

MODEL FILE 103 · MERCEDES-AMG · GULLWING · COLLECTOR AMG

SLS AMG

M159 · 571-591 PS · SPACEFRAME · GULLWING · 2010-2015

THE RANGE IN BRIEF

THE FAMILY

C197 coupe and R197 roadster, 2010-2015, with production essentially through 2014 and the GT Final Edition closing the line. The variants: SLS AMG (571 PS = 563 bhp at 6,800), SLS AMG GT (591 PS = 583 bhp), GT FINAL EDITION (350 cars, 25 of them for Japan), and the ELECTRIC DRIVE: nine cars worldwide, 751 PS from four electric motors, a register curiosity of its own. The BLACK SERIES is deliberately NOT here: separate model file, per the dossier's structure. Fields: COUPE_OR_ROADSTER, STANDARD_GT_FINAL_EDITION, BUILD_NUMBER. Classification, per the dossier: LOW TECHNICAL RISK, STRONG LONG-TERM COLLECTOR.

THE FIRST TRUE AMG

The SLS was the first series sports car developed entirely by AMG, and the architecture says so: an aluminium spaceframe of 241 kg, front-mid engine, transaxle construction with the DCT at the rear axle, connected by a carbon driveshaft inside a torque tube, dry-sump lubrication, gullwing doors on the coupe, and a near-perfect 47:53 weight distribution. Nothing else Mercedes built in that decade shares this layout, and the file reads the car as what it is: AMG's own machine.

POWERTRAIN

THE M159

Based on the M156 but with more than 120 modifications: dry sump, changed intake, changed lubrication, new engine mounting, new exhaust, higher revs. The M159 counts as EXCEPTIONALLY reliable, and the register draws the line clearly: the early-M156 pattern of File 97 is NOT documented here. The isolated, honest items: camshaft adjuster wear at high mileages, age-related leaks, engine mounts. PPI: cold start, compression, leakdown, oil pressure, oil loss, camshaft adjusters, mounts. LOW in the matrix, and the dry-sump system is maintained strictly to factory specification: its service history is part of the engine's identity.

THE DCT

The AMG Speedshift DCT 7 in transaxle position: generally very reliable. Checked: adaptation values, oil changes, shift quality, clutch wear, mechatronics. Isolated software adjustments for shift behaviour are documented, grave series problems are not. MEDIUM in the matrix, as a maintenance-and-documentation item.

THE GULLWING & THE FRAME

DOORS, STRUCTURE, CHASSIS

The doors are their own inspection point: gas struts age (the documented fleet item), hinges, emergency release, locking, gap dimensions. The mechanism itself is robust, and the engineering detail belongs in the file: in a rollover the hinges separate via pyrotechnic bolts. DOOR_STRUT_STATUS and GULLWING_DOOR_STATUS are register fields. The aluminium spaceframe carries no known series weakness: what matters is the accident question: repairs exclusively documented and professional, full measurement, corrosion at joining points, underbody. Chassis: control arms, top mounts, dampers, rear axle bearings, geometry, with track cars read by their biography. Brakes: steel standard, ceramics optional: discs, pads, heat, stone chips on ceramics. Electronics: unobtrusive, no model-typical weakness documented: COMAND, instrument cluster, door modules, DCT controller, fault memory.

FACTORY ACTIONS & OWNERSHIP

THE RECORD, BY VIN

The dossier is right that no grave model-specific recall series exists, and the register adds the documented layer: THREE US airbag-inflator campaigns stand against the fleet: 16V081 (driver inflator), 17V017 and 19V010 (passenger inflator), supplier campaigns of the industry-wide inflator years, not SLS construction faults. Whether a given car is affected is decided by VIN, per the register's oldest rule, together with Mercedes service campaigns and software updates. All open measures are closed before purchase.

SERVICE, PARTS, COSTS & PRIORITIES

Routine care: Mercedes-Benz and AMG Performance Center. Larger work: AMG-experienced specialists. Parts: engine very good, gearbox and electronics good, spaceframe components and gullwing parts markedly more expensive than on normal Mercedes models. Cost drivers: ceramics where fitted, DCT service, dry-sump service, chassis, tyres, and against Ferrari or Lamborghini of the generation the running costs count as well calculable. Priorities, per the dossier: service history, engine, DCT, gullwing doors, aluminium structure, chassis, brakes, documentation. Provenance: variant clarity (coupe or roadster, GT, Final Edition), original data card, complete Mercedes history, original wheels, accident-free status. Originality decides value on collector cars, and the file expects it documented.

350

GT Final Edition cars, 25 for Japan: the closing chapter of AMG's first own sports car

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Electric Drive cars worldwide, 751 PS: the register curiosity inside the family

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US airbag campaigns on the fleet (16V081, 17V017, 19V010): supplier era, answered by VIN

Sources: Mercedes-AMG data and model records (SLS 571 PS = 563 bhp, GT 591 PS = 583 bhp at 6,800; Final Edition 350 cars incl. 25 Japan; Electric Drive 9 cars, 751 PS; M159 with over 120 modifications vs M156, dry sump; spaceframe 241 kg, carbon driveshaft in torque tube, 47:53; pyrotechnic hinge bolts; production essentially through 2014, window 2010-2015); documented fleet items (door struts, chassis bearings, DCT software, isolated cam-adjuster wear) per dossier and record; US campaigns per NHTSA records for the SLS fleet: 16V081, 17V017, 19V010, VIN decides; Black Series: own file per register plan. Market bands pending the transaction dataset.