differential on the rear axle makes for improved traction and handling in all driving situations, particularly when the driver adopts a sporty driving style. This is achieved by reducing the slip on the inside driven wheel when cornering, without control intervention in the brakes. When

there is a difference in rotational speed between the rear wheels, the torque is distributed to the wheel with the better grip in order to reduce wheel spin.

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The benefits are:

- better acceleration out of bends
- better acceleration from rest
- greater stability on braking and at high speed

Safe and fade-resistant: the high-performance braking system

The AMG high-performance braking system is characterized by excellent deceleration, high fade resistance and precise brake control. Large-sized, internally ventilated and perforated brake discs are capable of absorbing plenty of braking energy and quickly dissipating the arising heat. Lightweight aluminum brake calipers reduce the unsprung mass, resulting in improved handling and comfort.

Characteristics at the tap of a finger: AMG DYNAMIC SELECT

With the five DYNAMIC SELECT transmission modes Eco, Comfort, Sport, Sport + and Individual, the driver can change the characteristics of the SLC43 at the tap of a finger. The available range extends from efficient and comfortable to extremely sporty. This modifies key parameters, such as the response of engine, transmission, suspension and steering. The modes are selected using a button in the center console control panel.

DYNAMIC SELECT at a glance

- "Eco" mode: all parameters are programmed for maximum efficiency. The ECO start/stop and coasting functions (overrun mode for fuel-saving vehicle operation) are activated.
- "Comfort" mode: comfortable and fuel-efficient driving, e.g. thanks to early upshifts. Suspension and steering are set up for an emphasis on comfort.
- "Sport" mode: sporty characteristics thanks to a more agile response to accelerator commands, shorter shift times, earlier downshifts and more emotive gearshifts owing to double-declutching. A more dynamic set-up of suspension and steering.

- "Sport +" mode: extremely sporty characteristics thanks to an even more agile throttle response, increased acoustic emphasis on double-declutching on downshifts as well as selective torque control on upshifts with cylinder suppression for optimal shift times. Increased idle speed for faster pull-away. An even more dynamic set-up of suspension, steering and drivetrain.
- "Individual" mode: personalized set-up of drive, suspension, steering, air conditioning and ECO start/stop function.

Independent of the DYNAMIC SELECT transmission modes, the driver has the option of pressing the "M" button to switch directly to manual mode, in which gearshifts are executed exclusively using the shift paddles on the steering wheel.

Further personalization of the driving dynamics is possible by means of the ESP[®] button, which offers a choice between three control strategies for the Electronic Stability Program:

- ESP[®] "ON": early system intervention without adversely affecting the sporty character
- ESP[®] "SPORT HANDLING MODE": late system intervention for a sporty driving style
- ESP[®] "OFF": system deactivated for an extremely sporty driving style on closed racing circuits

Direct and with clear feedback: speed-sensitive sport steering

With its permanent, direct transmission ratio of 15.5 : 1, the speed-sensitive sport steering supports the new SLC43's agile cornering while additionally impressing with its precise, highly authentic feedback. The steering power assistance is variable with two modes (Comfort and Sport). It is automatically activated depending on the selected DYNAMIC SELECT mode or can be personalized in Individual mode.

Typical AMG: an emotively appealing sound

The new SLC43 also meets the personal wishes of the driver when it comes to acoustics: the standard-fit sport exhaust system comes with two automatically map-controlled exhaust flaps. In the "Eco" and "Comfort" modes, the flaps remain closed most of the time, resulting in an acoustically restrained note from the six-

cylinder biturbo engine. In the "Sport" and "Sport +" modes, the exhaust flaps open earlier and more spontaneously, especially if the driver prefers a dynamic driving style. The effect: the typical, emotively appealing AMG engine sound. The statutory noise prevention limits are met in all transmission modes.

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Muscular with an emphasis on width: the exterior design

Numerous design features immediately identify the new SLC43 as a member of the Mercedes-AMG family. With an emphasis on width, the front view is dominated by the air deflector in brand-typical "A-wing" form, which is in high-gloss black. The large outer air intakes come with silver chrome fins and are edged by black flics. Down below, the silver chrome front splitter ensures an optimal flow of air to the cooling modules. It also makes the roadster appear to hug the road more closely. The diamond radiator grille features chrome-plated pins and a louvre in high-gloss black.

The side view is dominated by high-sheen 18-inch AMG multi-spoke light-alloy wheels painted in high-gloss black. The exterior mirror housings in high-gloss black act as additional distinguishing features. The front wings come with a silver chrome fin as well as biturbo lettering. With its AMG spoiler lip, the rear end, too, boasts a characteristic look, with two quad-flow chrome-plated exhaust tailpipes conveying an especially sporty note. The diffuser-look rear apron trim is in silver chrome.

The unique selling points include a diversity of available roof variants. In addition to the standard vario roof, there is a choice between the panoramic vario roof with a large glass element and the panoramic vario roof with MAGIC SKY CONTROL selectable brightness control.

Sporty look with model-specific details: the interior design

The interior reinforces the consistently dynamic bias of the new SLC43 with numerous specially designed details. Ideal for a committed driving style, the multifunction sport steering wheel in black Nappa leather features a flattened bottom section and red contrasting topstitching, with the perforated grip area lying especially well in the hand.

The contoured sport seats give the driver ideal lateral support, including when a dynamic driving style is adopted. The upholstery in sun-reflecting Nappa leather /DINAMICA microfiber with model-specific seat layout, red piping and topstitching meet the highest standards in terms of material quality, look and feel.

The perforations in the shoulder area and on the seat cushions stop the driver working up a sweat. The seat design is complemented by the door center panels in MB-Tex/DINAMICA microfiber.

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The AMG instrument cluster delivers all relevant information in a clearly arranged layout optimized for a dynamic driving style. An authentic sports car look and feel is provided by two tube-shaped round dials, 4.5 in. (11.4 cm) multifunction color display, and RACETIMER in chequered flag design.

Suitability for everyday use is additionally enhanced by intelligent comfort functions such as optional AIRSCARF neck-level heating, operation of the vario roof while driving (up to 25 mph, initiated below 3mph) and automatic closing of the trunk separator.

Even greater individualization: the options

The new SLC43 offers even further scope for individualization with selected options, these including the Handling package, which comes with features designed to support an ambitious driving style on the racing circuit. They also include the mechanical rear-axle limited-slip differential and an additional engine radiator at the front. The vehicle's proximity to motor sport is visually underscored by red-painted brake calipers, a Performance steering wheel in Nappa leather with DINAMICA microfiber in the grip area and red topstitching as well as an analogue clock in IWC design.

Other options include the Dynamic LED Headlights with brand-typical eyebrows, several 18-inch wheel/tire combinations, the AMG Night package, exclusive *designo* paint finishes, various leather upholstery options, COMAND infotainment and communications system, a harman/kardon® LOGIC7 Surround Sound system as well as ambient lighting in solar red, polar blue or polar white.

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