



Mercedes-Benz

The C-Class Coupé

Pure fun at the wheel with the perfect coupé proportions

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The C-Class Coupé: the perfect shape

- **In a class of its own: expressive, dynamic coupé design**
- **Emotion: four powerful direct-injection engines to choose from**
- **Efficiency: ECO start/stop function fitted to diesel variant**
- **Help at hand: numerous assistance systems available**
- **Experience: new generation of telematics with internet access**

What more dynamic way to celebrate the invention of the automobile? The expressive C-Class Coupé sees Mercedes-Benz, now in its 125th year of corporate history, entering a new market segment and for the first time offering a compact coupé with classic proportions. From the side, the new coupé beguiles the onlooker with its flat silhouette with powerful shoulders and narrow C-pillar in a classic three-box design. Typical coupé features include the short front overhang, long bonnet, steeply raked windscreen and long, stretched-out roof. The greenhouse extends far beyond the rear axle over the low-raked rear window to a sportily short tail end. At the front, the new coupé shares the same styling as the latest C-Class and yet still has its own twist. The radiator grille has the double-louvre style typical of a coupé. Two chrome louvres extend left and right either side of the central star, tapering off at the outer edges and creating a sporty, arrow-shaped horizontal sweep at the front end.

A highlight in the interior is the coupé seats with integrated head restraints and single seats in the rear, thereby demonstrating the car's sporty credentials to the driver. The dashboard reveals a strong, sporty and high-quality design including three tube rings with a galvanised finish. A large section of trim is a high-quality part of the dashboard instrument panel. This extends from the centre air vents across the front passenger side to the outer air vent, emphasising the interior's generous proportions. For the first time in automotive engineering, the trim parts are available in a porcelain piano-lacquer look, so complementing the car's exclusive interior feel. The piano-lacquer look is available in conjunction with the Edition 1 package.

There is a choice of petrol and diesel engines to power the C-Class Coupé. All are equipped with direct injection with the diesel variant fitted with the ECO start/stop function as standard. The BlueEFFICIENCY designation indicates

that they are particularly efficient in their use of fuel. All versions feature the further-enhanced 7G-TRONIC PLUS seven-speed automatic transmission.

The range of engines for the C-Class Coupé at a glance:

Model	Cyl.	cc	kW/ at rpm	Nm from rpm	0-100 km/h (s)	Top speed km/h (Limited)	l/100 km Combined	CO ₂ g/km
C 250 CDI BE	4/in-line	2143	150/4200	500/1600	7.1	210	5.1 L	134
C 180 BE	4/in-line	1796	115/5000	250/1600	8.9	210	7.3 L	169
C 250 BE	4/in-line	1796	150/5500	310/2300	7.2	210	7.0 L	163
C 350 BE	V6	3498	225/6500	370/3500	6.0	210	8.3 L	194

BE = BlueEFFICIENCY

Driver assistance systems provide warnings and intervene

With eleven airbags as standard, belt tensioners and belt-force limiters for all seats, the C-Class Coupé has extensive safety features. The airbags, which can deploy in milliseconds in the event of an accident, include front airbags for the driver and front passenger, a kneebag on the driver's side, sidebags and pelvisbags in the front, as well as windowbags for the driver and the front and rear passengers.

With a number of driving assistance systems ranging from ATTENTION ASSIST to DISTRONIC PLUS, the coupé provides a comprehensive level of driver support and protection. The assistance systems are based on the latest radar, camera and sensor technology, and cover frequent accident causes such as driving too closely, fatigue and darkness.

"A sporty way to enter the world of the Mercedes-Benz coupé"

"The new generation of C-Class has been very well received by the market. Now we are going one better: the new coupé completes the best-selling model series from Mercedes-Benz and makes the brand even more interesting to new buyers."

Dr Dieter Zetsche, Chairman of the Board of Management of Daimler AG and Head of Mercedes-Benz Cars

"Pure fun at the wheel combined with exemplary efficiency – from a technical perspective, this represents the quintessence of the new coupé. While retaining virtually identical performance, in the space of just 20 years we have halved consumption and drastically improved comfort, safety and emission characteristics at the same time. And we are certainly keeping up this speed: we are inventing the car for the second time."

Dr Thomas Weber, Member of the Daimler Board of Management responsible for Group Research and Head of Development, Mercedes-Benz Cars

"By extending the C-Class portfolio, we are consciously targeting new customers. The new model is youthful, stylish and dynamic. What we are offering is an exceptionally sporty way to enter the world of the Mercedes-Benz coupé."

Dr Joachim Schmidt, Member of Mercedes-Benz Cars Management responsible for Sales and Marketing

"Youthful, sporty dynamism in the classic coupé form: the C-Class Coupé also sets the pace in its segment when it comes to design. This is particularly apparent in the interior: fine materials displaying painstaking attention to detail and the generous use of trim add an exclamation mark."

Professor Gordon Wagener, Head of Design, Mercedes-Benz Cars

Dynamic with classic coupé proportions

From the side, the coupé beguiles the onlooker with its compact proportions, low silhouette (41 mm flatter than the saloon) with powerful shoulders and narrow C-pillar in a classic three-box design. Typical coupé features include the short front overhang, long bonnet, steeply raked windscreen and long, stretched out roof. The greenhouse extends far beyond the rear axle over the low-raked rear window to a sportily short tail end.

While the wedge-shaped, sloping beltline demonstrates affinity with the C-Class, its strong upsweep into the C-pillar is an entirely distinctive element. The final part of the beltline trim moves sharply upwards to meet the roofline trim. This upsweep not only adds a sporty flourish to the way the side windows look; the shaping at the bottom of the C-pillar also enhances the powerful shoulders.

Front and rear: truly a coupé, truly C-Class

At the front, the coupé shares the same styling as the latest C-Class and yet still has its own twist. The front view is dominated by the prominent radiator grille surround including the bumper. The centre air intake opens upwards, forming a visual base unit for the radiator grille which has the double-louvre style typical of a coupé. Two chrome louvres extend left and right either side of the central star, tapering off at the outer edges and creating a sporty, arrow-shaped horizontal sweep which gives the front end a pronounced V-shape. This continues into the side sections which extend from beneath the headlamps and blend into the feature lines along the vehicle flanks, thereby linking the front end with the sides. The side air intakes in the bumper featuring integrated, horizontal daytime running lamps are positioned low down, giving the coupé a road-hugging appearance. The shape of the clear-lens headlamps creates a dynamic impression, and acts together with the bonnet, radiator grille and bumper trim to reinforce the pronounced front section.

The rear of the C-Class Coupé looks sportily short. Because the roof flows beyond the rear axle with the steeply raked rear window and fluid C-pillars, the appearance of length is reduced. A wide chamfer at the top of the boot lid, which is based on the side panel, highlights the rear's compactness. Positioning the tail lights as far apart as possible emphasises width. The particular impression of

depth is achieved by a centrally located LED indicator, which appears to float in front of the red upper and lower light bands with their more deeply set LEDs. Continuous, horizontal light-catching contours in the bumper further accentuate the broad, deep-set effect. A diffuser towards the bottom of the rear bumper makes the rear end look lighter and gives the vehicle a sporty and dynamic quality.

The interior: highest quality with exclusive colour accents

A highlight in the interior is the coupé seats with integral head restraints and single seats in the rear, thereby demonstrating the car's sporty credentials to the driver. The dashboard reveals a strong, sporty and high-quality design including three tube rings with a galvanised finish. As standard, the coupé comes with the new generation of three-spoke steering wheel with its chromed central spoke that first appeared on the new CLS. The touch surfaces of the controls are finely detailed and galvanised. The stepped top of the instrument cluster also accommodates the central display and continues onto the front passenger side as a discreet light-catching contour. The central, trapezoidal air vents and the round vents on the outside are highlighted in detail by galvanised trim. The control panel of the communication and information unit with high-gloss areas in black and silver-coloured, galvanised keys underlines the high perceived value of the interior.

A large section of trim is a high-quality part of the dashboard instrument panel. This extends from the centre air vents across the front passenger side to the outer air vent, emphasising the interior's generous proportions. As a new feature, the trim parts are available in a porcelain piano-lacquer look in the Edition 1 package, so complementing the car's exclusive interior feel.

In general, the striking and sporty lines of the exterior are continued into the interior. For example, the doors and rear side linings pick up on the form of the coupé's side line. The beltline opens up to the front and in conjunction with the generous section of trim and top edge of the midsection creates a dynamic shape that surges forward.

Exclusive coupé lounge with sporty appeal

The C-Class Coupé is a fully fledged four-seater and is one of the most spacious models in its segment. For example, there is 1372 mm and 1278 mm of shoulder room in the front and rear respectively. In terms of elbow room, the dimensions are 1443 mm and 1335 mm. Another key figure of relevance to freedom of movement is the hip room between the front and rear seats of 789 mm.

All four seats feature sporty yet comfortable integral seats. At 273 mm, the C-Class Coupé offers the most scope for longitudinal seat adjustment in this market segment. The front seats come with electric height and backrest adjustment as standard. There is an optional memory package which includes electric adjustment with memory function for the front seats, front head restraints, steering column and exterior mirrors, as well as four-way lumbar support for the driver and front passenger.

Standard equipment for the coupé includes a mechanical entry and exit aid for the rear passengers also known as the EASY-ENTRY system. It is operated using a lever next to the head restraint, which initially tilts the seat backrest forwards. The seat can then be pushed forwards. The rear seat backrests have a 1/3 to 2/3 split-folding design and can be moved using the convenience feature in the luggage compartment.

The C-Class Coupé comes as standard with a three-spoke multifunction steering wheel with twelve buttons, which is supplied with a high-resolution colour display (screen diagonal 114 mm) in the instrument cluster's speed display, as well as ATTENTION ASSIST. All vehicles (except the C 180 BlueEFFICIENCY) are equipped with the Dynamic Handling package with steering wheel mounted shift paddles. The electronic KEYLESS-GO access and drive authorisation system is available as an option.

As standard, the C-Class Coupé has the two-zone THERMATIC automatic climate control system combined with heat-insulating glass. All vehicles (except optional on the C 180 BlueEFFICIENCY) are equipped with dark-tinted side and rear windows, plus a large, electrically operated panoramic sliding sunroof.

Individual sportiness

There is a choice of four engines – one diesel and three petrol units – for the C-Class Coupé, delivering between **115 kW** and **225 kW**. Eleven different paint finishes, including the special diamond white metallic BRIGHT paint finish, can be combined with four interior colours comprising black, alpaca grey, sahara beige or flamenco red. ARTICO man-made leather is standard on the C 180 BlueEFFICIENCY and full leather is standard for the remainder of the range. When it comes to trim parts, there are six options – high-gloss black piano-lacquer look, brushed aluminium, matt brown ash, dark burr walnut, AMG carbon piano-lacquer look, and porcelain piano-lacquer look with the Edition 1 package.

The **AMG Sports package** combines attractive and exclusive optional extras, thus giving the coupé a sportier look. Package contents include the three-spoke multifunction sports steering wheel with flattened bottom section, AMG 5 twin-spoke light-alloy wheels, sports pedals in brushed stainless steel with rubber studs, and the AMG Styling package comprising front apron, side sill panels and rear apron. The lowered sports suspension and speed-sensitive sports steering afford more fun at the wheel. The AMG Sports package is available with all the engines in the line-up.

In the year of market launch only, an **Edition 1** of the C-Class Coupé can be obtained for a very limited time. The highlights here is the optional special paint finish in designo magno night black. The Edition 1 is also available in obsidian black, tenorite grey, iridium silver or palladium silver.

The driving assistance systems are grouped into two packages: the **Lane Tracking package** consisting of Lane Keeping Assist and Blind Spot Assist as the systems that can provide a warning in hazardous situations, and the **Driving Assistance package PLUS**, which comes with DISTRONIC PLUS, BAS PLUS, PRE-SAFE® Brake, Active Lane Keeping Assist and Active Blind Spot Assist – assistance systems which actively intervene if necessary after providing a warning.

Warning and intervening

Preventing accidents and minimising the consequences thereof: this is the holistic approach taken by those working in Mercedes-Benz safety research, which the company terms "Real Life Safety". Alongside ride and seating comfort, plus quiet-running characteristics, the basis of this is formed by what the in-house engineers know as "driver-fitness safety", such as effective headlamp and windscreen wiper systems and simple and safe operation.

Safe handling that has no nasty surprises in store comes courtesy of advanced chassis systems, which for years now have also been fitted as standard with ESP[®], developed by Mercedes-Benz. In addition to this there are the PRE-SAFE[®] systems which can warn, support and protect the driver when a concrete risk of accident has been detected.

An important anticipatory role is increasingly being played by a large number of assistance systems which can ease the burden on the driver – especially in critical situations. This is where Mercedes-Benz uses its unique position in the segment of luxury vehicles as a spearhead of technological development. New technologies are then integrated into the high-volume model series as quickly as possible. The best example of this process of democratisation is the C-Class Coupé. It offers no less than nine new assistance systems, some of which only entered series production in the luxury class in the past year.

Warning and intervening: the new driving assistance systems

With a total of nine new driving assistance systems ranging from ATTENTION ASSIST to DISTRONIC PLUS adaptive cruise control, the C-Class Coupé attains a high level of safety. The assistance systems are based on the latest radar, camera and sensor technology, and cover frequent accident causes such as driving too closely, fatigue and darkness.

The new assistance systems – which can provide support and give a warning in hazardous situations, and in some cases actively intervene – at a glance:

- Adaptive Highbeam Assist
- Active Lane Keeping Assist
- Active Blind Spot Assist
- ATTENTION ASSIST
- DISTRONIC PLUS
- PARKTRONIC including Parking Guidance
- PRE-SAFE® Brake including BAS PLUS
- Lane Keeping Assist
- Blind Spot Assist

Adaptive Highbeam Assist. When vehicles are detected ahead of or approaching the vehicle, this system automatically dips the beams and adjusts the range of the headlamps appropriate to the distance. This means that main beam can be used more frequently.

Active Lane Keeping Assist. The system kicks into action if it detects that the Mercedes-Benz vehicle is inadvertently drifting over a solid or broken line to the right or left of a lane. In such a case, a warning sign in the instrument cluster and vibration of the steering wheel give the driver warning. If the driver does not heed the warning in the case of the solid line, Active Lane Keeping Assist can use ESP® to brake the opposite wheels and thereby prevent the vehicle from crossing the solid line. **Lane Keeping Assist**, which can warn but does not actively intervene, is also available.

Active Blind Spot Assist. A red triangle on the exterior mirror warns the driver when changing lanes if a risk of collision is detected due to another vehicle in the neighbouring lane being in the so-called blind spot of the exterior mirror. If the driver ignores the warning and nevertheless initiates the lane-changing manoeuvre, Active Blind Spot Assist intervenes. By applying braking force to the wheels on the opposite side of the vehicle, a yaw movement is created which counteracts the collision course. **Blind Spot Assist**, which warns but does not actively intervene, is also.

ATTENTION ASSIST warns drivers when it detects typical signs that they are over-tired. Studies have shown that around a quarter of all serious motorway accidents are caused by drowsy drivers, making this factor an even bigger

cause of accidents than drink-driving. With ATTENTION ASSIST, Mercedes-Benz is therefore making another important contribution towards helping to avoid accidents: the system employs high-resolution sensors to observe driver behaviour and can recognise whether the driver is tired or not paying attention, based primarily on steering wheel movements.

Brake Assist PLUS: this system is able to recognise an impending rear-end collision using radar sensors. It calculates the necessary degree of braking assistance and makes it available immediately when the driver presses the brake pedal.

DISTRONIC PLUS: radar-based adaptive cruise control supports the driver at speeds between zero and 200 km/h by automatically adjusting the distance to the vehicles in front. In doing so it is able to apply the brakes to bring the vehicle to a complete standstill and also accelerate it again. As a result, the system is also particularly convenient in stop-and-go traffic. If the system detects that the distance is being reduced too quickly, it warns the driver with both visual and audible signals.

PARKTRONIC including Parking Guidance: ultrasonic sensors measure the length of parking spaces as the car drives past; the cockpit display provides a schematic representation of the recommended parking manoeuvre. Ultrasonic sensors then support the driver whilst parking and provide a warning when the system registers that the vehicle is getting too close to another.

PRE-SAFE® Brake: autonomous braking if acute danger of an accident is detected. At first the driver is given both an acoustic and an optical warning if the system identifies that there is a danger of collision. If the driver does not react to this, the system brakes the vehicle autonomously. This occurs in two stages: around 1.6 seconds before the calculated impact point the system decelerates the car with around 40 percent (approx. four m/s²) of the maximum braking power, gives the driver an additional, haptic warning of the impending impact and as a precaution activates the reversible PRE-SAFE® occupant protection systems. If the driver still fails to react, the PRE-SAFE® Brake activates the maximum braking power around 0.6 seconds before the now unavoidable collision – this emergency braking can greatly reduce the severity of the impact.

Comprehensive protection for passengers

The C-Class Coupé safety concept has been optimised based on the analysis of real-life accidents. As part of the standard specification, eleven airbags (front airbags and pelvisbags for the driver and front passenger, a kneebag on the driver's side, sidebags in the front, as well as windowbags for the driver and the front and rear passengers), belt tensioners, belt-force limiters and NECK-PRO crash-responsive head restraints in the front offer the occupants an extremely high level of protection should an accident occur. The body structure has been designed to ensure that, in the event of a frontal collision, the impact forces are distributed over a wide area and on four independently acting impact levels, meaning that the occupant cell remains largely intact. Around 70 percent of all the bodyside panels are made from state-of-the-art, high-strength steel alloys that minimise weight and maximise safety. An active bonnet is one of the measures designed to meet requirements to protect pedestrians.

The C-Class Coupé also features the anticipatory occupant protection system PRE-SAFE®. This Mercedes-Benz innovation uses the time between detection of a potential accident situation and a possible collision to initiate preventive protective measures, thus reducing the loads exerted on the occupants in the event of a crash by up to 40 percent. Depending on equipment, the PRE-SAFE® system consists of reversible belt tensioners for the front seats, a closing function for power windows, a closing function for the electric panoramic sliding sunroof and a positioning function for the front passenger seat.

Being closely related to the other C-Class models means the safety concept can also be expected to do brilliantly in standardised rating crash tests. The renowned American Insurance Institute for Highway Safety (IIHS), for instance, declared the Mercedes-Benz C-Class Top Safety Pick three times in a row (in 2009, 2010 and 2011) – deeming it to be the best purchasing decision with regard to safety. The C-Class achieved good ratings in all the safety criteria which were examined.

Extensive crash-test simulations formed the basis for safety development work, particularly on coupé-specific components. This is a field which has made great leaps forward: at the beginning of the 1990s, Mercedes-Benz was performing

around 200 computerised crash tests per annum. By the year 2000 this number had already increased to 1500 simulations, and in 2010 more than 50,000 were carried out. And this is by no means the only impressive set of statistics: for the tests on the W 201, the C-Class's predecessor from the 1980s, the computer model consisted of 25,000 finite elements. Nowadays the level of detail is much greater – the digital replica of the current C-Class (W 204), for example, comprises around two million elements. And the planar grid of the virtual vehicle structure is now composed of tiny rectangles and triangles with an edge length of three millimetres. This facilitates a far more precise and detailed deformation analysis than previously, when, at 25 mm the elements were so much larger.

As well as the high development speed, the decisive advantage that computer simulation has over real crash tests lies not only in the fact that the vehicles are not destroyed; even more important than that is the ability which today's engineers have to detect and follow what actually happens in an impact in great detail. As if with x-ray eyes the engineers can track the course of deformation in extreme slow motion and from any perspective they wish, thus delving further and further into the details every year.

The right material in the right place: in accordance with this principle, approximately 70 percent of all the sheet metal panels in the C-Class Coupé are made of high-strength steel alloys. With minimum weight, they offer maximum strength and thus the highest possible levels of safety. Today's ultra-high-strength steel sheet panels deserve a special mention. They achieve a tensile strength that is three to four times higher than that of conventional steel grades, making them indispensable for meeting the stringent Mercedes requirements regarding durability and safety. These ultra-high-strength high-tech alloys account for around 20 percent of the weight of the bodyshell.

Aluminium and plastic are the other two lightweight materials which Mercedes-Benz uses where they offer maximum benefit. For example, the bonnet is made of aluminium. It weighs in at some 9.2 kg less than a comparable steel version, thus reducing the weight where this makes most sense in terms of driving dynamics. Other aluminium features on the coupé are the front wings, the front-end assembly including its flexible cross member and crash boxes, the sheet metal panel for the parcel shelf in the rear, and the door modules. The spare wheel recess is made of plastic.

The aerodynamics of the C-Class Coupé are the mark of the bodyshell's efficiency. With a Cd figure of 0.26 it is not only exceptionally aerodynamic, but also glides through the wind better than most compact cars - and even small cars - with its wind resistance of $Cd \times A = 0.55 \text{ m}^2$.

Long-term corrosion prevention for the bodywork is based on fully galvanised sheet metal panels. Structural areas of the body which are subjected to high stresses are protected with cavity-fill preserving agent. Sheet metal panel laminations and beads are completely filled with adhesive, whilst systematic sealing of the weld seams and edges with a PVC joint prevents corrosion from occurring. Generous underbody panelling composed of plastic laminate protects the bodywork and engine against stone chipping, moisture and dirt. Axle components, which are also subjected to a great deal of stone chipping damage, are protected by plastic panelling.

The C-Class Coupé is made at the Mercedes-Benz plant in Bremen. New for Daimler, it is the fourth model to be made on a single production line together with the Saloon and Estate versions. This places high demands on production management and logistics, but gives the company the ability to respond to fluctuations in demand for specific models with exceptional flexibility.

Powerful propulsion and dynamic handling

To power the C-Class Coupé there is a choice of three petrol engines and one diesel engine from the latest generation. All are equipped with direct injection and the ECO start/stop function is standard on the diesel variant. All the engine variants are classed as BlueEFFICIENCY units, showing that they are particularly efficient and environmentally friendly in their use of fuel. For models with the four-cylinder petrol engines, a modified exhaust system is deployed which provides a more sporty sound to support the overall configuration of the C-Class Coupé, oriented as it is towards fun at the wheel.

Representing a generational shift in technology, the new V6 petrol engine in the C 350 BlueEFFICIENCY delivers **225 kW** and 370 Nm and gets the coupé from 0 to 100 km/h in 6.0 seconds.

The most economical coupé model is the C 250 CDI BlueEFFICIENCY. It has an average diesel consumption of 5.1 litres per 100 km (CO₂: 134 g/km), which also makes it the most economical model in its segment. An overview of the engines:

Model	Cyl.	cc	kW/ at rpm	Nm from rpm	0-100 km/h (s)	Top speed km/h (Limited)	l/100 km Combined	CO ₂ g/km
C 250 CDI BE	4/in-line	2143	150/4200	500/1600	7.1	210	5.1 L	134
C 180 BE	4/in-line	1796	115/5000	250/1600	8.9	210	7.3 L	169
C 250 BE	4/in-line	1796	150/5500	310/2300	7.2	210	7.0 L	163
C 350 BE	V6	3498	225/6500	370/3500	6.0	210	8.3 L	194

BE = BlueEFFICIENCY

All engines come standard with the new, enhanced 7G-TRONIC PLUS seven-speed automatic transmission. Due to optimised shifting times, a dynamic response and more, the transmission complements the overall configuration of the C-Class Coupé to perfection, oriented as it is towards agility and fun at the

wheel. The latest evolution of the 7G-TRONIC automatic transmission with the additional PLUS designation has also been enhanced in terms of fuel consumption and comfort. The new generation of torque converter delivers improved longevity and reduces the level of noise and vibration thanks to a new hydraulic circuit, improved dampers and torque converter lock-up clutch.

The wheel-slip reduction of the torque converter lock-up clutch, combined with larger mechanical damper de-coupling, helps to reduce consumption significantly. In addition, the gearshift program in ECO mode has been changed in favour of lower engine rpm at cruising speeds. With friction-optimised bearings and seals plus a new automatic transmission oil (FE-ATF) with reduced viscosity in conjunction with an optimised additive package, the transmission itself helps to cut consumption.

The AGILITY CONTROL suspension, which is standard equipment on the C 180, complements the engine to perfection. This is based on an amplitude-dependent damping system: when driving normally with low shock absorber impulses, the damping forces are automatically reduced for a noticeable improvement in road roar and tyre vibration characteristics – but without any compromise in handling safety. When shock absorber impulses are greater, for example when cornering at speed or performing evasive manoeuvres, the maximum damping forces are set and the car is effectively stabilised.

Standard on variants other than the C 180 BlueEFFICIENCY is an even more dynamic suspension configuration. This comes in the form of a 15 mm lower sports suspension with harder, shorter springs, tauter shock absorbers and stronger torsion bars, as well as a Dynamic Handling package. The latter includes a Sport mode and lowering, plus speed-sensitive sports steering with a direct ratio.

The front axle has a three-link construction with McPherson spring struts. The lower control arm consists of two separate elements which serve as torque and cross struts and are both made of aluminium. The third link in the front suspension is the tie rod which connects the transverse steering gear to the wheels. The reinforced anti-roll bar is connected to the spring strut which is likewise actively involved in directing the front wheels.

With multi-link independent rear suspension, the wheel is attached to five flexibly mounted control arms which restrict five of the available spatial movements: owing to this intelligent control arm construction, each rear wheel

basically retains freedom of movement in one plane only, namely during controlled compression and rebound.

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C-Class Coupé – Manufacturers List Pricing (MLP)

C 180 BE - \$58,900 (MRLP)

C 250 BE - \$69,900 (MRLP)

C 250 CDI BE - \$69,900 (MRLP)

C 350 BE - \$99,900 (MRLP)

Important note to editors - The price detailed in this document is the current Manufacturer's Recommended List Price (MRLP) for the C-Class Coupe range.

As you may be aware, the MRLP includes GST and any LCT applicable to the base / standard specification model but EXCLUDES DEALER DELIVERY AND ALL ON ROAD COSTS such as, for example, registration fees, stamp duty, CTP and the like.

Accordingly, please ensure that when you publish the details contained in this document, your publication makes it clear to its readers that:

- The attached pricing is an MRLP
- That the MRLP excludes on-road costs and dealer delivery, and
- For drive away price information, consumers should contact dealers

Whilst we are unable to provide you with drive away pricing due to the wide variation in on-road costs between states and territories, and the different ranges of dealer delivery imposed by dealers, we encourage you to contact one of our authorised Mercedes-Benz passenger car dealers in order to obtain relevant and accurate drive away information for your specific audience.

Many new functions and internet access

Larger displays, new functions and internet access for the first time are among the main innovations of the new telematics systems from Mercedes-Benz, which are available for the C-Class Coupé. The Bluetooth functions have also been extended: a mobile's phone book can now be transferred automatically en bloc when connected, and incoming text messages can be displayed on the colour screen.

Overview of the various items of equipment and their functions:

The standard specification for the C 180 BlueEFFICIENCY variant includes the **Audio 20 CD** system with a twin tuner and CD player plus an Aux-in and USB connector. The connectors are within easy reach in a compartment in the centre armrest. The colour display has a diagonal of 14.7 cm. Thanks to a new "Cover Art" function; the title images of the music albums currently being played are shown if their details are stored in the audio file.

A new top line in the Audio 20 CD's menu navigation makes orientation easier and can be operated via the controller. The settings for the air conditioning are also displayed on the telematics screen when being operated, as is the fuel consumption in the last 15 minutes. This type of consumption histogram is possible for the C 350 BlueEFFICIENCY and C 250 CDI BlueEFFICIENCY models. The Bluetooth functions have also been extended: a mobile's phone book can now be transferred automatically en bloc when connected, and wireless music reproduction is possible from Bluetooth-capable terminals. Plus text messages can also be displayed.

The **COMAND Online** multimedia system offers internet access for the first time. Customers can either browse the internet freely when at a standstill. Pages can be called up particularly quickly and it is simple to operate even when driving. It is also possible to download a route that has been previously configured via Google Maps using a PC and sent to the vehicle. Telephones which can be used with COMAND Online apps are listed at www.mercedes-benz.com/connect.

The high-resolution colour display has a diagonal of 17.8 cm. Photos can be shown on the large screen and turned over manually, as in a slide show. Where the audio equipment is concerned, too, new types of representation bring a fresh look and more convenient operation. The new Cover Flow function, for instance, sorts the title images of the music albums stored in a carousel-like form, so that the C-Class driver can easily leaf through their music collection – even if it is rather on the large side: the memory for compressed audio files (mp3, wma and aac formats) is now 10 GB in size. As an option COMAND Online is available with a six-disc DVD changer.

Greatest convenience is afforded by the Music Search function, which enables drivers and passengers to search the hard disc, SD memory cards, USB sticks, CDs and DVDs for specific music tracks and artists. The search can be according to various criteria, for instance album, music category or composer. If a name needs to be entered, the software will also tolerate spelling mistakes. The driver is therefore able to devote their full attention to the traffic. As a further advantage, the occupants are able to search all the connected media and devices simultaneously.

The fast hard-disc navigation system of COMAND Online also has added functions. New features include a 3D display with plastic city views. Also new: routes covered can be recorded and repeated later, specific personal destinations can be saved or imported via an SD card and four alternative routes can be displayed on the navigation map, one of them a particularly economical variation.

Mercedes-Benz developed the Logic7 **surround sound system** together with the audio specialist harman/kardon[®]. This high-end system delivers three-dimensional sound as a natural 360-degree musical experience for all passengers. The audio signals are distributed via a 450-watt amplifier connected to twelve high-performance loudspeakers. In conjunction with COMAND Online a multi-channel listening experience with Dolby Digital 5.1 and DTS is possible.

Engine

Number of cylinders/arrangement		4/in-line, 4 valves per cylinder
Displacement	cc	2143
Bore x stroke	mm	83.0 x 99.0
Rated output	kW	150 at 4200 rpm
Rated torque	Nm	500 at 1600-1800 rpm
Compression ratio		16.2 : 1
Mixture formation		Common rail high-pressure direct injection with piezo injectors, exhaust gas turbocharger two-stage, EDC

Suspension

Front axle		Multi-link independent suspension, coil springs, twin-tube gas-filled shock absorbers, stabiliser
Rear axle		Independent multi-link suspension, coil springs, gas-filled shock absorbers with amplitude-dependent damping system, stabiliser
Braking system		Internally ventilated disc brakes all round, drum-type parking brake at the rear, ABS, Brake Assist, ESP®
Steering		Hydraulic rack-and-pinion power steering
Wheels		8 J x 18
Tyres		255/35 R 18

Dimensions and weights

Wheelbase	mm	2760
Track, front/rear	mm	1549/1552
Overall length	mm	4590
Overall width	mm	1770
Overall height	mm	1406
Turning circle	m	10.84
Boot capacity max.	l	450
Kerb weight	kg	1660
Payload	kg	470
Perm. GVW	kg	2125
Tank capacity/incl. reserve	l	59/8

Performance and fuel consumption

Acceleration 0 - 100 km/h	s	7.1
Top speed (limited)	km/h	210
Fuel consumption comb.	l/100 km	5.1 L
CO ₂ emissions	g/km	134

<u>Engine</u>		
Number of cylinders/arrangement		4/in-line, 4 valves per cylinder
Displacement	cc	1796
Bore x stroke	mm	82.0 x 85.0
Rated output	kW	115 at 5000 rpm
Rated torque	Nm	250 at 1600-4200 rpm
Compression ratio		9.8 : 1
Mixture formation		Electronically controlled direct petrol injection with piezo injectors
<u>Suspension</u>		
Front axle		Multi-link independent suspension, coil springs, twin-tube gas-filled shock absorbers, stabiliser
Rear axle		Independent multi-link suspension, coil springs, gas-filled shock absorbers with amplitude-dependent damping system, stabiliser
Braking system		Internally ventilated disc brakes at front, solid disc brakes at rear, drum-type parking brake at the rear, ABS, Brake Assist, ESP [®]
Steering		Hydraulic rack-and-pinion power steering
Wheels		7.5 J x 17
Tyres		225/45 R 17
<u>Dimensions and weights</u>		
Wheelbase	mm	2760
Track, front/rear	mm	1549/1552
Overall length	mm	4590
Overall width	mm	1770
Overall height	mm	1406
Turning circle	m	10.84
Boot capacity max.	l	450
Kerb weight	kg	1520
Payload	kg	470
Perm. GVW	kg	1970
Tank capacity/incl. reserve	l	59/8
<u>Performance and fuel consumption</u>		
Acceleration 0-100 km/h	s	8.9
Top speed (limited)	km/h	210
Fuel consumption comb.	l/100 km	7.3 L
CO ₂ emissions	g/km	169

Engine

Number of cylinders/arrangement		4/in-line, 4 valves per cylinder
Displacement	cc	1796
Bore x stroke	mm	82.0 x 85.0
Rated output	kW	150 at 5500 rpm
Rated torque	Nm	310 at 2300-4300 rpm
Compression ratio		9.3 : 1
Mixture formation		Electronically controlled direct petrol injection with piezo injectors

Power transmission

Transmission		Seven-speed automatic transmission
Ratios	Final drive	3.07
	1st gear	4.38
	2nd gear	2.86
	3rd gear	1.92
	4th gear	1.37
	5th gear	1.00
	6th gear	0.82
	7th gear	0.73
	Reverse 1	3.42
	Reverse 2	2.23

Suspension

Front axle		Multi-link independent suspension, coil springs, twin-tube gas-filled shock absorbers, stabiliser
Rear axle		Independent multi-link suspension, coil springs, gas-filled shock absorbers with amplitude-dependent damping system, stabiliser
Braking system		Internally ventilated disc brakes all round, drum-type parking brake at the rear, ABS, Brake Assist, ESP®
Steering		Hydraulic rack-and-pinion power steering
Wheels		8 J x 18
Tyres		255/35 R 18

Dimensions and weights

Wheelbase	mm	2760
Track, front/rear	mm	1549/1552
Overall length	mm	4590
Overall width	mm	1770
Overall height	mm	1406
Turning circle	m	10.84
Boot capacity max	l	450
Kerb weight	kg	1550
Payload	kg	470
Perm. GVW	kg	2020
Tank capacity/incl. reserve	l	59/8

Performance and fuel consumption

Acceleration 0-100 km/h	s	7.2
Top speed (limited)	km/h	210
Fuel consumption comb.	l/100 km	7.0 L
CO ₂ emissions	g/km	163

Mercedes-Benz C 350 BlueEFFICIENCY Coupé

Engine

Number of cylinders/arrangement		6/V, 4 valves per cylinder
Displacement	cc	3498
Bore x stroke	mm	92.9 x 86.0
Rated output	kW	225 at 6500 rpm
Rated torque	Nm	370 at 3500-5250 rpm
Compression ratio		12.0 : 1
Mixture formation		Electronically controlled direct petrol injection with piezo injectors

Power transmission

Transmission		Seven-speed automatic transmission
Ratios	Final drive	2.82
	1st gear	4.38
	2nd gear	2.86
	3rd gear	1.92
	4th gear	1.37
	5th gear	1.00
	6th gear	0.82
	7th gear	0.73
	Reverse 1	3.42
	Reverse 2	2.23

Suspension

Front axle		Multi-link independent suspension, coil springs, twin-tube gas-filled shock absorbers, stabiliser
Rear axle		Independent multi-link suspension, coil springs, gas-filled shock absorbers with amplitude-dependent damping system, stabiliser
Braking system		Internally ventilated disc brakes all round, drum-type parking brake at the rear, ABS, Brake Assist, ESP [®]
Steering		Hydraulic rack-and-pinion power steering
Wheels		8 J x 18
Tyres		255/35 R 18

Dimensions and weights

Wheelbase	mm	2760
Track, front/rear	mm	1549/1552
Overall length	mm	4590
Overall width	mm	1770
Overall height	mm	1406
Turning circle	m	10.84
Boot capacity max.	l	450
Kerb weight	kg	1615
Payload	kg	470
Perm. GVW	kg	2085
Tank capacity/incl. reserve	l	66/8

Performance and fuel consumption

Acceleration 0-100 km/h	s	6.0
Top speed	km/h	250
Fuel consumption comb.	l/100 km	8.3 L
CO ₂ emissions	g/km	194