



Mercedes-Benz SLS AMG F1 Safety Car



Mercedes have supplied the safety cars for the F1 Championship for the past 14 seasons. This year sees the introduction of the fastest and most powerful model to ever be used for this important role, the AMG SLS Gullwing.

The enviable job of piloting the SLS is with Mercedes DTM driver Bernd Maylander, with Pete Tibbetts from the FIA as the co-pilot. They will get to lap all circuits of the 2010 Championship at close to race speed. The role of the Safety Car is to control the F1 pack in the event of accident or adverse weather conditions, and as such the car needs to be able to maintain a speed fast enough to ensure the F1 cars tyres do not cool too much and that the engine gets enough cool flowing air to not overheat.

The potent 420 kw (571 hp) 6.3 litre AMG V8 supplies ample power for the 1620 kg SLS to be able to maintain the consistent high speed required without any modification necessary to the standard production

build. The only changes to the car are new carbon-fibre exterior mirrors and an all-new carbon-fibre hood with optimised airflow to allow for the inclusion of the aerodynamic roof light bar. The safety light bar for the first times features an all LED lighting solution. It also houses an integrated TV camera.

The lightbar has two centrally located green lights that are illuminated when the Safety Car joins the field and needs to overtake the F1 cars in front of it. Once the SLS AMG has reached the leading position, the outer orange flashing lights are switched on to signal to the drivers that no overtaking is allowed. The white stroboscopic lights in the headlamps and tail lights perform a general signalling function in that they always flash whilst the safety car is deployed.

A special number plate at the rear, with "Safety Car" lettering and 700 LEDs, provides additional safety in darkness or wet weather. A reversing camera is

Mercedes Benz SLS AMG - 2010 F1 Safety Car

- 2010 F1 Championship safety car
- 420 kw @ 6000 rpm
- 197 mph (electronically limited)
- 0 to 62 mph in 3.8 seconds
- Driver - Bernd Maylander

integrated to the left of the number plate, allowing those in the cockpit to keep an eye on the Formula-1 cars behind via monitor.

The only change to the powertrain is a new rear silencer, which gives the spectators a sound in keeping with the aural delights expected as part of the F1 circus, it also allows the AMG V8 to breathe more easily.

Rod Halligan



2010

Mercedes Benz

SLS Gullwing

2010 F1 Season Safety Car

German

F1 Safety Car

2010

Mercedes Benz

SLS Gullwing

2010 F1 Season Safety Car

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F1 Safety Car



Mercedes Benz SLS AMG

Year	2010
Built by	AMG
Price	NA
ENGINE	
Configuration	90 Degree AMG V8 Dry Sump Lubrication M159
Layout	Front/Mid Longitudinal Rear transaxle
Induction	Naturally aspirated
Valvetrain	SOHC, 3 Valves per Cylinder
Displacement	6208 cc
Power	571 hp @ 6000 rpm
Torque	650 Nm @ 4750 rpm

BODY

Aluminium Body & Aluminum Chassis	
Wheelbase	2680 mm
Front track	1682 mm
Rear track	1653 mm

DRIVE

Rear Wheel Drive	
Transmission	7-Speed Auto w/Speedshift System - Paddleshift Dual clutch

SUSPENSION

Front	aluminium double-wishbone A-arms (forged) with track rod
Rear	aluminium double-wishbone A-arms (forged) with track rod

WHEELS / BRAKES

AMG Wheels	
Front brakes	ventilated discs carbon fibre optional
Rear brakes	ventilated discs carbon fibre optional
Steering	Rack & Pinion

PERFORMANCE

Top speed	197 mph electronically limited
0 - 62 mph	3.8 seconds