

# 2006 Mercedes-Benz SL600

2dr Roadster · 12-cyl. 5513cc/493hp MFI SOHC Turbo

#1 Concours condition

**\$48,500**

↗ +8.5%

#2 Excellent condition

**\$33,800**

↗ +8.7%

#3 Good condition

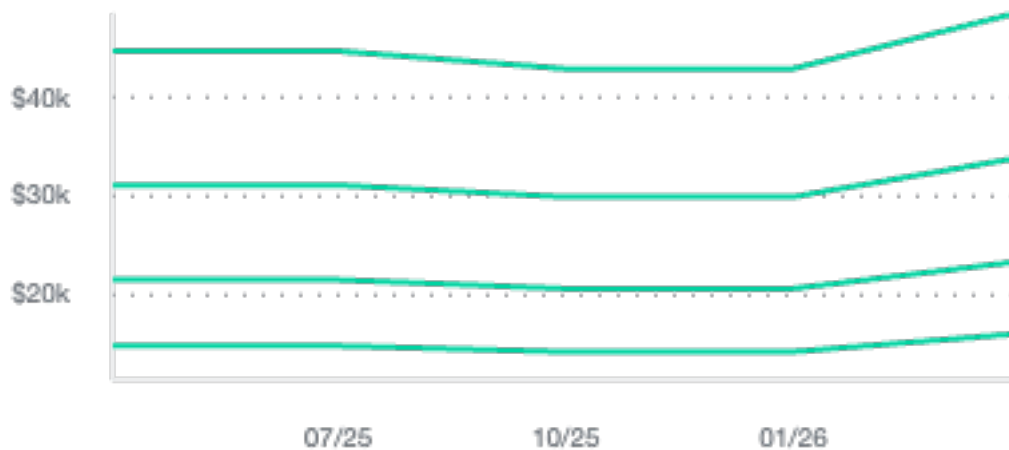
**\$23,300\***

↗ +8.4%

#4 Fair condition

**\$16,000**

↗ +8.1%



NOTE: The chart displays price changes for the last year.

## Model description

Mercedes-Benz introduced an all-new SL-Class for the 2003 model year, internally referred to as the R230. The flagship two-seat roadster continued the SL's long history of luxurious grand touring, but added a sportier edge and more technology. The flagship two-seat roadster proved popular among affluent drivers who wanted advanced engineering wrapped in understated prestige.

Under the skin, the R230 SL-Class retained a traditional front-engine, rear-wheel-drive layout, but everything else moved forward. The chassis adopted more advanced suspension geometry and, more importantly, offered Active Body Control (ABC)—a hydraulic active suspension system that virtually eliminated body roll and gave the SL an uncanny mix of ride comfort and handling stability. Powertrains ranged widely, from V-6 models like the SL350 to naturally aspirated V-8s in the SL500 and SL550, and all the way up to twin-turbo V-12 engines in the SL600 and SL65 AMG. Output spanned from roughly 240 horsepower in early V-6 cars to over 600 horsepower in AMG variants, with torque-rich delivery that suited the car's grand touring mission. Most models used Mercedes' automatic transmissions, evolving from a 5-speed to a 7-speed 7G-Tronic, emphasizing smoothness over outright driver involvement. On the outside, all R230 SLs used power-operated "Vario Roof" retractable hardtops, which transformed the SL from coupe to convertible at the push of a button.

Across its long production run, the R230 evolved through two key updates that reshaped the lineup. Early 2003–2006 models established the formula, with cars like the SL500 and supercharged SL55 AMG delivering strong performance and a distinctly muscular character. In 2006, Mercedes introduced revised engines and the newer 7-speed transmission, improving both performance and drivability. The more substantial 2008 facelift brought updated styling, a more aggressive front end, and significant mechanical changes, including new engines and the replacement of the SL55 AMG with the naturally aspirated SL63 AMG. Later cars also benefited from refinements in steering, lighting systems, and overall usability, helping the SL remain competitive well into the next decade.

Mercedes offered a range of models within the SL-Class. The SL500 and later SL550 were the core cars, offering a strong V-8 and a balance of performance and comfort that suited most buyers. The SL600 delivered effortless V-12 power for buyers who wanted more muscle, while AMG variants transformed the car into something far more aggressive. The SL55 AMG paired a supercharged V-8 with brutal midrange torque, while the later SL63 AMG brought a high-revving 6.2-liter V-8 and sharper dynamics. At the top sat the SL65 AMG, powered by a twin-turbo V-12 delivering immense torque and exclusivity, and ultimately the extreme SL65 AMG Black Series, a fixed-roof, track-oriented outlier that pushed the platform into supercar territory.

What set the 2003–2012 Mercedes-Benz SL-Class apart wasn't just its performance, but how it delivered it. This was a car packed with early-2000s innovation—electro-hydraulic braking (SBC), keyless entry, adaptive suspension, and advanced infotainment systems—all aimed at making the driving experience seamless and luxurious. At the same time, it offered serious straight-line speed and long-distance capability, making it one of the most complete grand touring convertibles of its era. Today, the R230 stands as a bridge between old-school Mercedes overengineering and the modern, tech-forward luxury performance cars that followed.

**Body styles**

2dr Roadster

**Engine types**

12-cyl. 5513cc/493hp MFI SOHC Turbo

**2003-2012 Mercedes-Benz SL-Class (R230) stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$77,000</b>	<b>\$13,190</b>	<b>\$8,900</b>	<b>35</b>

**Equipment**

<b>Standard Equipment</b>	<b>Optional Equipment</b>	<b>Additional Info</b>
5 Speed Automatic	Satellite	Wheel Base Shortest - Inches: 100.8
Yes	Audible Backup Assist	Wheel Base Longest - Inches: 100.8
Yes	Yes	Shipping Weight: 4410
AM/FM CD	Yes	Drive Type: RWD
Yes		Manufacturer Name: Daimler-Chrysler
Yes		Front Tire Size: 18R225
Hands Free Calling		Manufacturer MSRP: 130900
Yes		Market Segmentation: Prestige Sport
Yes		Vehicle Height: 51.0
Yes		Manufacturer Code: C127
Yes		Front Tire Size Code: 54
Retractable Roof Panel		
All Wheel		
Dual Air Bags Front and Sides/Active Belts		
Yes		
Yes		
Yes		
Yes		
Yes		

Independent

Immobilizer and keyless entry

Yes

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## Vehicle's condition classification

### #1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

### #2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would

### #3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

### #4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.