



Mercedes Benz E55 AMG: World's Fastest Wagon Matched By Top Notch Benz Replacement Parts from Parts Train

The exclusive new wagon comes with AMG aerodynamic bodywork with AMG 18-inch alloy wheels with staggered tires. Standard to the E55 AMG wagon are four-zone climate control that allows different temperature settings for the rear outboard passengers as well as the driver and front passenger.

([PRWEB](#)) June 15, 2005 -- The new E55 AMG wagon packs power of 469 horsepower and 0-to-60 mph times of 4.6 seconds with its 5.5-liter supercharged AMG V8 engine. It has high-performance four-wheel disc brakes with oversize perforated and ventilated rotors with multi-piston calipers.

The exclusive new wagon also comes with AMG aerodynamic bodywork with AMG 18-inch alloy wheels with staggered tires. Inside, black Birdseye maple trim is standard, as well as special AMG gauges and sport seats finished in nappa leather.

Standard to the E55 AMG wagon are four-zone climate control that allows different temperature settings for the rear outboard passengers as well as the driver and front passenger. Also standard on the both the E55 AMG wagon and sedan models is a harman kardon Logic 7 audio system that features seven-channel surround sound, concert-quality output and 12 high-end speakers.

Air suspension from the S-Class, called Airmatic DC (for Dual Control), is standard on the E55 AMG models. Airmatic suspension uses sensors that monitor road conditions, driving style and cornering forces to ensure that the system always chooses the best air spring and shock absorber settings. The system can switch between different damping profiles in a fraction of a second, and the driver can also select from four pre-set suspension response programs.

A new sports suspension for the CLS55 AMG that's based on the Mercedes-Benz semi-active air suspension with giant vented and perforated disc brakes carry staggered 19-inch wheels with 255/35 tires in front and 285/30 at the rear. To help handle all the power, the ESP system can apply the brakes on just one wheel to transfer torque to the wheels with better traction, achieving much the same effect as a limited-slip differential.

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