



THE G-CLASS CROSS-COUNTRY VEHICLES



Mercedes-Benz



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## Form, not conformity

The G-Class: a legend wrought from metal. It has remained resolutely true to itself and goes against the flow with its distinctive, angular lines. Long since elevated to cult status, it stands out in even the most striking surroundings. Under the steel winding tower of the Zollern mine, for example, or on the hexagonal stones of the “Giant’s Causeway” – settings which, like the G-Class, reflect the triumph of form over conformity.



















The world's only cross-country convertible in its class, the G-Class Cabriolet is equipped as standard with a black, electrohydraulically operated soft top – optional blue or green versions are also available – which can be opened or closed in less than 30 seconds at the touch of a switch. The standard draught-stop keeps air turbulence at bay in windy conditions.

*On page 16 you will find three prime examples of “form, not conformity”:*

- 1. The long Station Wagon*
- 2. The short Station Wagon*
- 3. The Cabriolet*

**The new G320 CDI.**

**Negotiates any terrain economically**

The G320 CDI is fitted with a latest-generation V6 diesel engine. Its piezo-electric injectors ensure precise injection times and, therefore, efficient metering of the fuel. Not only economical, but also powerful: with an output of 165kW (224hp), the G320 CDI has a top speed of 180km/h.













Aboard the G-Class, you really feel that you are on top of every situation. Not least thanks to the comfortable, elevated position of the front seats which are electrically adjustable as standard. Multi-contour seats for the driver and front passenger are available as an option. Heated front seats are standard in the G500 and G55 AMG. The convenient buttons on the multifunction steering wheel allow you to call up information on the central display of the instrument cluster, programme convenience functions and operate the radio. For easier entry and exit, the steering wheel (optionally available with heating) automatically moves to its highest position on removal of the ignition key.

*Overleaf: the impressive volume of the G-Class luggage compartment is revealed by an ice model of its interior. With a capacity of 2250 litres (in the case of the long Station Wagon), you'll have all the space you need – whether you're going on a shopping trip or a trek across the Arctic.*





### **The G55 AMG.**

#### **Ahead of the field, whatever the terrain**

The technical data for the G55 AMG make highly impressive reading: a 5.5-litre V8 supercharged engine, 368kW (500hp) and 700Nm of torque. And you'll be just as impressed with the vehicle's looks: 18-inch AMG 5-spoke light-alloy wheels painted in titanium grey with 285/55 R 18 tyres, flared wheel arches finished in the body colour, an AMG exhaust system with twin side-venting tailpipes, a silver-painted radiator grille and brushed aluminium trim strips.





D S-NY 6813









### **Distinctly different**

The distinctive character of the G-Class has also inspired the specialists at designo. They invite you to choose from an extensive range of high-quality, hand-crafted materials to make your G-Class an absolute one-off. Fine leather upholstery in colours such as designo sand can be specified for the entire interior – from the seats and head restraints (which feature an embossed designo logo) down to the ruffled pockets on the backrests. The exclusive theme is picked up by the fine wood trim elements in designo natural maple grain, poplar or cinnamora in designo matt red-brown. Exceptional paint finishes such as designo mystic blue or the classic, refined designo graphite green also form part of the designo repertoire.

More details can be found in the designo brochure.

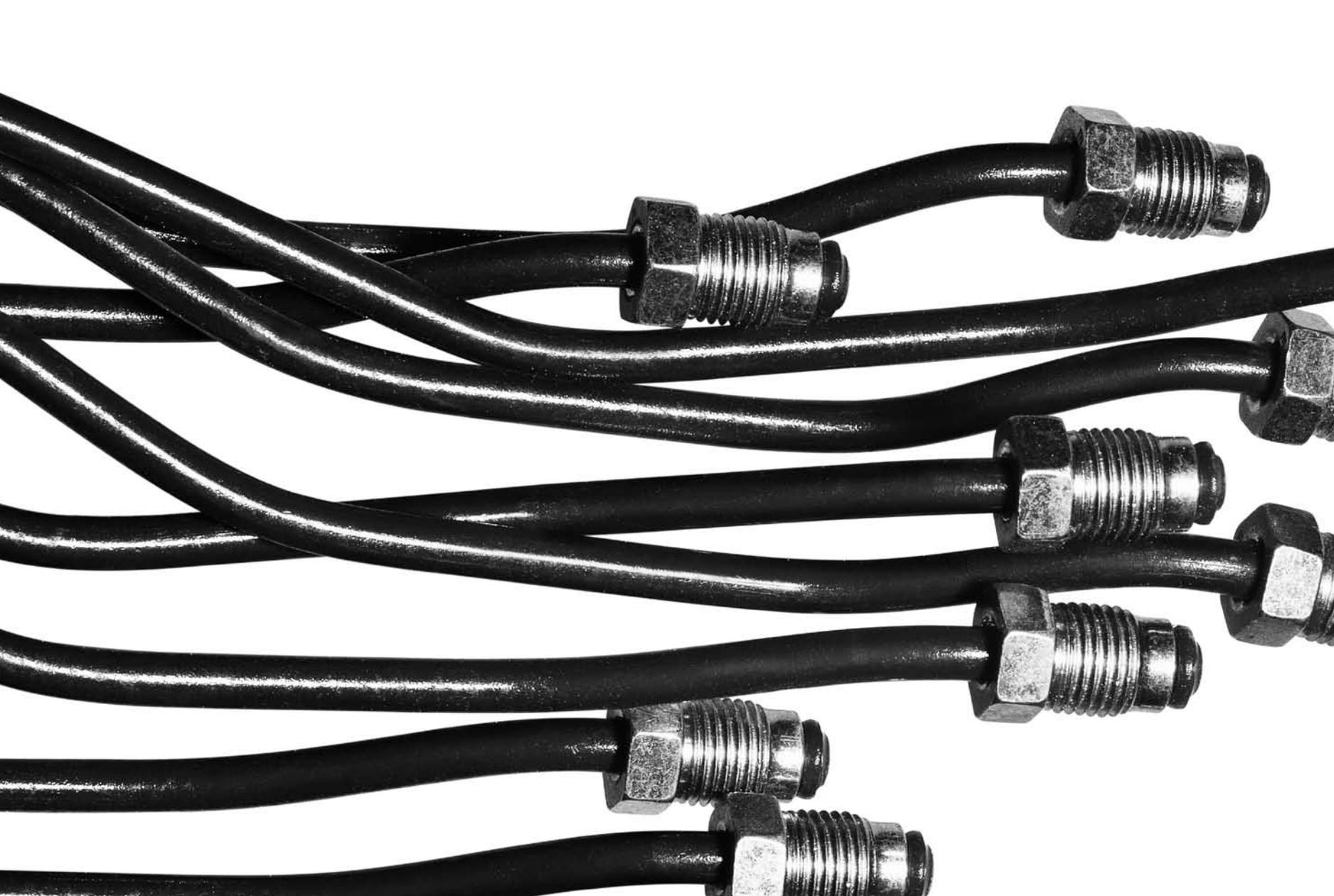




**Discover** the inner strengths of the G-Class. Strengths based on technology which is as unique as the vehicle's form. And the experienced specialists who assemble the G-Class in Graz are committed to ensuring that it stays that way. Take the body, for example, seen here prior to painting. Its design has scarcely changed since production started back in 1979. Now, as then, the panels (up to 2.5 mm thick and galvanised on one side) which make up the all-steel body are painstakingly welded and finished by hand. Few other cross-country vehicles are still built in this way, but where the quality of the G-Class is concerned, nothing is too much trouble.



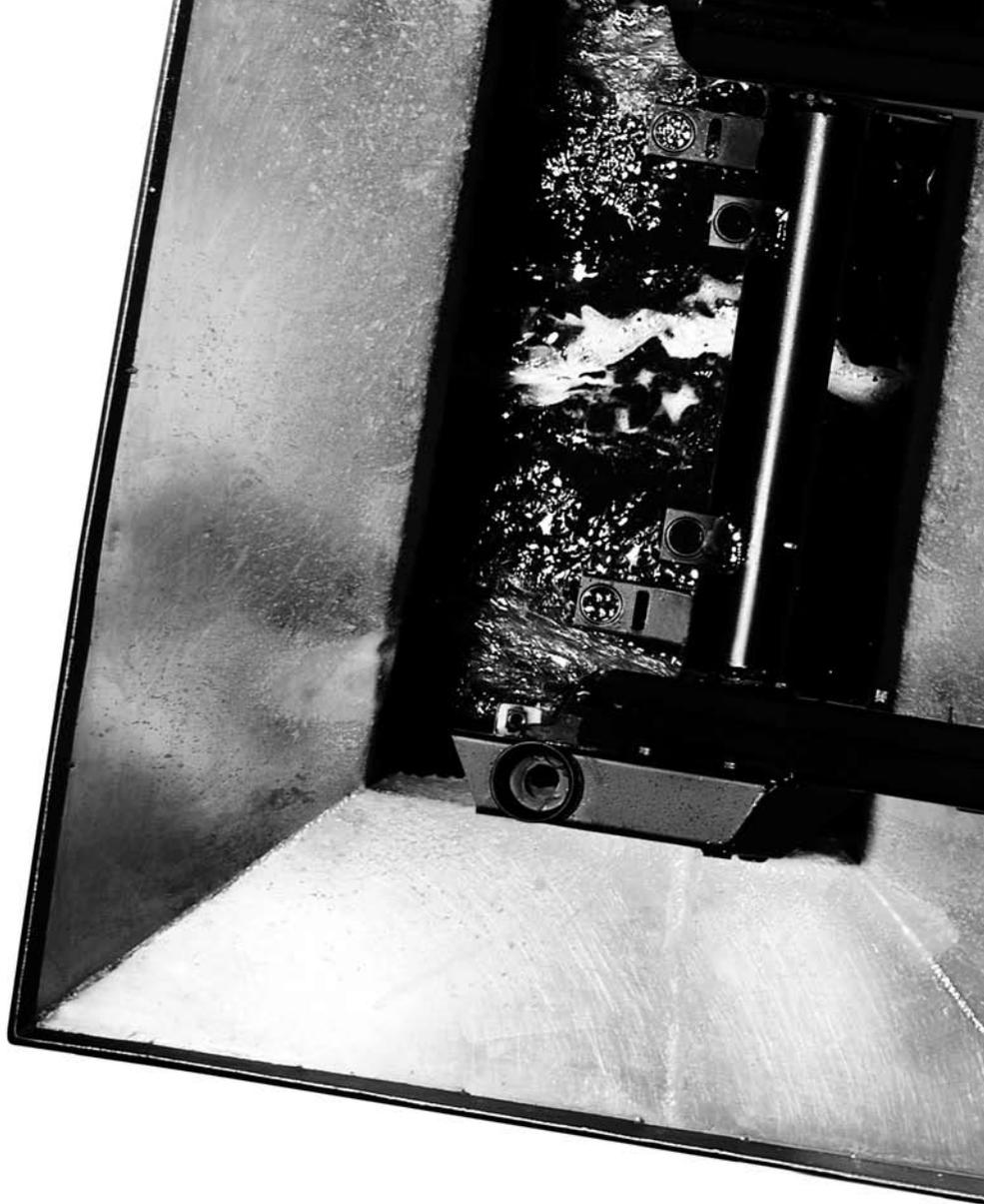


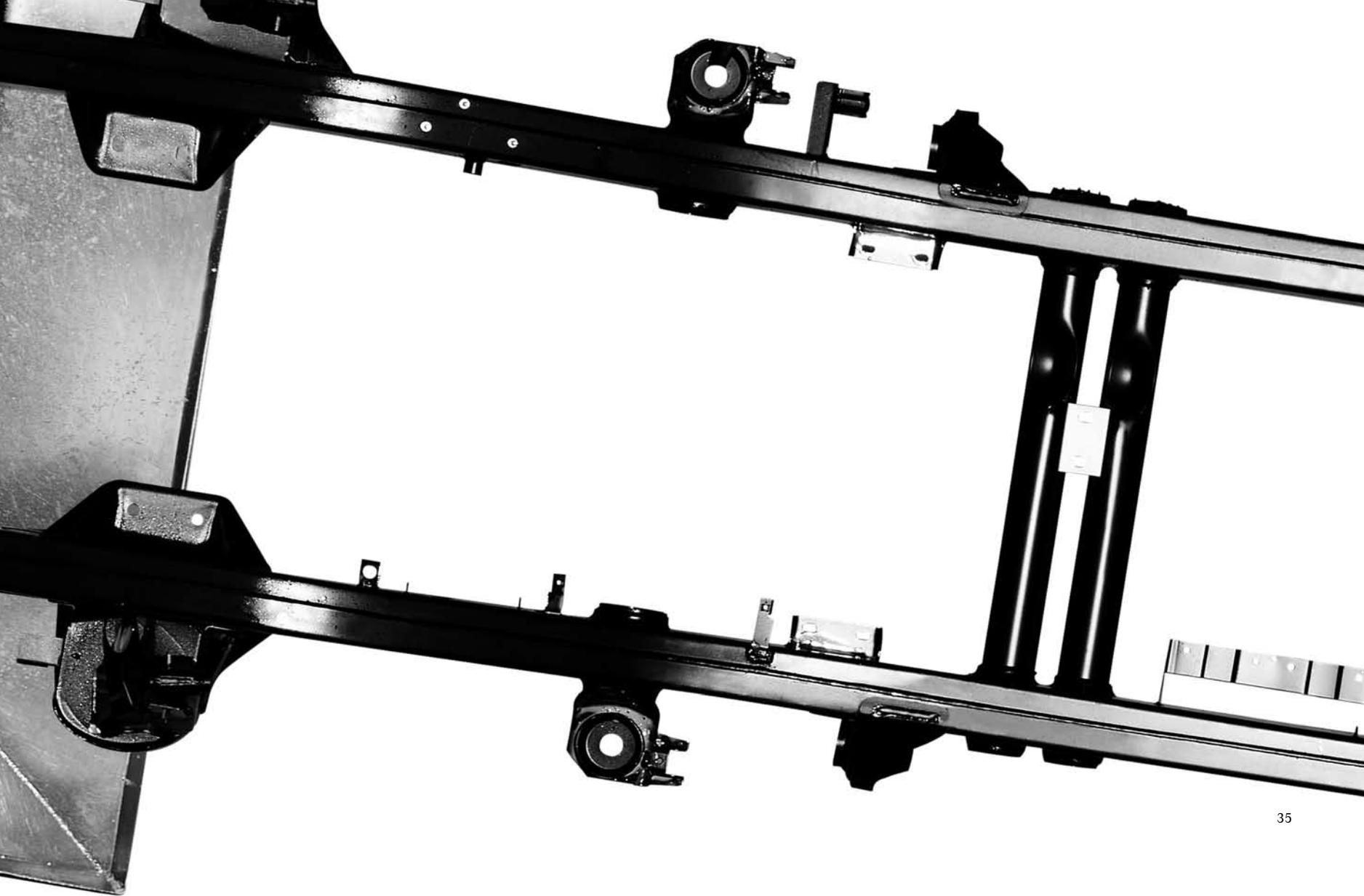




**Our meticulous** attention to detail determines the pace at which we work. Processes which have long since been automated elsewhere are still entrusted to the hands of our highly skilled teams. And for a very good reason: as well as being produced in three main versions, the G-Class is also the basis for many special-purpose vehicles. This calls for a high level of flexibility and individual attention at the production stage. Consider, for example, the various pipes and lines which have to be installed, such as the brake lines pictured here: the production team shape them by hand before fitting them to the vehicle. This traditional “Manufaktur” approach certainly takes longer, but it also means that we can be certain that every part fits perfectly.

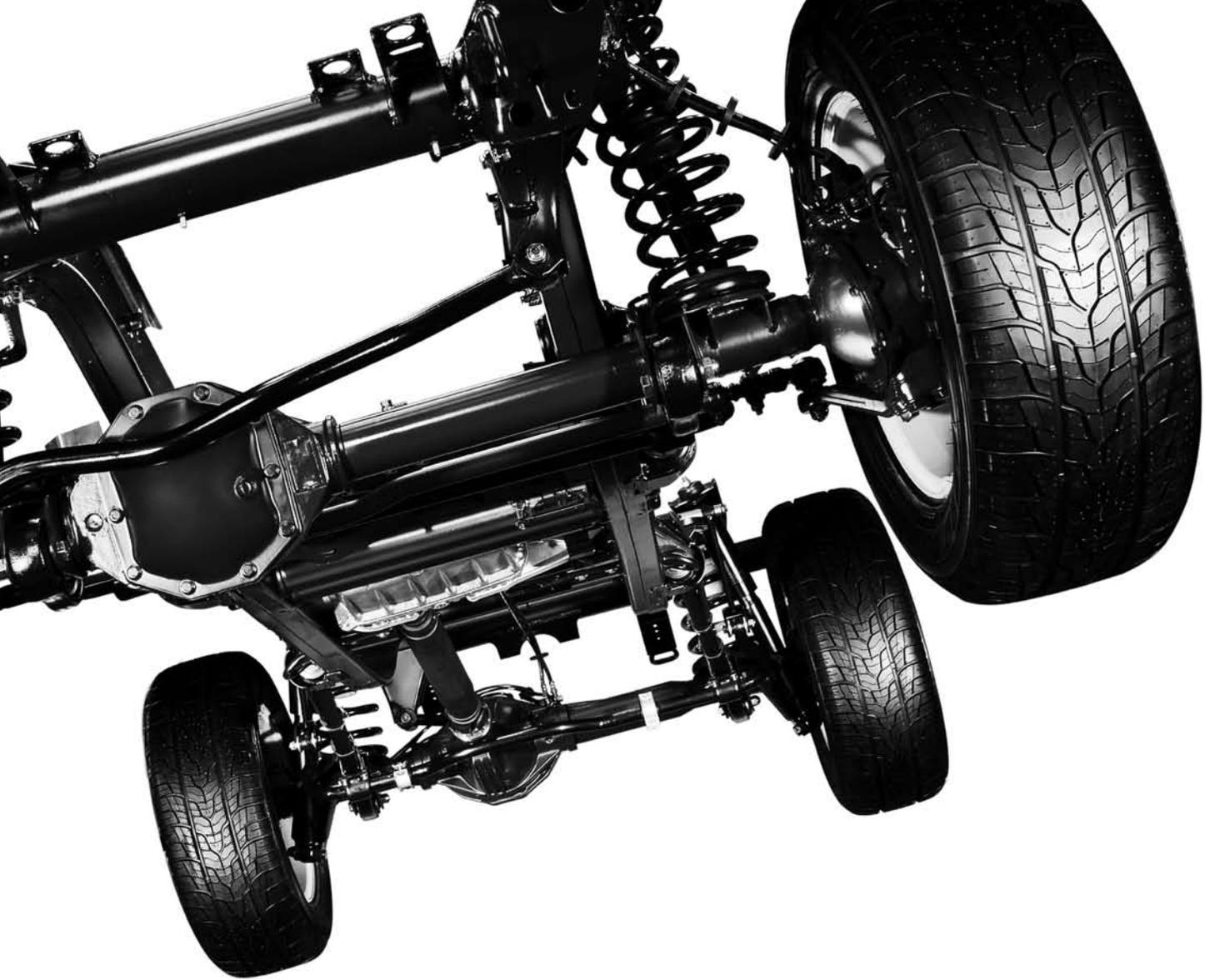
**We even wax** your G-Class before we've even built it. To be precise, we flood the interior cavities of the ladder frame with hot wax. The excess wax is caught in a trough as shown in the picture, to avoid any risk to the environment. This procedure provides lasting protection for the backbone of the G-Class, whose legendary ruggedness starts here – with a foundation capable of withstanding even the most hostile conditions. It is just one of the many reasons why G-Class vehicles from the very first years of production are still doing sterling service.

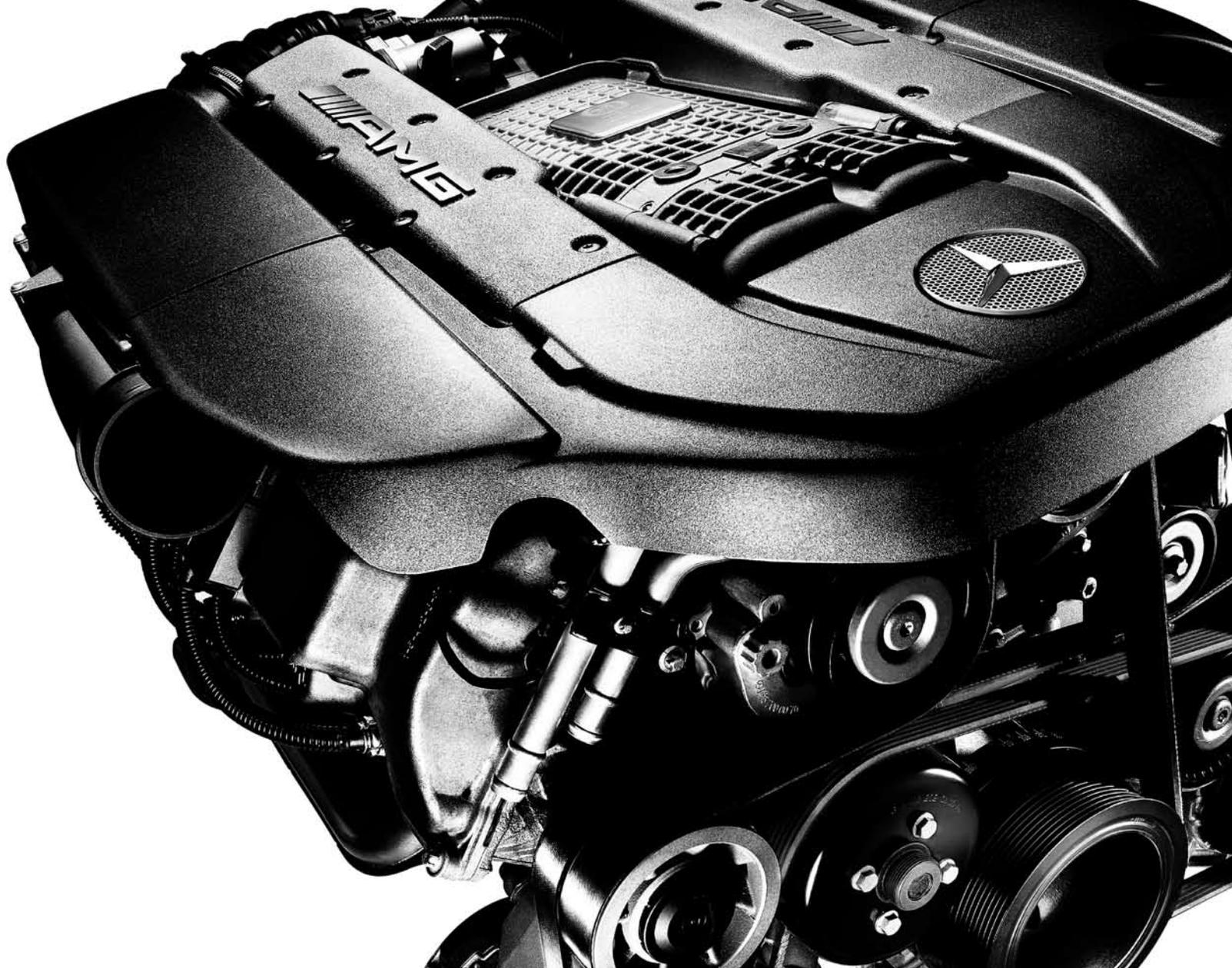




**Climbing** is the great passion of the G-Class, which indomitably forges its way up even the steepest inclines. Like the “Schöcklberg”, our exceptionally challenging proving ground in Austria’s Styria region. The rigid axles which are standard on the G-Class increase its cross-country capability by automatically raising the axle casing to maintain sufficient ground clearance at all times. So the G-Class will always rise to the challenge – quite literally. The three selectable, 100 % full-locking differentials, meanwhile, ensure that you always have plenty of grip. The G-Class is unique among cross-country vehicles in combining differential locks with the 4ETS electronic traction support system and the Electronic Stability Program ESP . Working as a team, they allow the G-Class to take almost any terrain in its stride.

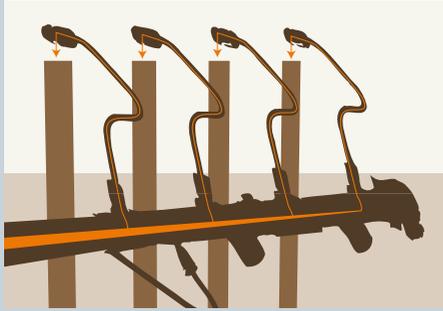








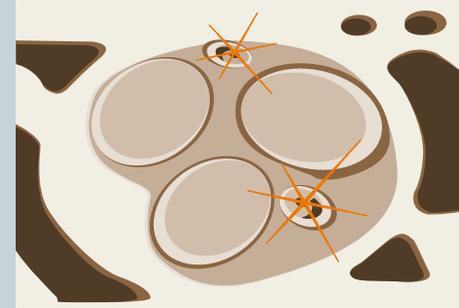
**The heart** of the G-Class: you set the pace – with the G320 CDI common-rail diesel for superb pulling power right from the low rev range, for example, but especially when the peak torque of 540Nm is reached at between 1600 and 2400 rpm. Or with the dual-ignition petrol engines: in the G500, each cylinder is equipped with two spark plugs which ignite in phased operation according to the load and driving style; this technology is also to be found in the supercharged 5.5-litre V8 engine (368kW/500hp) for the G55 AMG, shown here. But whether you choose a diesel or a petrol engine, you can be certain that the G-Class will always have a special place in your heart.



#### **Common-rail diesel engines**

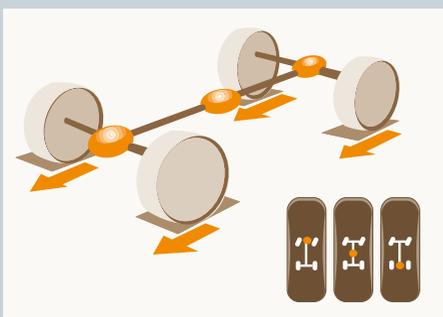
Highlights of the common-rail diesel engine include its refinement, efficiency, low emissions and sheer driving pleasure. Much of this all-round ability is down to the common rail which keeps the fuel at a high pressure of approx. 1600 bar across the entire engine speed range and finely sprays precisely metered quantities of fuel into the combustion chambers. The result is a reduction in fuel consumption and less emissions. The common-rail diesel engine easily meets the requirements of the strict EU4 emissions

standard. But when it comes to pulling power, the V6 diesel engine is anything but modest: a wealth of new technical features, such as piezoelectric injectors and the increased ignition pressure, ensure that there's no holding back when it comes to powering forwards. Plus, the standard-fit diesel particulate filter removes more than 95 % of the particulate from the exhaust gas – for a cleaner environment. A continuous regeneration process prevents the filter from becoming clogged too quickly.



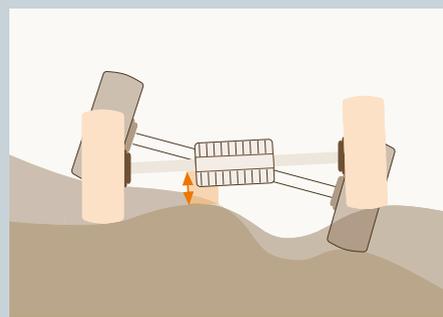
#### **Petrol engines with three valves per cylinder**

The 5.0-litre V8 petrol powerplant with three valves per cylinder and phased dual ignition in the G500 is an outstanding example of advanced engine technology. The three valves provide space in the combustion chamber for two spark plugs which ignite in phased operation according to the load and driving style. The result is more intensive fuel combustion with lower emissions. And astonishing power: it has an output of 218kW (296hp) and develops 456Nm of torque from 2800 to 4000 rpm. For even more dynamism, the G55 AMG has an output of 368kW (500hp).



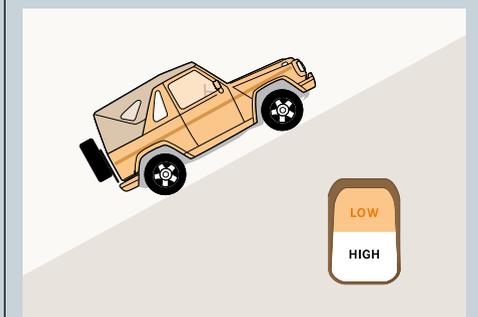
#### Driver-selectable differential locks

The road may be covered in snow or ice, but you can be sure of optimum traction in the G-Class. The three selectable, 100% full-locking differentials equalise the torque at the different wheels, ensuring that the engine power is transferred to the road as smoothly as possible. So even in difficult off-roading situations like ploughing through sand dunes or along wet forest trails, you can count on plenty of grip. What's more, the locks can be engaged in logical sequence (centre – rear – front) to increase traction in stages using one-touch control buttons.



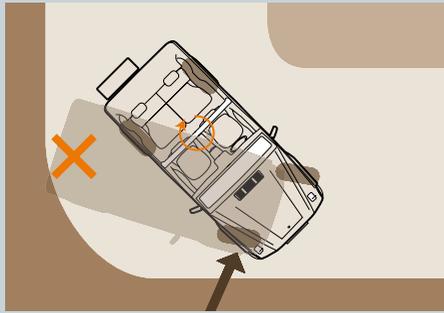
#### Rigid axles

Rocky terrain, deep ruts or watercourses – whatever you encounter, the G-Class remains unperturbed. One reason for this is its high ground clearance. To maintain a constant clearance level, the “G” has two precisely guided rigid axles. If, for example, one of the wheels is running over boulders, the axle casing automatically lifts up with the wheel (in contrast to independent wheel suspension). Which means that obstacles are something you can take in your stride.



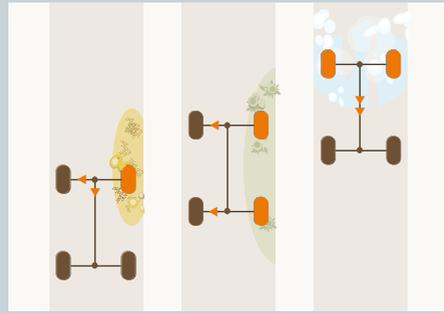
#### Low range

The on-road ratio is 0.87. When you venture off-road, you can activate a ratio of 2.16 electronically using the “Low Range” switch. The off-road ratio allows a high engine torque at low driveshaft speeds, allowing you to tackle even the most difficult of terrain with consummate ease. It can be activated using a switch on the centre console whilst driving at speeds of up to 40km/h.



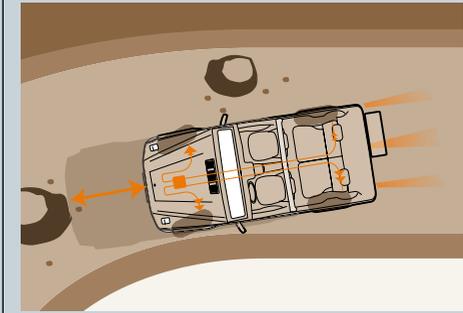
#### **ESP and BAS**

If your vehicle is in danger of skidding, the Electronic Stability Program (ESP) can be activated. Sensors recognise critical handling situations at an early stage (e.g. the fact that a wheel is spinning or at risk of losing road contact). ESP throttles back the engine torque and brakes one or more wheels, as required, to stabilise the vehicle. The electronically controlled Brake Assist (BAS) system can recognise an emergency braking situation by the speed with which the brake pedal is pressed and build up the maximum braking force, thereby stopping the vehicle more quickly. The automatic application of the maximum braking force is deactivated when the driver's foot is removed from the brake pedal.



#### **4ETS**

Snow-covered or icy roads, difficult terrain: there's nothing the 4ETS Electronic Traction Support system likes better. If up to three of the wheels begin to spin, they are automatically braked by 4ETS and the power is diverted to the wheel(s) with a better grip. Which means that 4ETS improves stability whatever the weather and whatever the quality of the road. Of course, you also benefit from 4ETS when moving off, accelerating and cornering.



#### **EBD and ABS**

The G-Class is well-prepared not only for climbing, but also for negotiating tight curves, regardless of the condition of the surface. Electronic brake force distribution (EBD) provides even better tracking when braking and cornering by sensitively proportioning the braking pressure between the front and rear wheels. The anti-lock braking system (ABS) keeps the G-Class steerable even during emergency braking on wet roads.



#### **Airbags and belt system**

Driver and front passenger airbags and front seat belts tensioners are standard equipment in the G-Class. In the event of an impact, the airbags inflate in a fraction of a second; the belt tensioners immediately pull the belts tight around the body. The front passenger seat features automatic seat occupancy recognition: if the seat is unoccupied, the belt tensioner and airbag for that seat are automatically disabled. This airbag is also disabled if a special Mercedes-Benz child seat with transponder is fitted on the front passenger seat. The long Station Wagon also features windowbags for side-impact protection. There are three 3-point seat belts for the rear bench seat in the long

Station Wagon while the four-seater short Station Wagon and the Cabriolet both have two 3-point seat belts for the rear passengers. The most important restraint system is the seat belt. Airbags can provide additional protection, but are only deployed in accidents which meet complex activation criteria. Details can be found in the owner's manual or in the "Seat Belts and Airbags" brochure which you can download in PDF format from [www.mercedes-benz.com/airbag-brochure](http://www.mercedes-benz.com/airbag-brochure). Or simply order it from: Mercedes-Benz Customer Assistance Center, "Airbag brochure", PO Box 1456, 6201 BL Maastricht, Netherlands.



#### **COMAND APS**

Available as an option (standard in the G500 and G55 AMG), the COMAND APS control and display system provides a control interface to the navigation system, radio, CD player – and optionally the CD changer and telephone – in a single unit. The navigation system uses the Global Positioning System (GPS): enter your destination, and it will work out the route and guide you there by voice directions and arrows on the display. Dynamic navigation – an extra service – is only available in Germany and some other European countries. It uses traffic information from a radio station to guide you around traffic jams, providing an alternative route is available.



**Pre-installation for mobile phone, including interface**

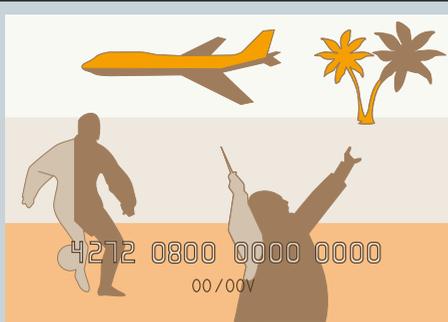
A new, integrated universal interface for mobile phones is available as an option. Designed for use with selected Nokia, Sony Ericsson and Siemens phones, this interface allows you to benefit from the usual Mercedes comfort and safety functions: hands-free operation, phone control via the multi-function steering wheel and status monitoring via the central display or – depending on vehicle equipment – by means of COMAND APS. Pre-installation for a mobile phone including interface consists of wiring, control unit, compensator, aerial and contact plate. The “Mercedes-Benz mobile phone including interface” option additionally includes a mobile-phone cradle.



**MobiloLife**

With our MobiloLife “guaranteed mobility” package, you can expect years and years of care-free driving. Whether you have lost your key, are having problems starting the car or have had a breakdown which cannot be repaired immediately, the mobility package ensures that you still reach your destination anywhere in the entire European Union. Under certain circumstances we will even meet the cost of an airline ticket. But don’t get too excited – after all it’s very rare for a Mercedes to break down. Just call Mercedes-Benz on 0800 1777777 from almost any European

terrestrial or mobile network and our Service 24h team will assist you in your own language. Our staff members are there for you 24 hours a day, 365 days a year. MobiloLife will also help if you bring your car in for a major warranty or policy repair. MobiloLife applies to a new car for a period of two years. It is then automatically renewed every time your vehicle is serviced at a Mercedes-Benz Authorised Repairer and remains valid until the next service is due. For up to 30 years. For more detailed information on MobiloLife, please see your vehicle documents.



#### **MercedesCard**

You don't even have to be at the wheel of your G-Class to enjoy the Mercedes-Benz experience. The MercedesCard is the key to a wide range of exclusive offers and can be used as a credit card as well. Full details, along with application forms, can be found at [www.mercedes-benz.de/mercedescard](http://www.mercedes-benz.de/mercedescard) (for Germany). For Austria and Switzerland, please see the national Mercedes-Benz websites in these countries.



#### **DaimlerChrysler Bank – financial services**

If you've already lined up your dream vehicle and want to remain financially flexible, the leasing and financing packages offered by the DaimlerChrysler Bank are just the ticket.

For further information, please call  
0 18 03-DC Bank, i.e. 0 18 03-32 22 65 (9 ct/min)  
or go online at [www.daimlerchrysler-bank.com](http://www.daimlerchrysler-bank.com).

# Standard equipment

## **Selection**

7G-TRONIC 7-speed automatic transmission/ 5-speed automatic transmission in the G55 AMG
Airbags for driver and front passenger, long Station Wagon also features windowbags
Anti-lock braking system (ABS)
Armrest between front seats with stowage compartment and cup holder
Automatically dimming interior mirror
Belt tensioners on front seats
Bi-xenon headlamps
Brake Assist (BAS)
Burr walnut fine wood trim <sup>1</sup>
Cabriolet soft-top, black, electrohydraulically operated
COMAND APS control and display system <sup>1,2</sup>
designo fine wood trim <sup>2</sup>
Differential locks (transfer case, front and rear axle)
Door sill panels, four, illuminated <sup>2</sup>
Door sill panels, front, illuminated <sup>1</sup>
Electronic brake force distribution (EBD)

Electronic Stability Program (ESP )
Electronic Traction Support for all-wheel drive (4ETS)
Exit lights in side doors
Exterior mirror with automatic adjustment for parking
Exterior mirrors with integral indicators and entry/exit lights, power-operated, heated and automatically dimming
“G-Line” fine wood trim, anthracite, for centre console and dashboard <sup>3</sup>
Grab handle, leather, for front passenger
Headlamp Assist
ISOFIX child seat attachments <sup>4</sup>
Low-range gear reduction (electrically selectable while on the move)
Noise-sensitive audio volume adjustment
Permanent all-wheel drive with differential
Power windows
Split-folding rear bench seat (1/2 : 1/2) for short Station Wagon and Cabriolet
Split-folding rear bench seat (1/3 : 2/3) for long Station Wagon
Trailer socket, 13-pin

### **Selection**

ASSYST service interval indicator

Automatic climate control

Cargo retainers in luggage compartment

Central locking with infrared remote control and interior switch

Chrome-effect radiator grille<sup>1</sup>, silver-painted radiator grille<sup>2</sup>

Cruise control with variable speed limiter

designo leather upholstery<sup>2</sup>

Fog lamps with integral cornering light function

Headlamp cleaning system

Heated front seats<sup>1,2</sup>

Immobiliser

Leather upholstery<sup>1</sup>

Light-alloy wheels, 18-inch, painted silver<sup>1</sup>

Light-alloy wheels, AMG, painted titanium grey<sup>2</sup>

MB Audio 10 CD RDS radio<sup>3</sup>

Rain sensor

Metallic paintwork<sup>1,2</sup>

Multifunction steering wheel and selector lever with wood/leather trim<sup>1,2</sup>

Multifunction steering wheel, leather-trimmed<sup>3</sup>

Pollen filter

Power socket (12V) in rear/load compartment

Power steering

Power-adjustable front seats with memory for seats and exterior mirrors

Radiator and oil sump shield

Seat belts, 3-point design (five) in long Station Wagon

Seat belts, 3-point design (four) in short Station Wagon and Cabriolet

Seat occupancy sensor for front passenger seat

Steering column power-adjustable, automatic steering wheel adjustment to facilitate entry/exit

Velour carpets<sup>1,2</sup>

<sup>1</sup> Standard specification for G500

<sup>2</sup> Standard specification for G55 AMG

<sup>3</sup> Standard specification for G320 CDI

<sup>4</sup> Only for long Station Wagon

# Optional extras

## **Selection**

Anti-theft alarm system
ARTICO man-made leather <sup>3</sup>
Ball-head trailer coupling
Bumpers painted in body colour <sup>5</sup>
Cabriolet soft-top in green or blue
Cargo-retaining net <sup>2</sup>
CD changer
Cup holders front and rear
Garage door opener in interior mirror
Heated steering wheel
Heavily tinted rear and load compartment side windows and rear screen <sup>1</sup>
Multicontour seats for driver and front passenger
Power-operated tilting/sliding sunroof <sup>2</sup>
Pre-installation for a mobile phone, including interface

Side storage compartments and retractable luggage cover <sup>4</sup>
Single-seater side-facing bench seat, right and/or left, leather or fabric-upholstered <sup>1</sup>
Sound system, harman/kardon <sup>1</sup>
Stainless steel running boards, left and right
Stainless steel spare wheel cover
TV tuner with aerial amplifier <sup>6</sup>
Ultrasonic reversing aid

<sup>1</sup> Only for long Station Wagon

<sup>2</sup> Only for long and short Station Wagon

<sup>3</sup> Only for G320 CDI and G500

<sup>4</sup> Only for short Station Wagon

<sup>5</sup> Standard specification for G500 and G55 AMG

<sup>6</sup> Only for long and short Station Wagon in conjunction with COMAND APS

# Technical data

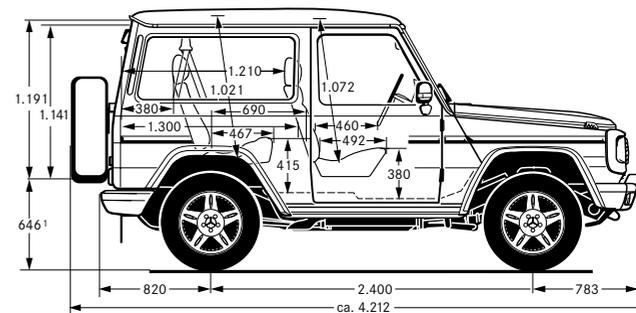
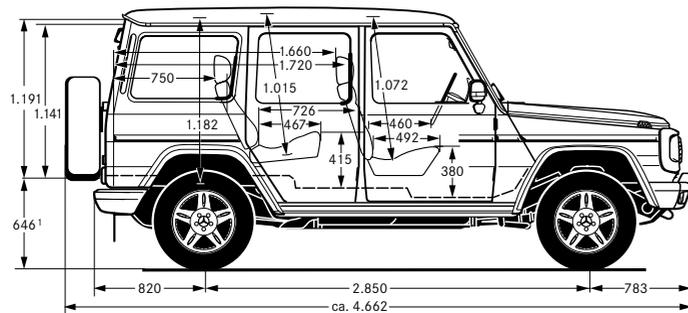
	<i>G320 CDI</i>		<i>G500</i>		<i>G55 AMG</i>
No. of cylinders/arrangement	6/V		8/V		8/V
Bore/stroke (mm)	83.0/92.0		97.0/84.0		97.0/92.0
Total displacement (cc)	2987		4966		5439
Rated output (kW at rpm) <sup>1</sup>	165/3800		218/5500		368/6100
Rated torque (Nm at rpm) <sup>1</sup>	540/1600-2400		456/2800-4000		700/2750-4000
Top speed, approx. (km/h)	180*		190		210
Tyre size	265/70 R 16		265/60 R 18		285/55 R 18
Fuel consumption (l/100km) <sup>2</sup> urban/extra-urban/combined	Diesel 12.2/10.8/11.5*		Super 20.6/12.5/15.5		Super Plus 21.4/12.7/15.9
Tank capacity (l)	96		96		96
CO <sub>2</sub> emissions (g/km) <sup>2</sup> combined	307*		370		378
	<i>Cabriolet</i>	<i>Station Wagon short/long</i>	<i>Cabriolet</i>	<i>Station Wagon short/long</i>	<i>Station Wagon long</i>
Acceleration 0-100km/h (s)	8.8*	8.8/9.1*	7.3	7.3/7.5	5.5
Kerb weight (kg) <sup>3</sup>	2260	2275/2445	2250	2265/2400	2550
Payload (kg)	590	575/755	600	585/800	650
Permissible gross vehicle weight (kg)	2850	2850/3200	2850	2850/3200	3200
Trailer load (unbraked) (kg)	750	750/750	750	750/750	750
Trailer load (braked) incl. drawbar load (kg)					
115 kg short wheelbase	2850 <sup>4</sup>	2850 <sup>4</sup> /-	2850 <sup>4</sup>	2850 <sup>4</sup> /-	-
140 kg long wheelbase	-	-/3500 <sup>5</sup>	-	-/3500 <sup>5</sup>	3500 <sup>5</sup>
Gross combination weight (kg)	5700	5700/6700	5700	5700/6560	6560

<sup>1</sup> Figures according to Directive 80/1269/EEC in the currently applicable version <sup>2</sup>The figures shown were obtained in accordance with the prescribed measuring process (Directive 80/1268/EEC in the currently applicable version). The figures are based on an individual model and do not constitute part of the product offer; they are provided solely for purposes of comparison between different vehicle models

<sup>3</sup> Figures according to Directive 1992/21/EC, version 1995/48/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 <sup>4</sup>Statutory requirements met for 12 % gradient at 2850 kg

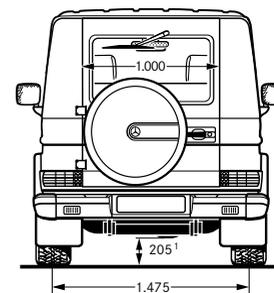
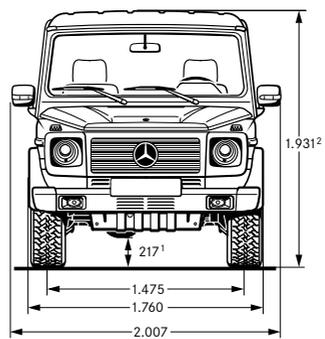
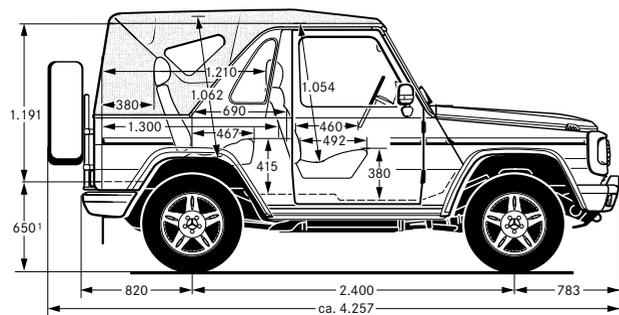
<sup>5</sup> Statutory requirements met for 12 % gradient at 3500 kg \*Provisional figure

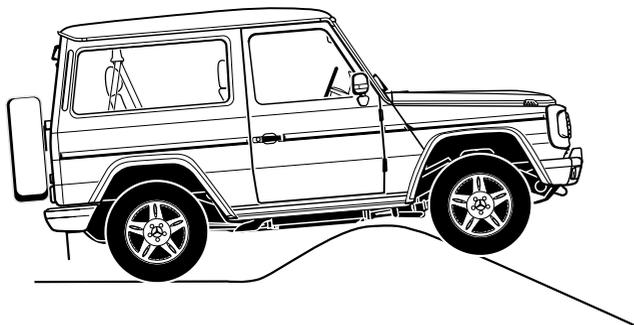


All figures in mm. The dimensions shown are average values for the standard-specification vehicle carrying three 68-kg passengers

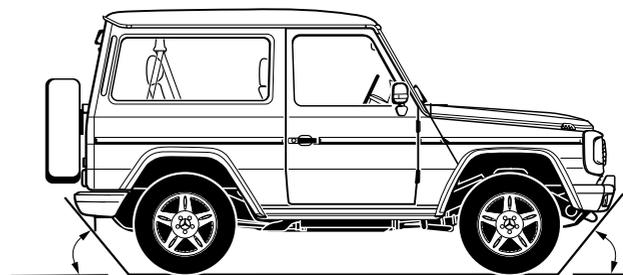
<sup>1</sup> With maximum permissible payload

<sup>2</sup> Height of Cabriolet: 1941 mm



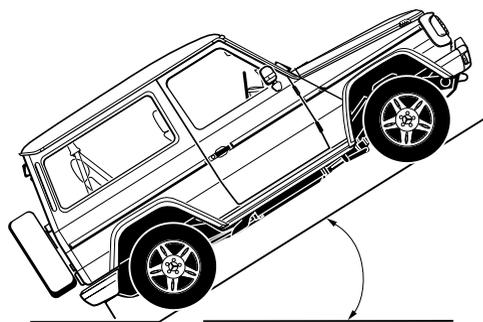


*Large ramp angle*



*Angle of approach 36°*

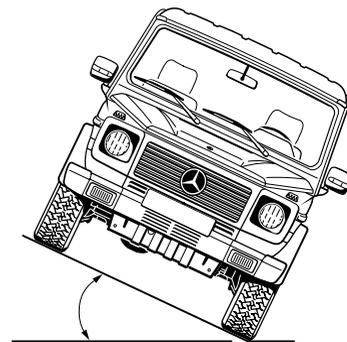
*Angle of departure 27°*



*Slope-climbing ability up to 80 %, depending on terrain*

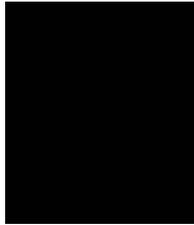


*Ground clearance 21 cm*

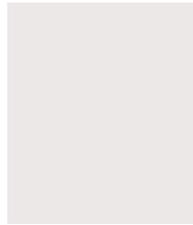


*Directionally stable on lateral slopes up to 54 %*

**Non-metallic  
paint**



*040 black*



*650 calcite white*

**Optional metallic  
paint finish**



*197 obsidian black*



*300 periclase green*



*353 tealite blue*



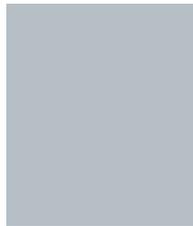
*359 tanzanite blue*



*368 flint grey*



*544 carneol red*



*723 cubanite silver*



*747 perlite grey*



*775 iridium silver*

**Scratch-resistant  
clearcoat**

*This clearcoat is significantly more scratch-resistant than conventional paint and is characterised by a more durable sheen which is noticeably more intense. The secret of this protective coat is to be found in the countless tiny ceramic particles (each less than one millionth of a millimetre in size) which are integrated in the paint binding agent. Both non-metallic and metallic paint finishes benefit from the more scratch-resistant clearcoat which is less susceptible to the effects of the weather and environmental conditions such as precipitation, sunlight, temperature variations, dust and soot*

Wood



*"G-Line" anthracite<sup>1</sup>*



*Burr walnut<sup>2,3</sup>*

Optional leather<sup>2</sup>



*black*



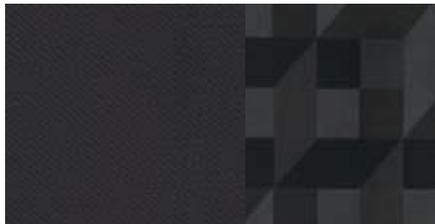
*grey*

ARTICO  
man-made leather

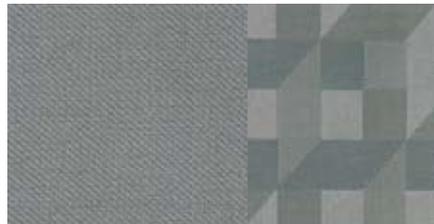


*black*

Fabric<sup>1</sup>



*black*



*grey*

<sup>1</sup> Standard specification for G320 CDI

<sup>2</sup> Standard specification for G500

<sup>3</sup> Optional extra for G320 CDI

<sup>4</sup> Optional extra for G320 CDI and G500

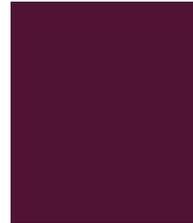
**designo  
paint finishes**



*029 designo  
silver*



*032 designo  
mystic blue*



*033 designo  
mocha black*



*037 designo  
mystic red*



*039 designo  
mauritius blue*



*041 designo  
graphite green*



*046 designo  
platinum black*

**designo  
trim elements**



*ZG0 designo matt  
red-brown cinnamora*



*ZM0 designo  
natural maple grain*



*ZM5 designo  
natural poplar*



*ZM7 designo  
anthracite poplar*

designo leather



*ZF2 designo  
corteccia*



*ZF3 designo  
porcelain*



*ZH1 designo  
anthracite*



*ZH2 designo  
light brown*



*ZK2 designo  
silver*



*ZK3 designo  
mystic blue*



*ZK6 designo  
sand*



*ZK7 designo  
graphite green*



*ZK8 designo  
mystic red*



*ZL1 designo  
mauritius blue*

designo extras



*Wood/leather steering wheel and selector lever  
trimmed in natural maple grain (ZM9),  
matt red-brown cinnamora (ZG1), anthracite  
poplar (ZM8) or natural poplar (ZM6)*

*The Zollern II/IV mine in Dortmund was a prestigious symbol of Germany's largest mining company when it was established in 1898. Today the chateau-style site is a popular memorial since the steel conveyor systems and well-maintained brick buildings mark the transition from historicism to Art Nouveau.*



*“The Giant’s Causeway”: thousands of hexagon-shaped columns form a totally unique natural landscape of cooled-down lava which descends like a staircase from the cliffs to the sea. Legend has it that the giant Finn McCool, a warrior and a commander in the King’s Irish army, built the “Giant’s Causeway”. He used it as a bridge to reach his beloved who lived on the island of Staffa.*

This kind of off-roading is definitely off-limits: as the “Giant’s Causeway” is a protected, historic site, no vehicles were ever placed on the stones during the photo shooting session and great care was taken to ensure that no damage was done to the site. This is a computer-simulated image.



*Those walking through the Cévennes National Park in France for the first time marvel at the variety of rock formations. This is why, back in 1913, the cave explorer Martel suggested turning this distinctive landscape into a nature conservation area. This finally happened in 1970: an area of over 3000 square kilometres (taking in parts of the Lozère and Gard départements and small areas of the Ardèche) became a national park. Today some 60,000 tourists visit the region, fascinated in particular by the contrast between wide plateaus and deep ravines.*

*Perhaps the most astonishing thing about this curved building in the Spanish village of Casar is the fact that it's the local bus station. Anyone waiting for the next service can shelter from the glare of the sun under the distinctive arching loop which tops the building. The shape alludes to that of the traditional white houses, supported by arches, which are so prevalent in the region. However, the design also reflects the architect's intention that the bus station should resemble something from a child's dream world – after all, it does happen to be located between a school and a nursery.*











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

At the end of its long life, you can return your G-Class to us for environment-friendly disposal in accordance with the EC End-of-life Vehicle Directive<sup>1</sup>. But that day lies a long way off.

<sup>1</sup> Applies in accordance with the respective national statutory provisions for vehicles with a max. gross vehicle weight of 3.5 t. Mercedes-Benz vehicles have fulfilled legal requirements for recyclable design for some years now. A network of collection points and disassembly workshops is available to receive end-of-life vehicles, where your vehicle can be recycled in an environmentally-friendly manner. At the same time the possibilities for the recycling of vehicles and vehicle parts are continually being developed and improved, which means that the G-Class will also continue to fulfil increased statutory recycling quotas in the future. Further information can be obtained by calling 00800 1777777.

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