



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 mighty wings of the “Angel of the North”, 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, electro-hydraulically 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.

*Great things come in threes.
Discover the different versions
of the G-Class overleaf:
1. The long Station Wagon
2. The short Station Wagon
3. The Cabriolet*









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 G 400 CDI, G 500 and G 55 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 new G 55 AMG. Ahead of the field,
whatever the terrain**

A supercharged 5.5-litre V8 engine with an output of 350 kW (476 hp) and 700 newton metres of torque – the technical characteristics speak for themselves. The jury which awarded the new G 55 AMG powerplant the title of “Best Performance Engine 2003” praised the “blistering performance” delivered by the “brilliantly smooth and charismatic V8”, which they described as “... very powerful, and completely without temperament – the exact opposite of most frenetic high-performance engines.”¹

Further highlights of the G 55 AMG which can be seen on the following pages include 18-inch AMG light-alloy wheels with 285/55 R 18 tyres, flared wheel arches finished in the body colour, an AMG exhaust system with twin side-venting endpipes, a silver-painted radiator grille and brushed aluminium trim strips.

¹ Award presented by “Engine Technology International Magazine”, 06/2003



SONY 6813





S NT 9004

G55





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 silk 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 curly maple, poplar or maple grain. 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.





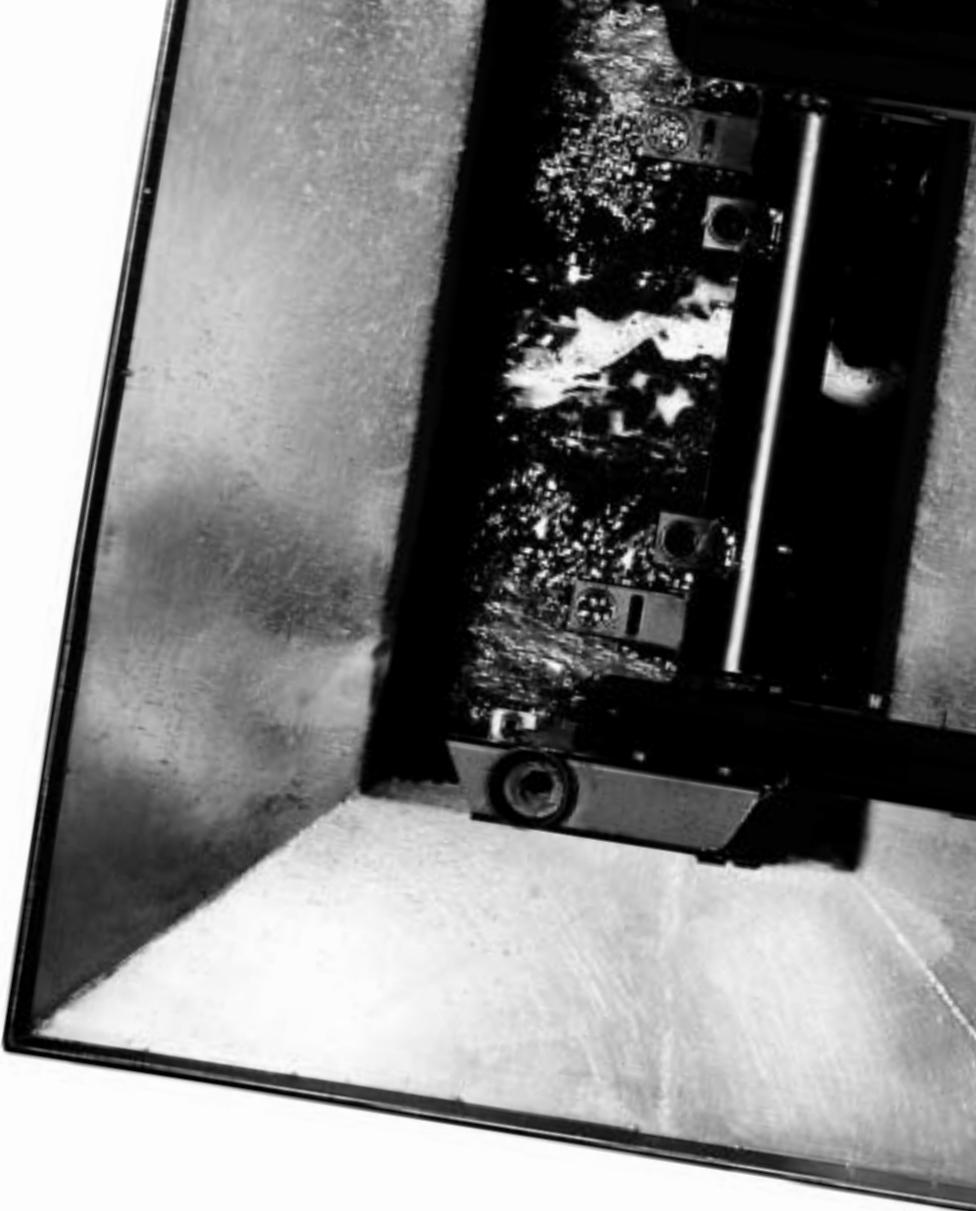


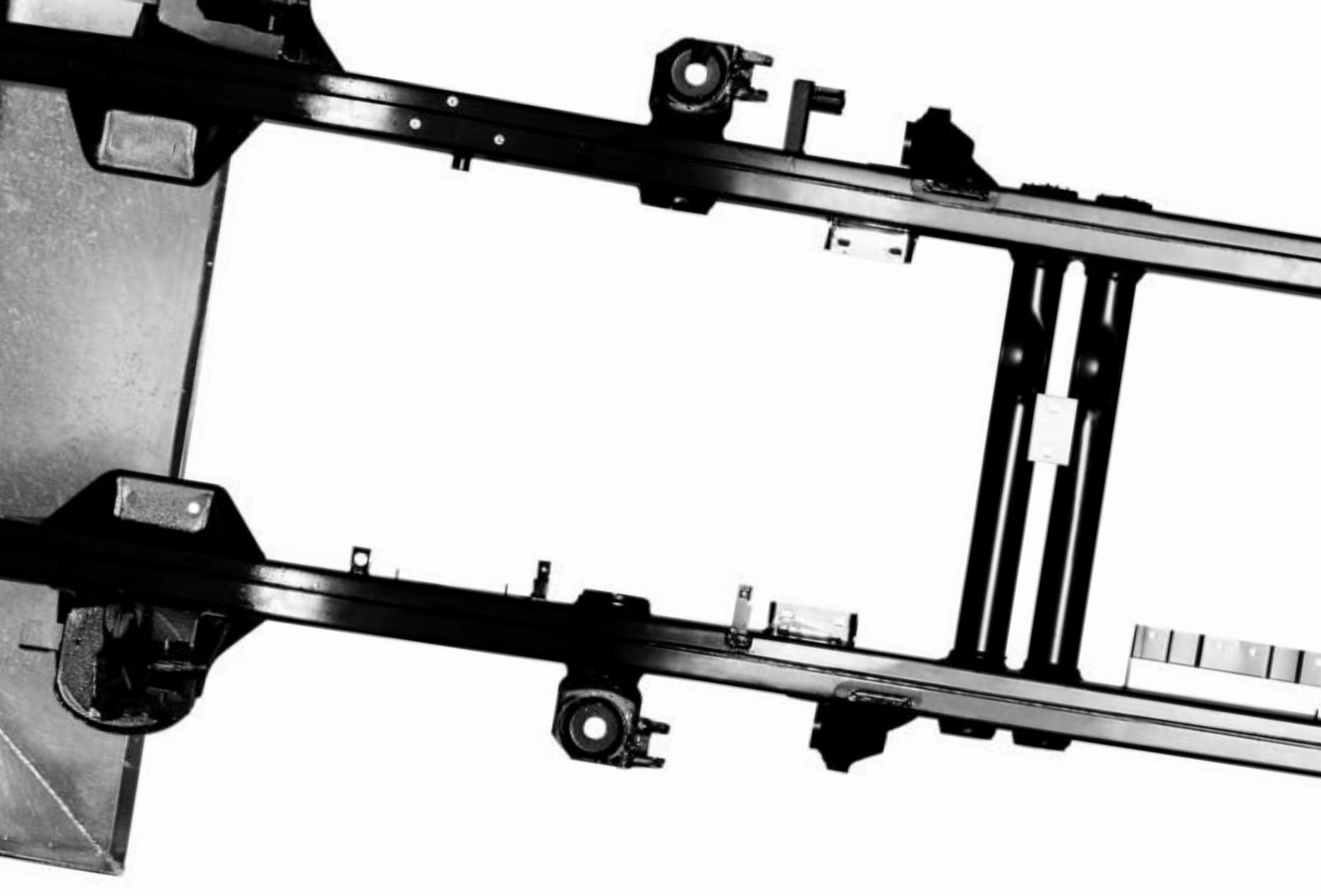


Our meticulous attention to detail determines the pace at which we work. Processes which have long since been automated elsewhere are still entrusted to the hands of our highly skilled teams. And for a very good reason: as well as being produced in three main versions, the G-Class is also the basis for 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

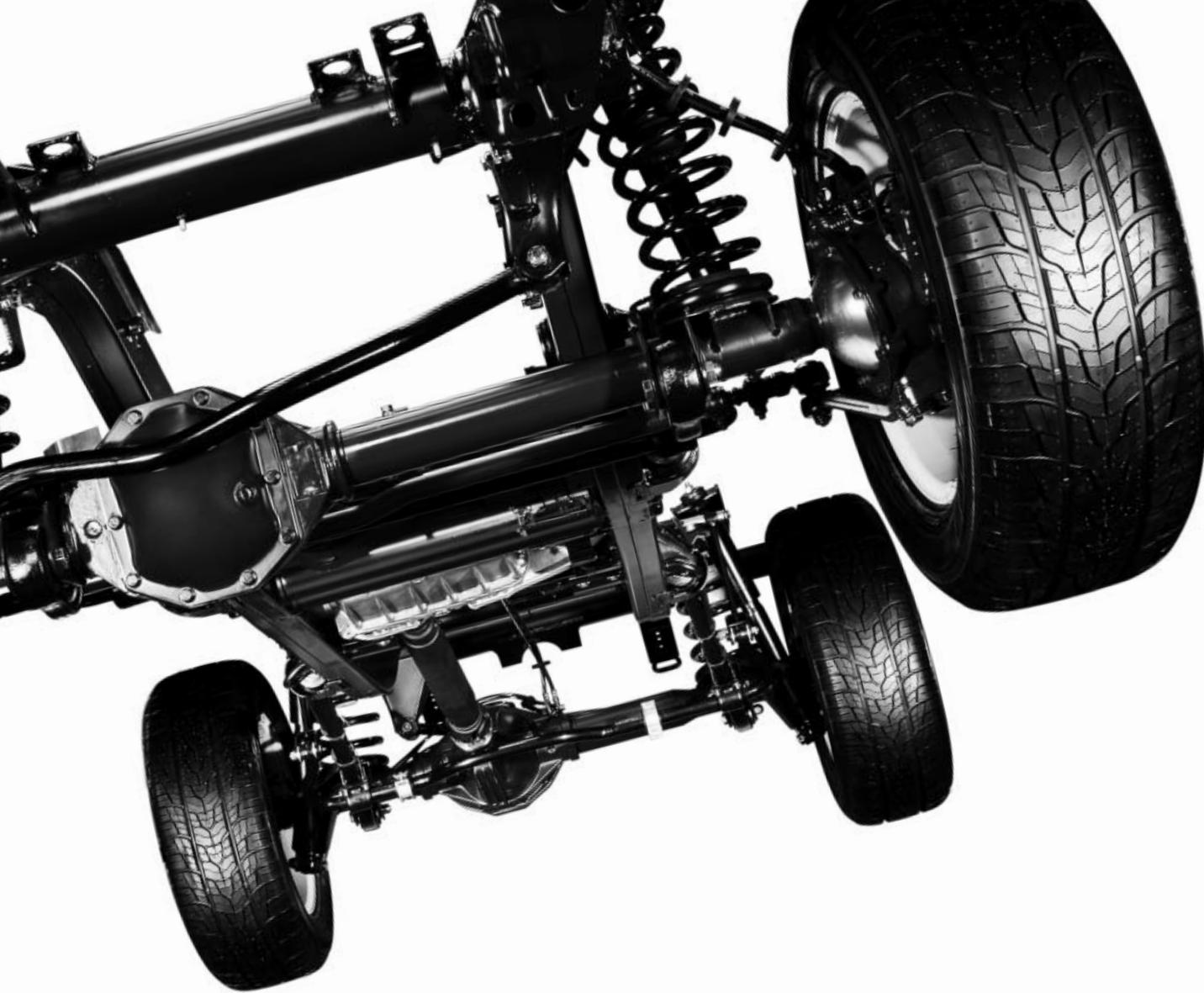
your G-Class before we've built it. To be precise, we flood the interior cavities of the ladder frame with hot wax. The excess wax is caught in a trough as shown in the picture, to avoid any risk to the environment. This procedure provides lasting protection for the backbone of the G-Class, whose legendary 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.

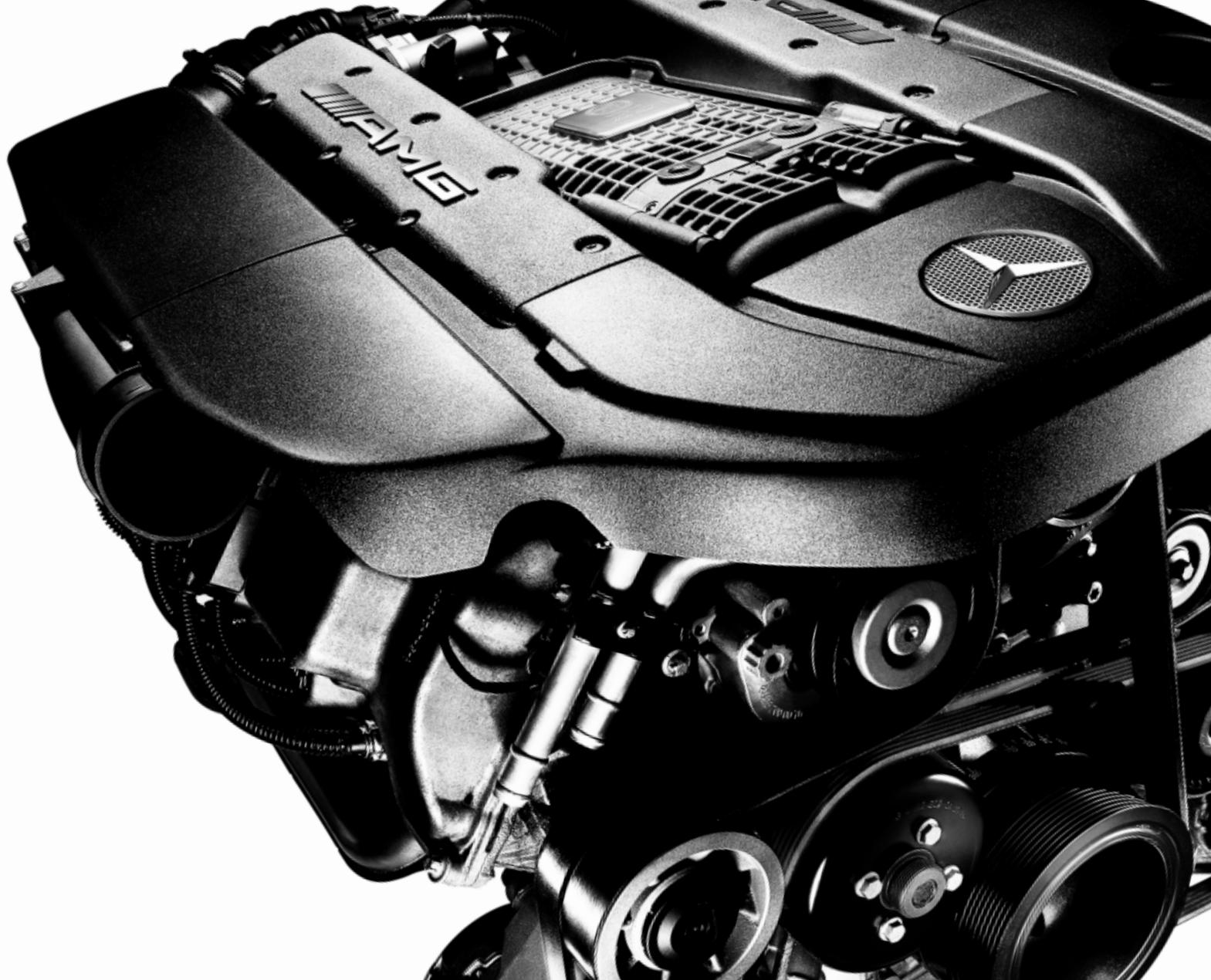




Climbing is the great passion of the G-Class, which indomitably forges its way up even the steepest inclines. Like the "Schöcklberg", our exceptionally challenging proving ground in Austria's Styria region. The rigid axles which are standard on the G-Class increase its cross-country capability by automatically 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.

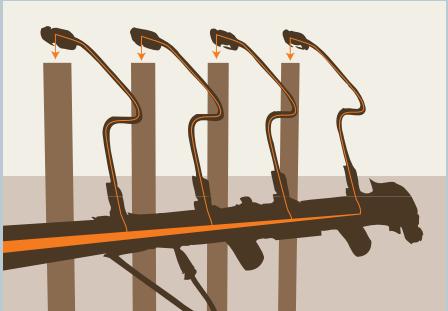








The heart of the G-Class: you set the pace – with the G 270 CDI and G 400 CDI common-rail diesels for superb pulling power right from the low rev range, for example. Or with the dual-ignition petrol engines: in the G 320 and G 500, each cylinder is equipped with two spark plugs which ignite in phased operation according to the load and driving style; this technology is also to be found in the supercharged 5.5-litre V8 engine (350 kW/476 hp), 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.

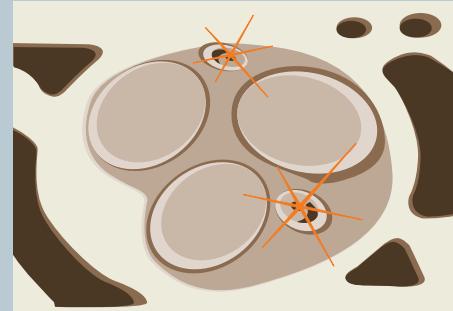


Common-rail diesel engines

Smooth and quiet operation, economy, low emissions levels and driving pleasure – the special qualities of the common-rail diesel engines. Responsible for this all-round talent is a common rail which keeps the fuel at a permanently high pressure of around 1600 bar throughout the entire engine speed range and injects finely atomised, precisely metered quantities of fuel into the combustion chambers. The result is a reduction in fuel consumption and lower emissions. Noise emissions have also been significantly reduced.

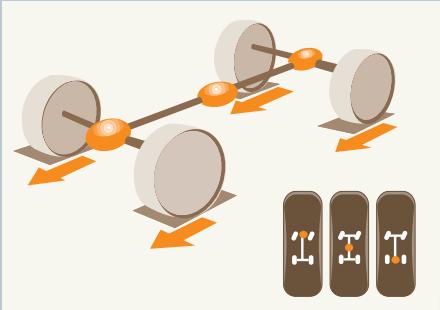
When it comes to power, however, the CDI engine is anything but modest. The G 270 CDI owes its excellent torque of 400 Nm from 1800 to 2600 rpm to its turbocharger with a variable nozzle turbine and charge-air cooling.

The powerful V8 diesel in the G 400 CDI can call on 560 Nm of torque from 1700 to 2600 rpm.



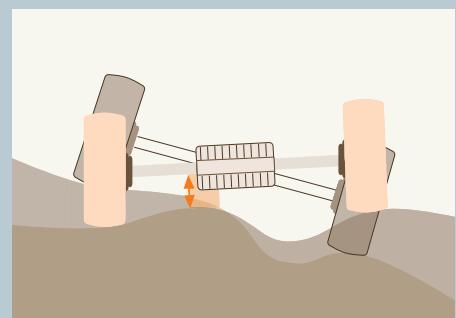
Petrol engines with three valves per cylinder

The 3.2-litre V6 petrol powerplant with three valves per cylinder and phased dual ignition in the G 320 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, of course, very smooth and quiet operation. This advanced technology is also at work in the G 500, but in an even more powerful unit: the V8 has an output of 218 kW (296 hp) and develops 456 Nm of torque from 2800 to 4000 rpm. Topping the range, the G 55 AMG has an output of 350 kW (476 hp).



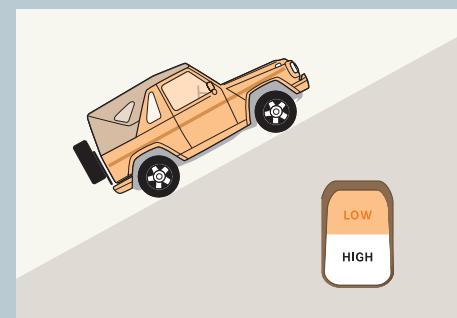
Driver-selectable differential locks

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.



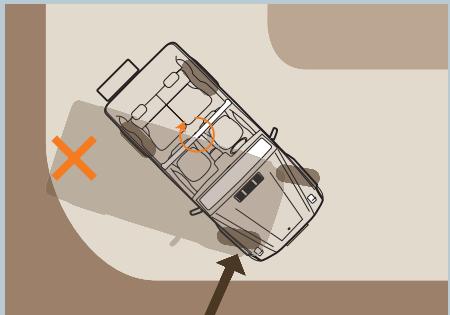
Rigid axles

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.



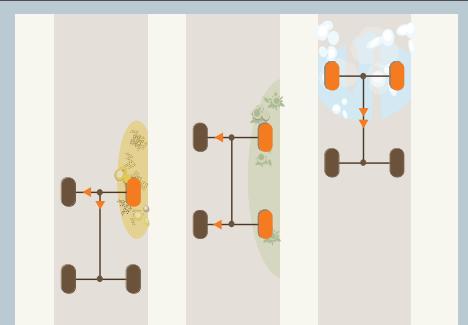
Low range

You can switch electronically from the on-road ratio of 0.87 : 1 to an off-road ratio of 2.16 : 1 by selecting the "low range". This delivers powerful torque at low drive shaft speeds, helping you to negotiate the most challenging terrain without difficulty. The low range can be engaged simply by pressing a button on the centre console – at a roadspeed no higher than 40 km/h.



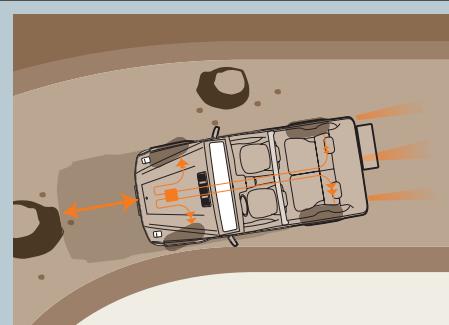
ESP[^] and BAS

If your vehicle is in danger of skidding, the Electronic Stability Program (ESP[^]) is instantly 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 immediately builds 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.



EBV 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 (EBV) 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. 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 G 400 CDI, G 500 and G 55 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 GPS Global Positioning System: enter your destination, and it will work out the route and guide you there by voice directions and arrows on the display. Dynamic navigation is an extra service (available in Germany only) which uses radio transmissions to guide you around traffic jams. Even more accurate data is provided by the TEGARON service (for which a charge is made) which uses the SMS function of your car phone.



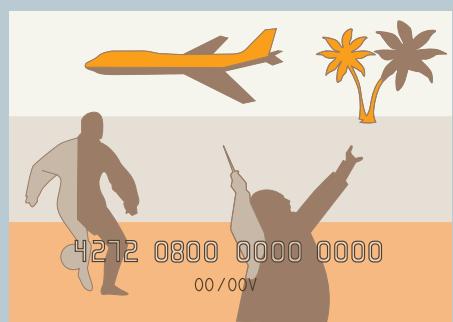
Pre-installation for a mobile, including interface
A new, integrated universal interface for mobile phones is available as an option. Designed for use with selected Nokia, Sony Ericsson and Siemens phones, this interface allows you to benefit from the usual Mercedes comfort and safety functions: hands-free 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 holder.



MobiloLife

Our MobiloLife warranty and mobility package ensures that you can enjoy years of carefree driving. If you have a mishap, for example, and lose your keys, experience starting problems or have a breakdown which cannot be repaired immediately, the mobility package ensures that you will still reach your destination – in 25 European countries. Under certain circumstances, we will even meet the cost of an airline ticket. And if help takes longer than expected, we'll also arrange for you to stay in a hotel of your choosing. But don't get too carried away by this thought – it's very rare for a Mercedes to break down. Accessing this service is as simple as calling 00800 1777 7777 from almost any European fixed or mobile network.

Our Service 24 h team will then assist you in your own language. You can call them around the clock, 365 days a year. Details of the relevant alternative telephone numbers for each country can be found in your vehicle documents. MobiloLife also comes into play if your car has to go in for more serious warranty or policy repairs. MobiloLife applies to each new car for a period of 2 years, after which it is automatically renewed each time the car is serviced by a Mercedes-Benz service centre and applies until the next scheduled service appointment – for a maximum of 30 years. It even includes a warranty against rusting through from the inside. 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 experience. The MercedesCard is the key to a wide range of exclusive offers and can be used as a practical credit card at the same time. Details of the range of exceptional cultural, sporting and travel events which we have put together especially for you can be found in the regular MercedesCard Journal. You can find out more about the MercedesCard by calling 00800 6200 3190 in Germany, 0800 55 79 84 in Switzerland and 0800 20 65 65 in Austria.



DaimlerChrysler Bank – financial services

If you've already set your heart on your dream car yet want to remain flexible in financial terms, then our leasing, financing and insurance packages are just what you're looking for. You can work out the monthly repayments for yourself with our online calculator on the internet. As well as providing personalised financing services for your new vehicle, we can offer investment products tailored to your specific requirements. Just visit www.daimlerchrysler-bank.com for more details.

Standard equipment

Selection

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
ASSYST service interval indicator
Automatic climate control
Automatically dimming interior mirror
Belt tensioners on front seats
Brake Assist (BAS)
Burr walnut fine wood trim ¹
Cabriolet soft-top, black, electrohydraulically operated
Central locking with infrared remote control and interior switch
Chrome-effect radiator grille ¹ , silver-painted radiator grille ²
COMAND APS control and display system ^{1,2}
Cruise control with variable speed limiter
designo fine wood trim ²
designo leather upholstery ²

Differential locks (transfer case, front and rear axle)
Door sill panels, four, illuminated ²
Door sill panels, front, illuminated ¹
Electronic brake force distribution EBV
Electronic Stability Program ESP ¹
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
Five-speed automatic transmission with Touchshift
“G-Line” fine wood trim, anthracite, for centre console and dashboard ³
Grab handle, leather, for front passenger
Headlamp Assist
Headlamp cleaning system
Heated front seats ^{1,2}

Selection

Immobiliser

Leather upholstery¹

Light-alloy wheels, 18", painted silver¹

Light-alloy wheels, AMG, "sterling silver" effect²

Load anchorage in luggage compartment

Low-range gear reduction (electrically selectable while on the move)

MB Audio 10 CD RDS radio³

Metallic paintwork^{1,2}

Multifunction steering wheel and selector lever, burr walnut/leather-trimmed^{1,2}

Multifunction steering wheel, leather-trimmed³

Noise-dependent audio volume adjustment

Permanent all-wheel drive with differential

Pollen filter

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

Power socket (12 V) in rear/load compartment

Power steering

Power windows

Radiator and oil sump shield

Rain sensor

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

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

Seat occupancy sensor for front passenger seat

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

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

Trailer socket, 13-pin

Velour carpets^{1,2}

¹ Standard specification for G 400 CDI and G 500

² Standard specification for G 55 AMG

³ Standard specification for G 270 CDI and G 320

Optional extras

Selection

Anti-theft alarm system

Ball-head trailer coupling

Cabriolet soft-top in green or blue

Cargo-retaining net²

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 screen¹

ISOFIX child seat attachments¹

Multicontour seats for driver and front passenger

Power-operated tilting/sliding sunroof²

Pre-installation for a mobile phone, including interface

Side storage compartments and retractable luggage cover³

Single-seater side-facing bench seat, right and/or left, leather or fabric-upholstered¹

Sound system, harman/kardon¹

Stainless steel running boards, left and right

Stainless steel spare wheel cover

TV tuner with aerial amplifier⁴

Ultrasonic reversing aid

¹Only for long Station Wagon

²Only for long and short Station Wagon

³Only for short Station Wagon

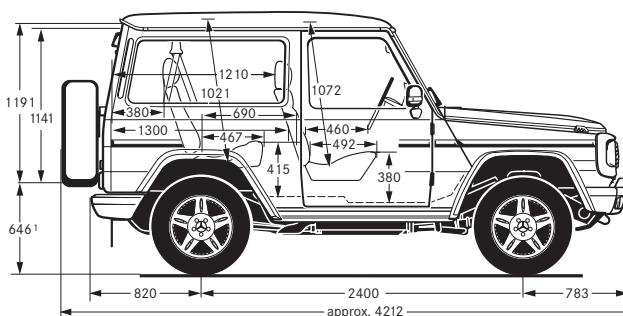
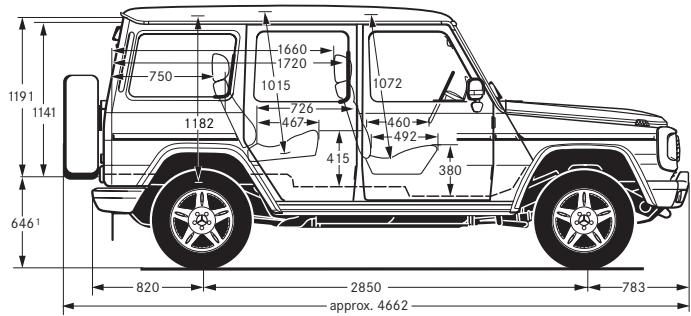
⁴Only for long and short Station Wagon in conjunction with COMAND APS

Technical data

	<i>G 270 CDI</i>	<i>G 400 CDI</i>	<i>G 320</i>	<i>G 500</i>	<i>G 55 AMG</i>			
No. of cylinders/arrangement	5/in-line	8/V	6/V	8/V	8/V			
Bore/stroke (mm)	88.0/88.3	86.0/86.0	89.9/84.0	97.0/84.0	97.0/92.0			
Total displacement (cc)	2685	3996	3199	4966	5439			
Rated output (kW at rpm) ¹	115/3800	184/4000	158/5600	218/5500	350/6100			
Rated torque (Nm at rpm) ¹	400/1800–2600	560/1700–2600	300/2800–4800	456/2800–4000	700/2650–4500			
Top speed, approx. (km/h)	160	182	175	190	210			
Tyre size	265/70 R 16	265/60 R 18	265/70 R 16	265/60 R 18	285/55 R 18			
Fuel consumption (l/100 km) ² urban/extra-urban/combined	Diesel 12.8/9.6/10.9	Diesel 16.1/11.0/12.8	Premium 20.0/12.8/15.5	Premium 21.8/13.7/16.7	Premium 21.9/13.1/16.3			
Tank capacity (l)	96	96	96	96	96			
CO ₂ emissions (g/km) ² combined	289	343	370	400	392			
	<i>Short/long Station Wagon</i>	<i>Cabriolet</i>	<i>Short/long Station Wagon</i>	<i>Cabriolet</i>	<i>Short/long Station Wagon</i>	<i>Cabriolet</i>	<i>Short/long Station Wagon</i>	<i>Station Wagon long</i>
Acceleration 0–100 km/h (s)	13.2/13.7	9.9	9.9/10.3	10.9	10.9/11.3	9.7	9.7/10.2	5.6
Kerb weight (kg) ³	2275/2410	2370	2385/2520	2200	2215/2350	2250	2265/2400	2550
Payload (kg)	575/790	480	465/680	650	635/850	600	585/800	650
Perm. gross vehicle weight (kg)	2850/3200	2850	2850/3200	2850	2850/3200	2850	2850/3200	3200
Trailer load (unbraked) (kg)	750/750	750	750/750	750	750/750	750	750/750	750
Trailer load (braked) incl. drawbar load (kg)								
115 kg short wheelbase	2850 ⁴ /– –/3500 ⁵	2850 ⁴	2850 ⁴ /– –/3500 ⁵	2850 ⁴	2850 ⁴ /– –/3500 ⁵	2850 ⁴	2850 ⁴ /– –/3500 ⁵	– 3500 ⁵
Gross combination weight (kg)	5700/6560	5700	5700/6560	5700	5700/6560	5700	5700/6560	6560

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

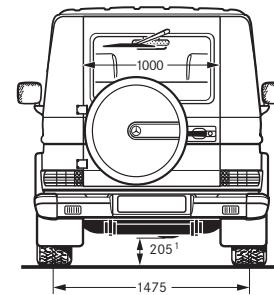
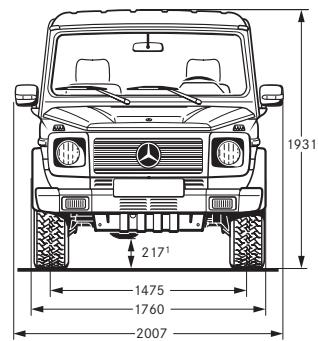
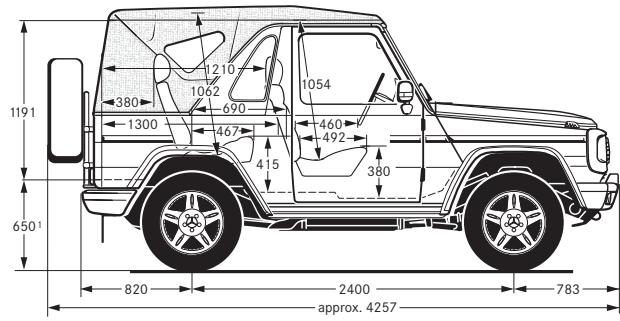
³Figures according to Directive 1992/21/EC, version 1995/48/EC (kerb weight with fuel tank 90% full, driver, 68 kg, and luggage, 7 kg) for standard-specification vehicles. Optional extras and accessories will generally increase this figure and reduce the payload capacity accordingly ⁴Statutory requirements met for 12 % gradient at 2850 kg ⁵Statutory requirements met for 12 % gradient at 3500 kg

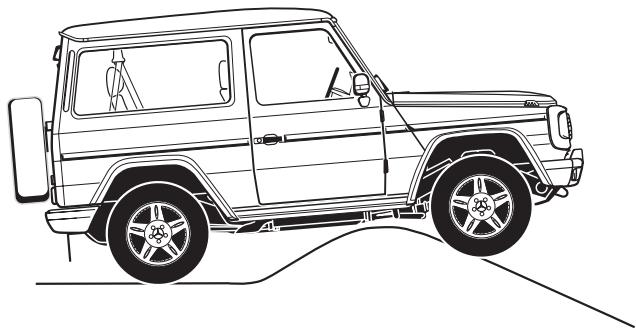


All figures in mm. The dimensions shown are average values for the standard-specification vehicle carrying three 68 kg passengers

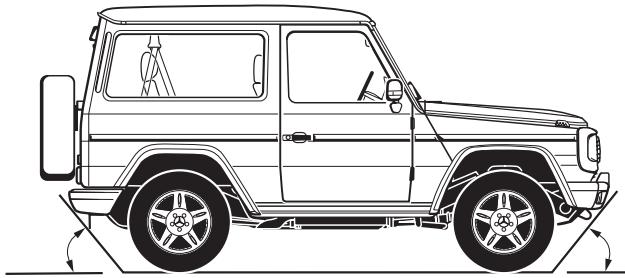
¹ With maximum permissible payload

² Height of Cabriolet: 1941 mm



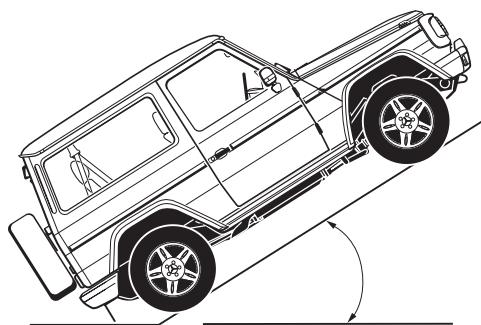


Large ramp angle



Angle of approach 36°

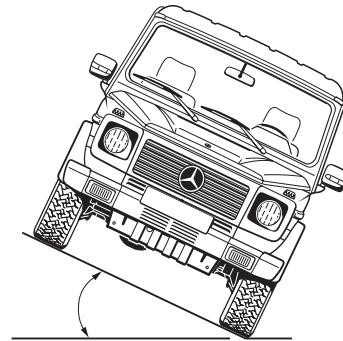
Angle of departure 27°



*Climbing performance up to 80 %
depending on terrain*

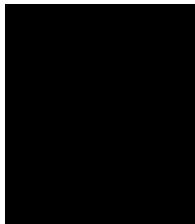


Ground clearance 21 cm

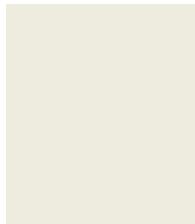


*Directionally stable on
lateral slopes up to 54 %*

Non-metallic
paints



040 black



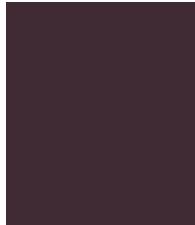
960 alabaster white

Metallic paints¹

Optional extra



189 green black



197 obsidian black



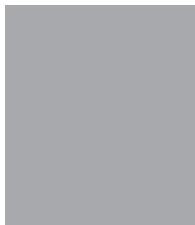
359 tanzanite blue



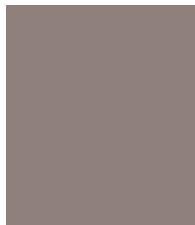
368 flint grey



544 carneol red



723 cubanite silver



747 perlite grey



775 iridium silver



816 andradite green

Tougher 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 makes them less susceptible to the effects of the weather and environmental conditions such as precipitation, sunlight, temperature variations, dust and soot.

Wood



"G-Line" anthracite²



Burr walnut^{1, 3}

Leather¹
Optional extra

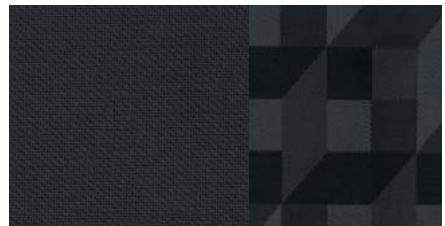


black



grey

Fabric²



black



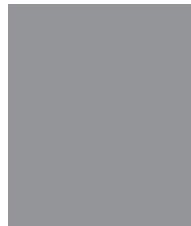
grey

¹Standard on G 400 CDI and G 500 ²Standard on G 270 CDI and G 320 ³Optional extra for G 270 CDI and G 320

designo
paint finishes



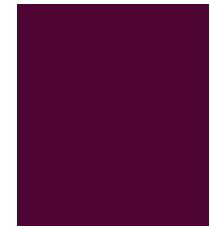
025 *designo
brilliant black*



029 *designo
silver*



032 *designo
mystic blue*



033 *designo
mocha black*



037 *designo
mystic red*

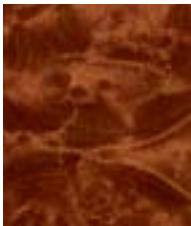


039 *designo
mauritius blue*



041 *designo
graphite green*

designo
trim



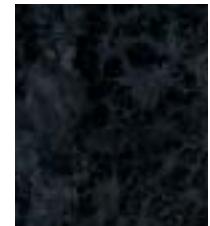
ZM0 *designo natural
maple grain*



ZM3 *designo anthracite
curly maple*



ZM5 *designo natural
poplar*



ZM7 *designo anthracite
poplar*

designo
leather



ZH1 *designo*
anthracite



ZH2 *designo*
light brown



ZK2 *designo*
silver



ZK3 *designo*
mystic blue



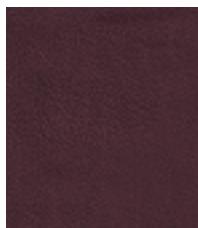
ZK4 *designo*
mid grey



ZK6 *designo*
sand



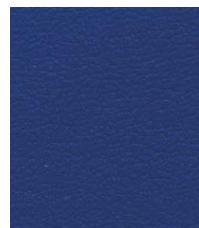
ZK7 *designo*
graphite green



ZK8 *designo*
mystic red



ZK9 *designo*
silk



ZL1 *designo*
mauritius blue

Created by British artist Anthony Gormley, "The Angel of the North" dominates the approach to Gateshead in northern England. Measuring 20 metres in height and with a wingspan of 54 metres, the figure has become one of the region's best-known landmarks. With its striking form and red-brown patina, "The Angel of the North" contrasts with its surroundings and exerts a strange fascination on the onlooker, regardless of the direction from which it is approached.



The Giant's Causeway: thousands of hexagonal pillars which formed from cooled lava have created a unique natural landscape which descends like a stairway from the cliffs to the sea. According to legend, the giant Finn McCool, a warrior and commander of the King of Ireland's army, built the causeway to allow him to visit his love 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.



In the heart of Northumberland's Kielder Forest (the largest in England) stands a piece of radical architecture which at first seems entirely out of place in such a natural setting: the Kielder Belvedere, a shelter for walkers, features a mirrored stainless-steel surface which reflects the trees, sky and the waters of the lake on which it stands. From the inside, the panoramic window captures Kielder Water in all its beauty.

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.





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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 Directive¹.
But that day lies a long way off.

¹Applies in accordance with national regulations to vehicles up to 3.5 t permissible gross weight. The G-Class has 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, the G-Class will be able to comply with any future increases in the recycling quota within the stipulated time limits.

For further information, please call 0080017777777.

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