

Mercedes-Benz Guard

Special-protection vehicles












Mercedes-Benz

Featuring safety ex factory. The integrated protection system

The innovative power, perfection and fascination of Mercedes-Benz have been making history all along. The thinkers and doers of Mercedes-Benz Guard from development and production have been working with the same passion for more than 80 years to combine highest demands on mobility with maximum protection for the vehicle's occupants in regions and situations where occupants are subject to increased threats. This is based on the idea of creating a secure framework for individual freedom and development. And on the conviction that from a secure position we can make the world move forward!

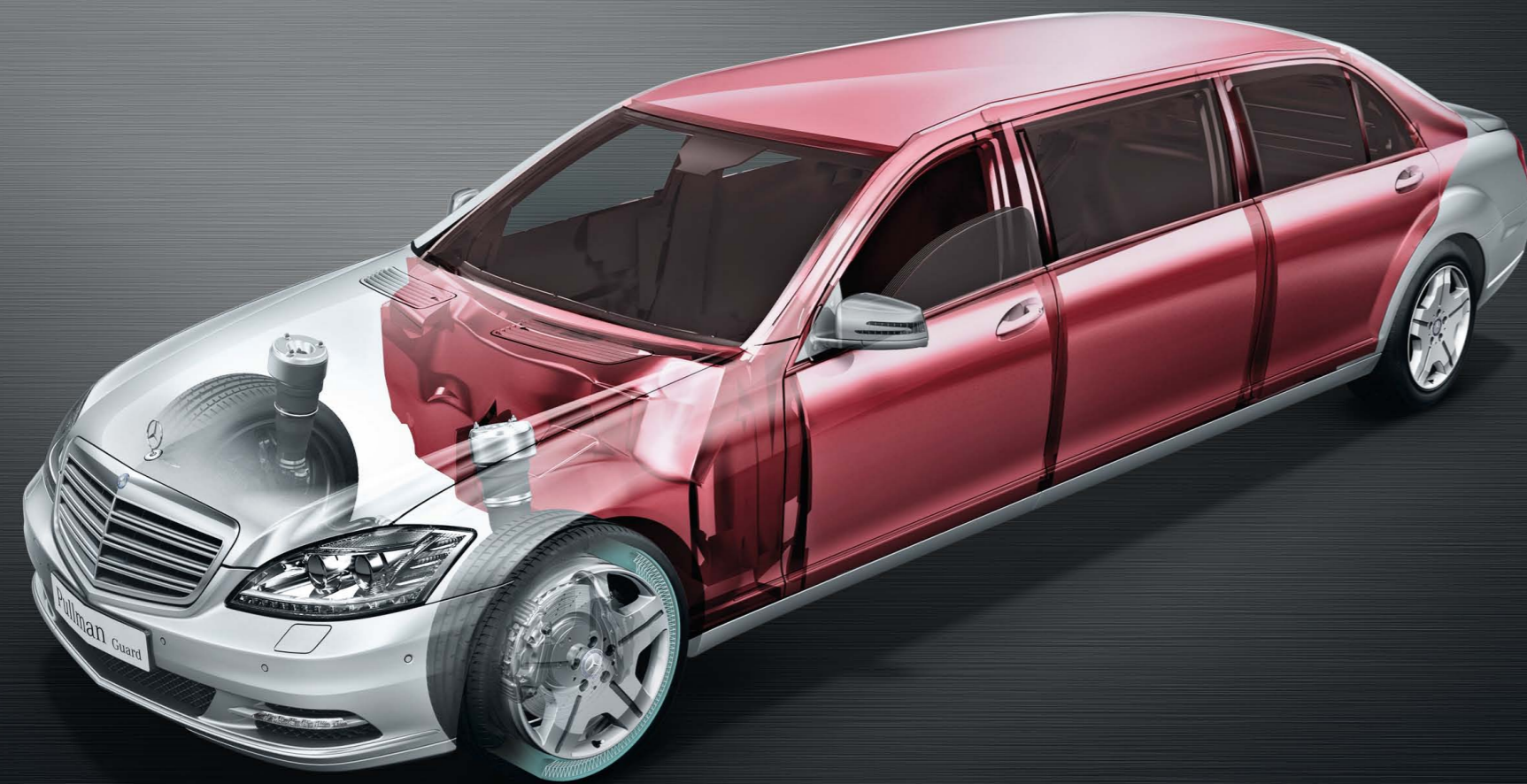
The integrated protection system, part and parcel of each Guard vehicle right from the development phase, is far more than the sum of its single protective components. Embodying highest demands on quality, technology and innovation, it provides the basis for complete protection. On this basis, the control systems, brakes and driving characteristics can be optimally coordinated and presumed weak spots recognised in advance and eliminated. Special protection ex factory is realised from the outset of vehicle development. This makes the crucial difference, because the moment of beginning will not return again later.

Ballistic resistance levels by weapons and calibres according to BRV 2009

| Vehicle class | BRV 2009 | Resistance | Energy of projectile (joules) | Example weapons |
|---|----------|--|-------------------------------|---|
| | VR1 | Weapons up to .22LR | 168 |  |
| | VR2 | Weapons up to 9 mm Luger (Parabellum) | 518 |  |
| | VR3 | Weapons up to 9 mm Luger (Parabellum) | 689 |  |
| E-/M-Guard | VR4 | Handguns up to .44 Magnum | 943-1510 |  |
| | VR5 | Handguns up to .357 Magnum | 1194 |  |
| M-Guard* | VR6 | Rifles up to calibre 7.62 x 39 mm, full steel jacket, iron core | 2074 |  |
| | VR7 | Rifles up to calibre 7.62 x 51 mm, full steel jacket, soft core | 1805-3289 |  |
| Pullman Guard/S-Guard* **/ G-Guard** | VR8 | Rifles up to calibre 7.62 x 39 mm, full steel jacket, hard steel core, incendiary-tipped | 2108 |  |
| | VR9 | Rifles up to calibre 7.62 x 51 mm, full steel jacket, hard steel core | 3261 |  |

* Probably can be ordered as of first quarter of 2014 ** Details contained in the respective armouring certificate





Pullman Guard

The state limousine shows greatness on all levels: greater space for comfort and luxury, greater poise and confidence owing to safety-relevant control systems and integrated highest protection components. The Pullman Guard is the benchmark for dignity and respect.

| | S 600 |
|---|----------------------|
| Resistance level | VR6/VR7 (BRV 1999) |
| No. of cylinders | V12 |
| Total displacement in cc | 5513 |
| Rated output in kW at rpm | 380/5000 |
| Rated torque (Nm at rpm) | 830/1800-3500 |
| Perm. GVW in kg | 5360 |
| Kerb weight (EC, incl. driver (75 kg) + tank 90 % full) in kg | 4815 |
| Payload EC in kg | 545 |
| Acceleration from 0 to 100 km/h in s | 8.1 |
| Top speed in km/h | 160 ¹ |
| Light-alloy wheels | PAX 235-470A ET56 |
| Tyres | 245-700 R470 AC 121Q |
| Seats | 6 |



¹ Electronically governed



S-Guard

The new S-Guard remains true to its principle of quality: highest measures of perfection and precision enable realising the protection concept even when the danger level increases. Enhanced scope of protection, maximum resistance, and additional reinforcement right during development are the solutions that make history. At the same time, a central aim is also to transfer to the S-Guard the dimensions of comfort with which the new S-Class sets standards worldwide as a production car. The customer will certainly look forward with growing anticipation to its introduction in the first quarter of 2014.

Can be ordered from 1st quarter 2014



E-Guard

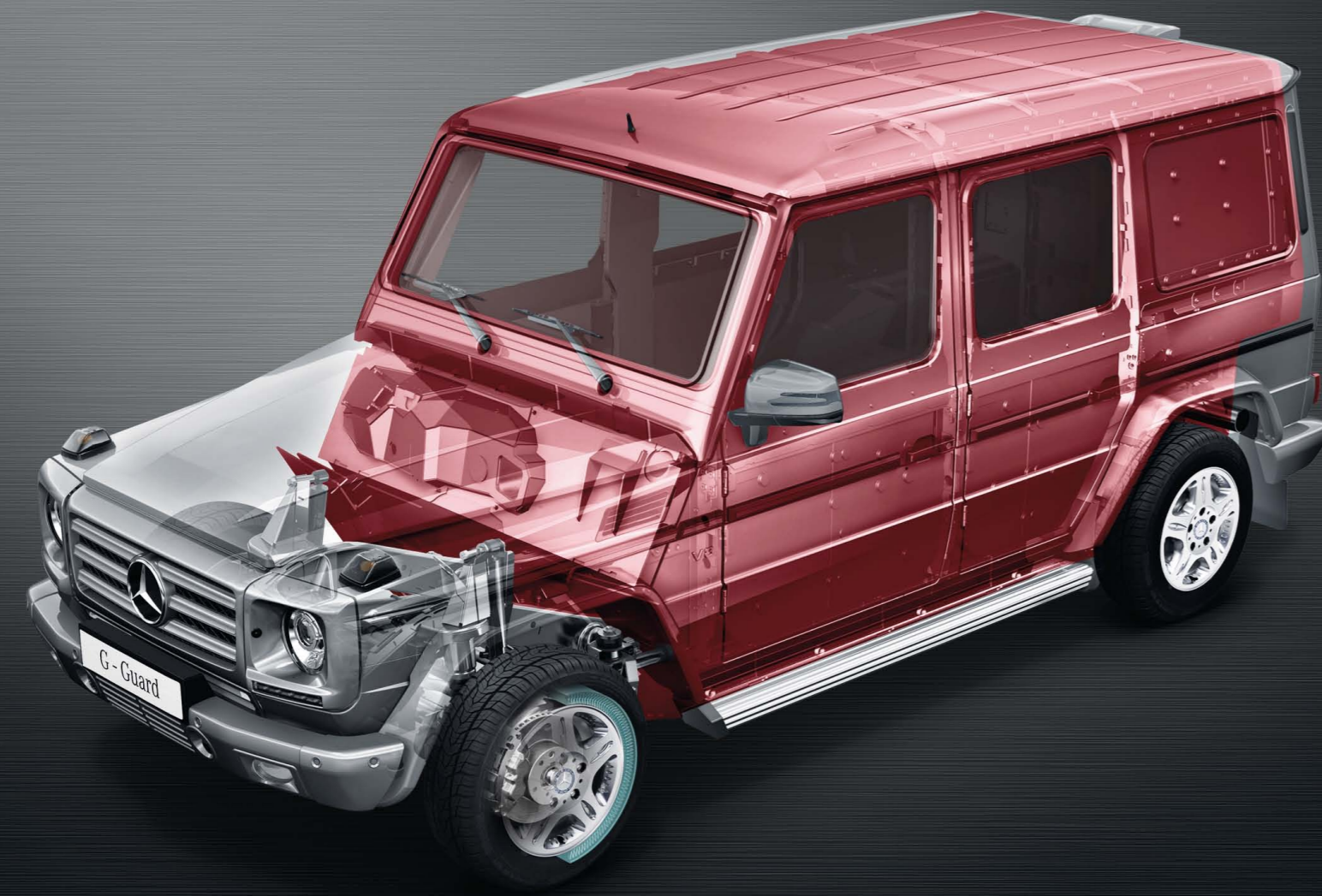
Utmost care, many years of experience, and advanced technology: the basis for maximum comfort and tailor-made safety. The integrated protective components of the E-Guard are perfectly concealed under the skin of a standard car. Inconspicuousness is an essential element of the mature system.

| | E 350 BlueTEC ¹ | E 250 ¹ | E 500 |
|---|----------------------------|--------------------|------------------|
| Resistance level | VR4 | VR4 | VR4 |
| No. of cylinders | V6 | 4/in-line | V8 |
| Total displacement in cc | 2987 | 1991 | 4663 |
| Rated output in kW at rpm | 185/3800 | 155/5500 | 300/5000 |
| Rated torque (Nm at rpm) | 620/1600-2400 | 350/1200-4000 | 600/1600-4750 |
| Fuel consumption in l/100 km (g/km) ² | | | |
| Urban | 7.8 (205) | 9.1 (212) | 13.6 (317) |
| Extra-urban | 5.6 (148) | 6.1 (143) | 7.4 (172) |
| Combined | 6.4 (167) | 7.2 (168) | 9.6 (225) |
| Perm. GVW in kg | 2680 | 2610 | 2680 |
| Kerb weight (EC, incl. driver (75 kg) + tank 90 % full) in kg | 2250 | 2070 | 2230 |
| Payload EC in kg | 430 | 540 | 450 |
| Acceleration from 0 to 100 km/h in s | 7.5 | 8.9 | 5.4 |
| Top speed in km/h | 240 ³ | 240 ³ | 240 ³ |
| Light-alloy wheels | 8Jx17 ET48 | 8Jx17 ET48 | 8.5Jx18 ET46 |
| Tyres | 245/45 R17 | 245/45 R17 | 255/40 R18 |
| Seats | 5 | 5 | 5 |



¹ Only selectable in certain countries ² The 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 the different vehicle models

³ Electronically governed



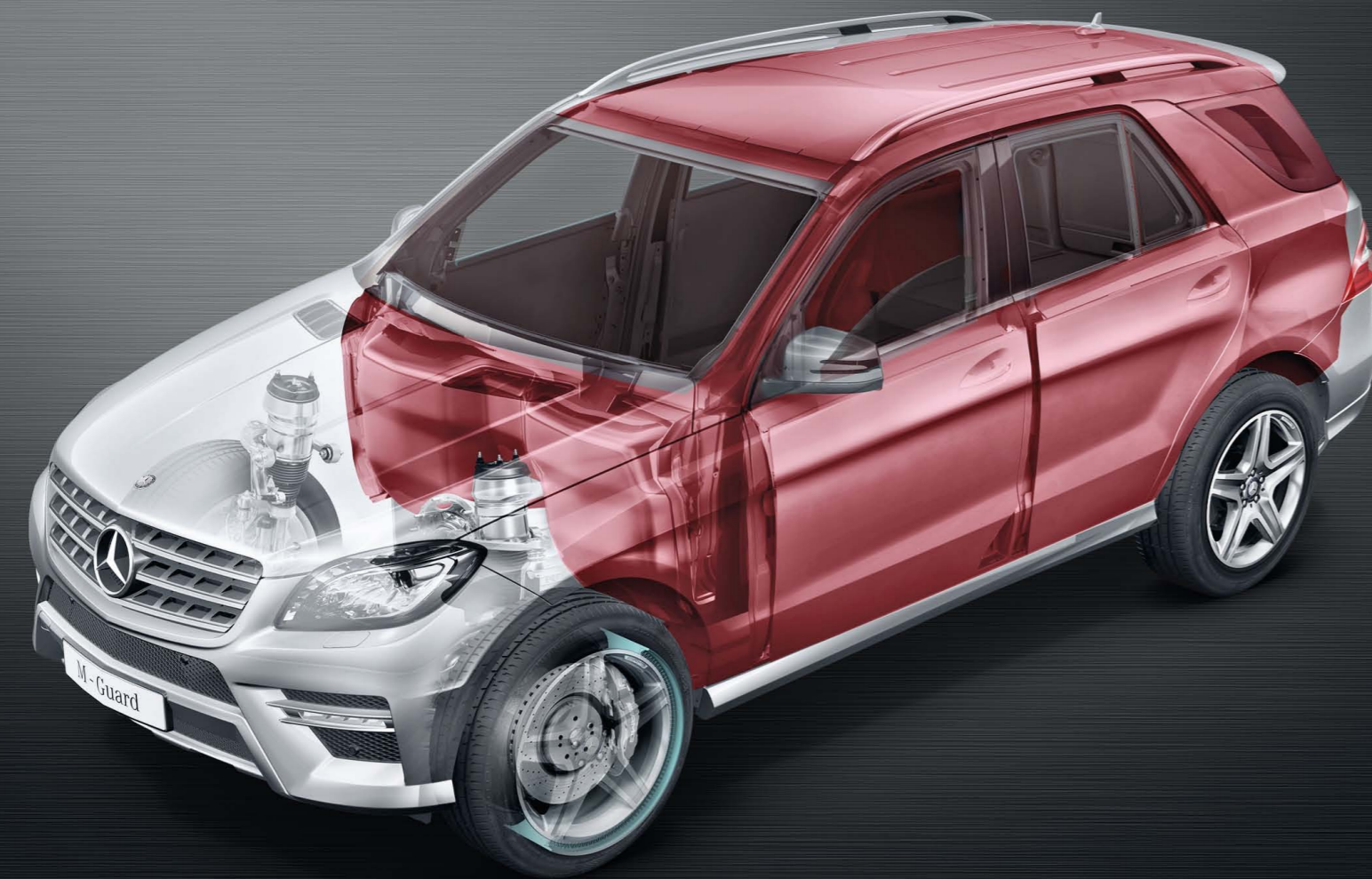
G-Guard

Highest protection at its best, even in extreme terrain: For more than 30 years the G-Guard has been accomplishing its mission virtually unchanged. This is because there is nothing more to improve once top form has been found. But it also shows just how literally one must take the term integrated protection, which cannot be seen from the outside, but has been further developed in very essential ways inside.

| G 500 | |
|---|------------------|
| Resistance level | VR7 BRV 2009 |
| No. of cylinders | V8 |
| Total displacement in cc | 5461 |
| Rated output in kW at rpm | 285/6000 |
| Rated torque (Nm at rpm) | 530/2800-4800 |
| Fuel consumption in l/100 km (g/km) ¹ | |
| Urban | 23.9 (559) |
| Extra-urban | 14.7 (343) |
| Combined | 18.1 (423) |
| Perm. GVW in kg | 4800 |
| Kerb weight (EC, incl. driver (75 kg) + tank 90 % full) in kg | 4150 |
| Payload EC in kg | 650 |
| Top speed in km/h | 160 ² |
| Light-alloy wheels | 7.5Jx16 ET63 |
| Tyres | 245/75 R16 |
| Seats | 4 |



¹ The 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 the different vehicle models ² Electronically governed



M-Guard

Protection continues even when the road comes to an end: the permanent all-wheel drive makes for best possible traction and increased driving stability in poor road conditions and off the road. Integrated protective components and intelligent solutions do more than give one a good feeling: to be on the safe side they also deliver the hard facts for two resistance levels.

| | ML 350 BT | ML 500 | ML 500 |
|---|------------------|------------------------------|---|
| Resistance level | VR4 | VR4 | VR6 ¹ |
| No. of cylinders | V6 | V8 | V8 |
| Total displacement in cc | 2987 | 4663 | 4663 |
| Rated output in kW at rpm | 190/3600 | 300/5000 | 300/5000 |
| Rated torque (Nm at rpm) | 620/1600-2400 | 600/1600-4750 | 600/1600-4750 |
| Fuel consumption in l/100 km (g/km) ² | | Start/stop - w/o. Start/stop | Figures expected to be available as of 1st quarter of 2014. |
| Urban | 9.2 (241) | 16.1 (376) / 18.5 (432) | |
| Extra-urban | 7.5 (197) | 10.0 (236) / 10.1 (237) | |
| Combined | 8.1 (212) | 12.2 (285) / 13.2 (309) | |
| Perm. GVW in kg | 3350 | 3350 | 3450 |
| Kerb weight (EC, incl. driver (75 kg) + tank 90 % full) in kg | 2765 | 2785 | 2920 |
| Payload EC in kg | 585 | 565 | 515 |
| Acceleration from 0 to 100 km/h in s | 9.4 | 6.5 | 6.8 |
| Top speed in km/h | 210 ³ | 210 ³ | 200 ³ |
| Tyres | 265/45 R20; MOE | 265/45 R20; MOE | 265/45 R20; MOE |
| Seats | 5 | 5 | 5 |



¹ Probably can be ordered as of 1st quarter 2014. For design reasons with partition between rear bench seat and load compartment ² The 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 the different vehicle models ³ Electronically governed



Special protection as standard. Special solutions as required

As official vehicle a Mercedes-Benz Guard has specific duties. To optimally meet the different requirements, our experts exploit the variety of individualisation options to the full. Thus, in keeping with the regulations in each country

and tailored to the areas of use, the special protection vehicle is built to specification, and as genuine Mercedes-Benz Guard is sure to meet the highest demands.



Perceived security, measurable protection ex factory. Service worldwide

You know you're on the safe side with a Mercedes-Benz Guard also where regular maintenance or damage repairs are concerned. Because the mature protection concept naturally also means specially trained personnel, the exclusive use of genuine spare parts and expert local service. Prior to purchase and long after, besides our sales team our technical support people are available to you to answer all your questions and cater to your wishes. This provides the assurance that with the Guard vehicle you're always in the best of hands with the

Mercedes-Benz partner and additionally enjoy the privileges of VIP treatment. Development and integration of the protective components as a comprehensive system prove a strong advantage for service and maintenance long after buying the vehicle. Because care is taken during design and installation to ensure access to possible wear parts or damaged elements. This makes the complete protection last for the long term.

Mercedes-Benz Guard. The finest World of Protection

Such a special matter as personal safety is also a question of trust. Experts with know-how and experience develop intelligent, innovative solutions. The right time to think of protection and safety is in any case long in advance of the production process. In a dedicated development process, all components are designed for complete protection. Their effects on the vehicle also are taken into

account at this early stage and appropriate adjustments made. This process has been the basis of the integrated protection system of all Mercedes-Benz Guard vehicles for more than 80 years. Detailed information can be found in the specific Guard model series catalogues.



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