

Press Kit

The 2010 Mercedes-Benz C-Class

Press Information
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Highlights in brief

The 2010 Mercedes-Benz C-Class

New four-cylinder petrol engines

- The popular C 200 KOMPRESSOR (supercharged four-cylinder petrol engine with port fuel injection, engine model M271) has now been replaced by the new C 200 CGI (turbocharged four-cylinder petrol engine with direct petrol injection, engine model M271 EVO). This new C 200 CGI is available as both a sedan and estate.
- A second four-cylinder petrol-powered model has been added to the Australian catalogue: the C 250 CGI. This new model is available as both a sedan and estate and is powered by the same engine as the C 200 CGI (except it produces greater maximum power and torque levels). It features more standard equipment than the C 200 CGI and constitutes a compelling offer for customers seeking a model positioned between the traditional C 200 and the first V6-powered C-Class model.
- At Mercedes-Benz, the letters “CGI” denote the car’s engine is fitted with charged gasoline injection (direct petrol injection). The letters “CDI” indicate the car is fitted with common-rail direct diesel injection.
- Powertrains for the V6- and V8-powered C-Class models remained unchanged.

How does the new C 200 CGI compare to the outgoing C 200 KOMPRESSOR?

Model	Engine	Fuel Delivery	Power	Torque	Fuel Cons.*	CO2 Output*
C 200 KOMPRESSOR	1.8l supercharged	Port EFI	135kW	250Nm	8.0l/100km	189g/km
C 200 CGI	1.8l turbocharged	Direct EFI	135kW	270Nm	7.3l/100km	171g/km

* Sedan with automatic gearbox, combined cycle, according to ADR 81/02

How does the all-new C 250 CGI compare to the new C 200 CGI?

Model	Engine	Fuel Delivery	Power	Torque	Fuel Cons.*	CO2 Output*
C 250 CGI	1.8l turbocharged	Direct EFI	150kW	310Nm	7.7l/100km	180g/km
C 200 CGI	1.8l turbocharged	Direct EFI	135kW	270Nm	7.3l/100km	171g/km

* Sedan with automatic gearbox, combined cycle, according to ADR 81/02

Engine and transmission summary: 2010 Mercedes-Benz C-Class

- Sedan

Model	Engine	Power/Torque	Transmission	Fuel Cons.*	CO2 Output*
C 200 CGI**	1.8l 4-cyl, turbo-petrol	135kW/270Nm	5-speed auto, RWD	7.3l/100km	171g/km
C 220 CDI	2.1l 4-cyl, turbo-diesel	125kW/400Nm	5-speed auto, RWD	6.3 l/100km	164 g/km
C 250 CGI	1.8l 4-cyl, turbo-petrol	150kW/310Nm	5-speed auto, RWD	7.7l/100km	180g/km
C 300	3.0l V6, petrol	170kW/300Nm	7-speed auto, RWD	9.5 l/100km	226 g/km
C 350 CDI	3.0l V6, turbo-diesel	165kW/510Nm	7-speed auto, RWD	7.4 l/100km	196 g/km
C 63 AMG	6.3l AMG V8, petrol	336kW/600Nm	7-speed auto, RWD	13.5 l/100km	321 g/km

* Combined cycle, according to ADR 81/02

** Replaces C 200 KOMPRESSOR Sedan

- Estate

Model	Engine	Power/Torque	Transmission	Fuel Cons.*	CO2 Output*
C 200 CGI**	1.8l 4-cyl, turbo-petrol	135kW/270Nm	5-speed auto, RWD	7.6 l/100km	178 g/km
C 220 CDI	2.1l 4-cyl, turbo-diesel	125kW/400Nm	5-speed auto, RWD	6.4 l/100km	169 g/km
C 250 CGI	1.8l 4-cyl, turbo-petrol	150kW/310Nm	5-speed auto, RWD	7.8 l/100km	182 g/km
C 63 AMG	6.3l AMG V8, petrol	336kW/600Nm	7-speed auto, RWD	13.8 l/100km	328 g/km

* Combined cycle, according to ADR 81/02

** Replaces C 200 KOMPRESSOR Estate

- The Australian Mercedes-Benz value strategy, referred to as “First Choice”, continues with the 2010 C-Class. This simple but detailed strategy sees additional levels of standard equipment systematically added to each new or revised Mercedes-Benz model in conjunction with careful price positioning. The goal of 'First Choice' is to provide our customers with a compelling product and price balance.
- This value strategy has been successfully applied to a variety of Mercedes-Benz models throughout the previous three years.
- The benefit of Australia’s reduced new car import duty (five percent from 1 January 2010, down from the previous ten percent) has been passed onto Australian C-Class customers in the form of additional standard equipment.
- To ensure this new added value enhances customer satisfaction, the new standard equipment added to 2010 C-Class models is selected according to the most popular factory-fitted optional extras chosen by Australian customers.
- Prices for all 2010 C-Class models remain unchanged from 2009. Their new levels of standard equipment are summarised in tabular form, below.

- Sedan

Model	Engine	Price Change	Equipment Level	Price (MLP)*
C 200 CGI**	1.8l 4-cyl, turbo-petrol	NIL	Up \$3,089	\$57,900
C 220 CDI	2.1l 4-cyl, turbo-diesel	NIL	Up \$3,089	\$61,400
C 250 CGI	1.8l 4-cyl, turbo-petrol	All-new Model	All-new Model	\$65,900
C 300	3.0l V6, petrol	NIL	Up \$7,948	\$89,500
C 350 CDI	3.0l V6, turbo-diesel	NIL	Up \$7,948	\$97,900
C 63 AMG	6.3l AMG V8, petrol	NIL	Up \$1,280	\$148,900

* Manufacturer’s List Price (includes GST and LCT but excludes on-road costs)

** Replaces C 200 KOMPRESSOR Sedan

Model	Engine	Price Change	Equipment Level	Price (MLP)*
C 200 CGI**	1.8l 4-cyl, turbo-petrol	NIL	Up \$2,438	\$59,790
C 220 CDI	2.1l 4-cyl, turbo-diesel	NIL	Up \$2,438	\$62,805
C 250 CGI	1.8l 4-cyl, turbo-petrol	All-new Model	All-new Model	\$67,790
C 63 AMG	6.3l AMG V8, petrol	NIL	Up \$1,280	\$150,800

* Manufacturer's List Price (includes GST and LCT but excludes on-road costs)

** Replaces C 200 KOMPRESSOR Estate

Safety highlights

- ABS Brakes
- Airbags – nine in total, including rear sidebags and driver's kneebag
- Belt tensioners with belt force limiters for driver and front passenger and for outer rear seat passengers
- Electronic Stability Programme ESP with Acceleration Skid Control (ASR)
- Brake Assist System (BAS)
- Adaptive Highbeam Assist
- Adaptive Brake Lights (which flash during emergency braking)
- Intelligent Light System (optional on four-cylinder models)
- PRE-SAFE anticipatory occupant protection system
- Reinforced occupant structure

Model	2007	2008	2009	TOTAL
C 200K sedan	2173	3991	3328	9492
C 200K estate		196	196	392
C 220 CDI sedan	408	1063	1433	2904
C 220 CDI estate		53	175	228
C 280 sedan	515	766	352	1633
C 320 CDI sedan	76	239	153	468
C 63 AMG sedan		338	503	841
C 63 AMG estate		3	23	26
TOTAL	3172	6649	6163	15984

* March 2010 YTD

Important information for Editors

The prices detailed in this document are current Manufacturer's List Prices (MLPs) for the Mercedes-Benz C 200 CGI sedan, Mercedes-Benz C 220 CDI sedan, Mercedes-Benz C 250 CGI sedan, Mercedes-Benz C 300 sedan, Mercedes-Benz C 350 CDI sedan, Mercedes-Benz C 63 AMG sedan, Mercedes-Benz C 200 CGI estate, Mercedes-Benz C 220 CDI estate, Mercedes-Benz C 250 CGI estate, and Mercedes-Benz C 63 AMG estate.

As you may be aware, the MLP 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 MLP
- That the MLP excludes on road costs and dealer delivery, and

- For drive away price information, consumers should contact dealers

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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.



The 2010 Mercedes-Benz C-Class

The 2010 Mercedes-Benz C-Class: The popular compact executive

Melbourne – The most popular model in the Australian Mercedes-Benz passenger car catalogue, the C-Class, has now received a number of significant technical and standard equipment enhancements.

Headlining these changes is the arrival of turbo-charged power with direct fuel injection for the four-cylinder model C 200 CGI, which replaces the supercharged C 200 KOMPRESSOR. A second four-cylinder petrol model now joins the C-Class line-up: the all-new C 250 CGI. Completing the four-cylinder C-Class is the popular 400Nm turbo-diesel C 220 CDI. Smooth V6 power continues in the Australian model line-up, with one petrol-powered unit (the C 300) and one turbo-diesel unit (the C 350 CDI).

The fire-breathing 336kW C 63 AMG continues as the model range's leader.

Complementing these technical developments for the four-cylinder petrol models is the addition of richer standard equipment levels for all models, offering Australian customers even greater value. The 2010 C-Class retains its stand-out safety, comfort and agility, attributes which have contributed to its success in leading Australia's Medium >\$60K segment (according to VFACTS).

The C-Class is the most popular new Mercedes-Benz model with Australian customers. In 2009, 6163 C-Class sedans and 394 estate models were sold locally, comprising 41 percent of total Australian Mercedes-Benz passenger car sales. The most popular variant was the stylish C 200 KOMPRESSOR. This supercharged star now receives a variety of revisions designed to make it an even more compelling choice for Australian customers.

Almost three years on from its Australian release, the design of the current-model Mercedes-Benz C-Class still impresses and continues to reflect the technical superiority of automobiles wearing the three-pointed star. Its taut lines and large, tranquil surfaces continue to catch the eye of Australian buyers, offering a youthful and agile appearance. These athletic features are now further emphasised with a range of technical enhancements for the four-cylinder petrol models. Chief amongst these is the introduction of the M 271 EVO engine.

Prices for the 2010 Mercedes-Benz C-Class range remains unchanged, with 2009 prices continuing this year. Adding to this customer benefit is the inclusion of additional standard equipment for all 2010 C-Class sedan and estate models.

Drive-away pricing for all 2010 C-Class models can be found at www.driveaway.mercedes-benz.com.au .

First shipments of the 2010 Mercedes-Benz C-Class are now arriving in authorised Mercedes-Benz showrooms.

Engines and transmissions

Four-cylinder petrol engines: now with turbo-charging and direct injection

This year see a number of significant changes to the four-cylinder petrol engine range for the C-Class. These changes are detailed below.

C 200 CGI: from supercharger to turbocharger

For 2010, the famous four-cylinder C 200 KOMPRESSOR now becomes the C 200 CGI. A single turbo-charger replaces the C 200K's belt-driven supercharger, providing gains in engine volumetric efficiency. The C 200 CGI also features direct petrol injection, delivering the engine's fuel directly into each of its four cylinders and no longer via the cylinder head's intake ports.

The engine fitted to the new C 200 CGI (model code M 271 EVO) is an evolution of the design fitted to the previous C 200 KOMPRESSOR (engine code M 271).

The development of the M 271 EVO engine combined the following objectives:

- Improved responsiveness due to increased power and higher torque
- Improved comfort thanks to smoother running
- Significantly lower fuel consumption and reduced CO2 emissions
- Compliance with the Euro 5 standard

These objectives were realised by a variety of technical innovations and improvements:

- Low-noise and low-maintenance chain drive
- Camshaft adjustment
- Lanchester balancer
- Homogenous direct petrol injection with 140 bar injection pressure

- Direct fuel injectors
- Quantity-controlled fuel pump
- Single turbocharger
- Lambda control
- Secondary air injection for rapid heating of the catalytic converter
- Radiator shutters
- Regulated oil pump with high efficiency

One of the major advantages of the direct petrol-injection system used in the 2010 C-Class is a gain in thermodynamic efficiency, thereby providing fuel efficiency gains. To help achieve this, high-speed, ultra-precise piezoelectric injectors are among the key components of the C 200 CGI's direct petrol injection system. The invention of these injectors has spawned virtually all the advances in the spray-guided combustion system. The piezoelectric valves open their injectors outwards to create an annular gap just a few microns wide, allowing the fuel jet to form with a uniform, hollow cone-shaped pattern. A high-pressure pump with downstream distributor and pressure valve supplies the fuel and regulates the amount delivered in accordance with requirements. With a pressure of up to 140 bar, the system develops around 50 times the fuel pressure of a conventional port-injection system.

It's the fitment of direct petrol injection that gives the C 200 its new naming suffix. The three letters 'CGI' denote the presence of direct petrol injection in Mercedes-Benz passenger cars. This naming is consistent with the marque's turbo-diesel models which feature common-rail direct injection. These models wear the letters 'CDI'.

The C 200 CGI's direct fuel system provides impressive gains. Compared to the C 200 KOMPRESSOR, the resulting performance differences are significant. Maximum engine power remains the same (135kW) but maximum torque increases by eight percent to 270Nm (up from 250Nm). Combined-cycle fuel consumption is improved by almost nine percent (CGI: 7.3-litres/100km, KOMPRESSOR: 8.0l/100km) and exhaust emissions fall by just under ten percent

(CGI: 171g CO2/km, KOMPRESSOR: 189g CO2/km). All figures quoted are according to ADR 81/02. The outgoing C 200 KOMPRESSOR is compared to the new C 200 CGI, below.

Model	Engine	Fuel Delivery	Power	Torque	Fuel Cons.*	CO2 Output*
C 200 KOMPRESSOR	1.8l supercharged	Port EFI	135kW	250Nm	8.0l/100km	189g/km
C 200 CGI	1.8l turbocharged	Direct EFI	135kW	270Nm	7.3l/100km	171g/km

* Sedan with automatic gearbox, according to ADR 81/02

The improvements for the C 200 CGI are more than technical. Australian customers now receive additional standard equipment valued at more than \$3,000. Making the C 200 CGI even more compelling is its price, which remains unchanged from 2009 at \$57,900 (sedan) and \$59,790 (estate). All prices quoted are Manufacturer's List Prices - MLPs).

New model: C 250 CGI

This year sees the introduction of an all-new model to the C-Class line-up: the new C 250 CGI.

This second petrol-powered four-cylinder variant offers Australian customers an alternative to the C 200 CGI without necessarily making the step up to a V6 model. The C 250 CGI uses the same engine as the new C 200 CGI but provides greater power and torque (150kW, 310Nm) as well as even greater levels of standard equipment. This new model is an attractive customer offer: it's priced at \$65,900 for the sedan and \$67,790 for the estate.

The all-new C 250 CGI is compared to the C 200 CGI, below.

Model	Engine	Fuel Delivery	Power	Torque	Fuel Cons.*	CO2 Output*
C 250 CGI	1.8l turbocharged	Direct EFI	150kW	310Nm	7.7l/100km	180g/km
C 200 CGI	1.8l turbocharged	Direct EFI	135kW	270Nm	7.3l/100km	171g/km

* Sedan with automatic gearbox, according to ADR 81/02

Both sedan and estate versions of the all-new C 250 CGI have rich standard equipment lists, making them compelling choices for Australian buyers. Example standard features include:

- COMAND APS (entertainment and navigation system) with single-disc CD/DVD player
- 18-inch 5-spoke alloy wheels
- Split-folding rear seats (1/3 : 2/3)
- Avantgarde model line
- Double cup holders

Completing the four-cylinder C-Class range is the turbo-diesel C 220 CDI. Technically unchanged, the 125kW/400Nm C 220 CDI receives the same standard equipment upgrades applied to the new 200 CGI, valued at more than \$3,000.

All four-cylinder-powered Mercedes-Benz C-Class models are backed by the marque's proven five-speed automatic and all are rear-wheel drive.

V6 power: petrol and turbo-diesel

Australian customers can continue to select from two V6-powered C-Class models: the petrol C 300 and the turbo-diesel C 350 CDI.

Technically unchanged, the silky C 300 provides 170kW and 300Nm from its 3.0-litre V6. For 2010, it does, however, receive \$7,900 worth of standard equipment upgrades. The torque-rich C 350 CDI receives the same upgrades and also retains its already impressive powertrain, which boasts a maximum power level of 165kW and a peak torque of 510Nm.

The key details for both the C 300 and the C 350 CDI are detailed below.

Model	Engine	Power/Torque	Fuel Cons.*	CO2 Output*
C 300	V6, petrol	170kW/300Nm	9.5 l/100km	226 g/km
C 350 CDI	V6, turbo-diesel	165kW/510Nm	7.4 l/100km	196 g/km

* Sedan with automatic gearbox, according to ADR 81/02

The cult of personality: the C 63 AMG

More than two years after its much-anticipated release the C 63 AMG still impresses. Local customer demand for the 'compact sledgehammer' remains strong as it continues to cement its popularity among discerning buyers and enthusiasts alike. For 2010, the amazing C 63 AMG retains its enviable technical details but picks up a number of standard equipment enhancements.

The key details for the C 63 AMG sedan are detailed below.

Model	Engine	Power/Torque	Fuel Cons.*	CO2 Output*
C 63 AMG	AMG V8, petrol	336kW/600Nm	13.5 l/100km	321 g/km

* Sedan with automatic gearbox, according to ADR 81/02

Transmissions

All four-cylinder-powered C-Class models are equipped with a five-speed automatic gearbox as standard equipment. These models are:

- C 200 CGI sedan and estate
- C 220 CDI sedan and estate
- C 250 CGI sedan and estate

Both V6-powered models are equipped with the company's 7G-TRONIC seven-speed automatic transmission. These models are:

- C 300 sedan
- C 350 CDI sedan

The powerful 6208cc AMG V8 in the stunning C 63 AMG sedan and estate is backed by the fast-shifting AMG SPEEDSHIFT 7G-TRONIC seven-speed automatic transmission.

All sedan and estate models in the C-Class range are rear wheel-drive.



First Choice

More standard equipment and greater value

For 2010, the standard equipment specifications for all models in the Australian C-Class range have been enhanced.

Local customers now receive even more standard equipment for no additional cost. This has been partly achieved by the reduction in new car import duty which came into effect at the start of 2010. Mercedes-Benz has integrated this change into its ongoing First Choice product strategy. The first Mercedes-Benz model to benefit from this locally developed product plan was the current-model C-Class, released in July 2007.

'First Choice' is the public name given to Mercedes-Benz Australia/Pacific's ongoing 'value strategy'. The goal of First Choice is to provide Australian Mercedes-Benz customers with a compelling product and price balance; that is, a class-leading new vehicle rich with the features and equipment they actually need and want and for a price that is fair and attractive.

Under First Choice, the final standard specification of each new or updated model is the achieved by the following process. An apparently straightforward process it is, in reality, quite involved.

Australian Mercedes-Benz product planning and sales planning staff work together to establish some important base facts about the selling history of each specific Mercedes-Benz model and all of its variants. They seek to answer:

- What are the most popular engines and model-lines?
- What options are the most popular in customer-ordered cars?
- What options are most popular in dealer-ordered cars?

Also taken into account are:

- Results from dedicated customer research (this is conducted with prospective buyers and actual owners. The research with actual owners is conducted initially after delivery of the existing model and around one year after that delivery.)
- Feedback from our network of authorised dealerships (Mercedes-Benz operates a dedicated product committee populated by dealer representatives so the company understands precisely what customers want)
- Public feedback (emails to the www.mercedes-benz.com.au website and the dedicated Australian Mercedes-Benz customer assistance centre)

Mercedes-Benz then works with its financial controlling department to establish business models for what it wishes to offer Australian customers. The net result is local Mercedes-Benz buyers end up with cars specific to the Australian market.

It is important to point out that Mercedes-Benz Australia/Pacific, the official importer of Mercedes-Benz cars in Australia, doesn't take another market's model catalogue and simply offer it. Each model is tailored to local needs and desires to ensure local customers receive what they actually want and need.

This strategy has naturally been applied to the 2010 C-Class model range. Enhancements to each model are now detailed.

- C 200 CGI sedan & estate

- The new C 200 CGI Sedan has the same Manufacturer's List Price (MLP) as the outgoing C 200 KOMPRESSOR - \$57,900; but, compared to the outgoing C 200 KOMPRESSOR, the new C 200 CGI gains the following equipment as standard.

- 17-inch 5-spoke alloy wheels
- Avantgarde-style grille and bonnet badge
- Double cup holders
- Split-folding rear seats (1/3 : 2/3)

Combined, these additional features amount to more than \$3,000. And given the car's price remains the same, it clearly represents great value for Australian customers.

The C 200 KOMPRESSOR Estate is replaced by the new C 200 CGI Estate, which retains the same price of \$59,790 (MLP). Like the Sedan, it gains the same new standard equipment, listed above.

- C 200 CDI sedan & estate

The popular C 220 CDI Sedan and Estate (four-cylinder turbo-diesel) also receive the same new standard equipment as the C 200 CGI (listed above). Their prices, too, remain unchanged – \$61,400 (Sedan MLP) and \$62,805 (Estate MLP).

- Mercedes-Benz C 250 CGI sedan & estate

This is an all-new model in the C-Class. Its addition has been the result of customers seeking a little more from the dynamic and efficient C 200 but without having to move up to a V6-powered model. It is available in both Sedan and Estate.

The C 250 CGI uses the same fuel-efficient turbocharged direct-petrol-injection engine as the C 200 CGI but its more powerful tune offers higher performance.

This all-new model is also more efficient than the outgoing C 200 KOMPRESSOR – almost four percent more fuel efficient with around five percent lower CO2 output – yet with eleven percent more power and an impressive 24 percent more torque.

The all-new C 250 CGI has an MLP of \$65,900 for the sedan and \$67,790 for the estate. It comes fitted with the following standard features:

- COMAND APS (entertainment and navigation system) with single-disc CD/DVD player

- 18-inch 5-spoke alloy wheels
- Split-folding rear seats (1/3 : 2/3)
- Avantgarde model line, which differs from the Elegance model line with:
 - o Black bird's-eye maple interior timber trim (not burr walnut)
 - o 18-inch 5 twin-spoke alloy wheels (not 17-inch multi-spoke alloys)
 - o Tail lights with a dark-grey tint
- Double cup holders

- C 300 sedan and C 350 CDI sedan

The V6-powered models in the 2010 C-Class (C 300 – petrol; C 350 CDI – turbo-diesel) also come with even greater value.

Their prices remain unchanged from 2009 but they both receive more than \$7,900 in additional standard equipment, listed below:

- Vision Package (comprising Intelligent Light System with Bi-Xenon headlights, Harmon/Kardon® LOGIC7® 450W surround sound system, and glass electric sunroof with tilt/slide functions)
- 18-inch 5-twin-spoke alloy wheels
- Split-folding rear seat
- Double-cup holder

- C 63 AMG sedan & estate

Prices for the fire-breathing C 63 AMG sedan and estate remain unchanged for 2010 but they both gain two new standard features at no extra charge:

- Reversing camera
- Double cup-holder

Together, these are valued at \$1,280.

For the 2010 C-Class, the revisions are summarised below:

- Sedan

Model	Engine	Price Change*	Equipment Level	Price (MLP)*
C 200 CGI**	1.8l 4-cyl, turbo-petrol	NIL	Up \$3,089	\$57,900
C 220 CDI	2.1l 4-cyl, turbo-diesel	NIL	Up \$3,089	\$61,400
C 250 CGI	1.8l 4-cyl, turbo-petrol	All-new Model	All-new Model	\$65,900
C 300	3.0l V6, petrol	NIL	Up \$7,948	\$89,500
C 350 CDI	3.0l V6, turbo-diesel	NIL	Up \$7,948	\$97,900
C 63 AMG	6.3l AMG V8, petrol	NIL	Up \$1,280	\$148,900

* Manufacturer's List Price (includes GST and LCT but excludes on-road costs)

** Replaces C 200 KOMPRESSOR Sedan

- Estate

Model	Engine	Price Change*	Equipment Level	Price (MLP)*
C 200 CGI**	1.8l 4-cyl, turbo-petrol	NIL	Up \$2,438	\$59,790
C 220 CDI	2.1l 4-cyl, turbo-diesel	NIL	Up \$2,438	\$62,805
C 250 CGI	1.8l 4-cyl, turbo-petrol	All-new Model	All-new Model	\$67,790
C 63 AMG	6.3l AMG V8, petrol	NIL	Up \$1,280	\$150,800

* Manufacturer's List Price (includes GST and LCT but excludes on-road costs)

** Replaces C 200 KOMPRESSOR Estate



BlueEFFICIENCY

BlueEFFICIENCY: Reduced energy consumption, cleaner motoring

BlueEFFICIENCY is the name Mercedes-Benz has given its package of measures designed to reduce energy consumption. A number of these carefully tailored technical measures have been applied to the four-cylinder models (C 200 CGI, C 220 CDI and C 250 CGI) in the 2010 Mercedes-Benz C-Class range.

Mercedes-Benz engineers have harnessed potentials from all fields of vehicle development to reduce weight, aerodynamic drag and rolling resistance yet further, and to organise the onboard energy management of these vehicles even more efficiently.

The specialists in Sindelfingen have made very detailed improvements to the comprehensive lightweight construction concept of the C-Class, and have managed to reduce weight. This achievement is due to a number of features, including a newly developed windscreen made of laminated glass, which weighs around 1.2 kilograms less than before and weight optimisation of the model's noise-insulating lining of the firewall.

Other energy-saving measures in the 2010 C-Class include:

- Smooth underbody cladding ensures that the air can flow beneath the vehicle body without turbulences.
- Partially blanking off the radiator grille reduces the airflow into the engine compartment, thereby lowering wind resistance. Adequate cooling of the four-cylinder engines is of course uncompromised by this measure.
- Sealing the joints between the bonnet and headlamps, as well as between the bumper and headlamps, improves the airflow around the front end.
- The housings of the exterior mirrors were developed in the wind tunnel, and are particularly streamlined in form.

- Intelligent control of engine ancillary units, such as the power steering pump, also reduces energy consumption. The power steering pump, for example, is only activated when needed by the driver.
- A newly developed final drive featuring further-improved antifriction bearings, forged differential gears and a sophisticated lightweight construction combine to reduce the friction forces within the transmission, hence the engine expends less energy in overcoming them.

Safety

Safety: where experience counts

Mercedes-Benz has applied its more-than 60 years of expertise in the field of passenger car safety with the C-Class. It has translated the latest accident research findings into specific protective measures and has developed driver support systems to make driving even safer.

The Mercedes philosophy PRO-SAFE™ is the driving force behind the safety concept in the C-Class. It defines safety as a comprehensive undertaking that goes well beyond compliance with standardised crash test regulations. It concerns itself with all aspects of driving – everything that is important for the safety of the vehicle occupants and other road users. The Mercedes safety concept divides these aspects into four phases:

- | | |
|--|---|
| 1. Safe driving:
Avoiding danger, warning and assisting in good time | 2. When danger threatens:
Acting preventively with PRE-SAFE |
| 3. During an accident:
Protecting as required | 4. After an accident:
Preventing worse, helping rapidly |

The new C-Class is in line with this reality-based concept, and thereby clearly distinguishes itself from all other automobiles in this market segment. Example highlights from the C-Class' safety armoury include:

- ADAPTIVE BRAKE (support functions for the driver, including start-off assist when moving off from steep gradients and brake disc priming when driving in wet conditions)
- Airbags – nine in total – front driver and passenger airbags, sidebags for the driver, front passenger and outer-rear passengers, full-length windowbags and a kneebag for the driver
- ABS anti-lock braking system
- Automatic locking doors with emergency opening

- Belt tensioners with belt force limiters for front occupants and outer-rear occupants
- BAS brake assist system (applies full braking force in an emergency braking manoeuvre)
- ESP Electronic Stability Programme
- Flashing adaptive brake lights (brake lights flash during an emergency braking procedure)
- NECK-PRO crash-responsive front head restraints
- PRE-SAFE anticipatory occupant protection system

During the course of its development, the new C-Class successfully passed more than 100 crash tests, including the particularly demanding, in-house impact tests of which some go well beyond the legal requirements.

When danger threatens: PRE-SAFE

One of the major aims of this commitment by Mercedes is to achieve a synergy between active and passive safety; that is, to link accident prevention with occupant protection systems. The generic term used for this new era in vehicle safety is PRE-SAFE. It describes an innovative protection concept based on the principle of prevention, which first entered series production in the Mercedes-Benz S-Class in 2002 and has been standard equipment for the C-Class since its release in July 2007. This makes the new Mercedes saloon the only automobile in its class worldwide to feature this future-oriented safety technology.

PRE-SAFE is linked to modern driving safety systems such as ESP and Brake Assist, and is able to detect critical driving manoeuvres at an early stage with the help of its sensors. If the C-Class is in danger of crashing as a result of heavy under or oversteering, or if the driver needs to brake very heavily in a dangerous situation, PRE-SAFE activates certain systems as a precaution to prepare the vehicle and its occupants for an impending accident. If a collision is avoided at the last moment, the C-Class is immediately able to continue its journey: all the PRE-

SAFE features are reversible and can be reset to their original positions, and the system is ready for use again.

This means that the passive safety phase does not only begin when the impact occurs, but before an impending collision. This Mercedes invention uses the time between the detection of a potential accident situation and a possible crash to initiate occupant protection measures.

When developing this preventive safety system, Mercedes engineers drew a distinction between critical driving manoeuvres involving large lateral and linear forces. Accordingly, precisely defined preventive measures are activated depending on the situation – and always with the aim of ensuring that well-proven safety systems such as seat belts and airbags can provide the best possible protection during an impact:

- During emergency or panic braking with Brake Assist, PRE-SAFE tensions the seat belts as a precaution to fix the driver and front passenger in their seats, increase the distance to the dashboard and reduce the forward movement of the front seat occupants during a crash. For this important PRE-SAFE function, the front inertia reels in the C-Class are equipped with powerful electric motors which respond within milliseconds and take up any belt slack. During emergency or panic braking, PRE-SAFE also brings an unfavourably adjusted front passenger seat into a better position – provided the car is equipped with the electrically adjustable front passenger seat with memory function. The system corrects both the backrest and seat cushion angles, as well as the height and fore-and-aft adjustment of the seat, as required, bringing the front passenger into a position which is more advantageous for the effectiveness of the airbag and allows a good restraining effect by the shoulder belt. This also lowers the risk of sliding beneath the seat belt and sustaining injuries during an accident.
- If there is a danger of skidding owing to heavy under or oversteering, PRE-SAFE activates a further protective function: in these situations the side

windows and sliding roof begin to close as a precaution. Closed side windows are better able to support the windowbags as they deploy during a side impact or rollover. This preventive measure also lessens the risk of the occupants being thrown from the vehicle or objects penetrating into the interior during a crash. The sliding roof is linked to PRE-SAFE because accident researchers analysing rollover accidents found that car occupants are frequently thrown out through the open roof. Closing the sliding roof as a precaution also lessens the risk of objects penetrating into the interior.

Measurements taken by Mercedes engineers during crash tests show how effective preventive occupant protection can be in an accident. Take the belt tensioners, for example: because the driver and front passenger are optimally held in their seats and do not move as far forward during an impact, the loads acting on the head and neck areas are reduced. Tests showed that the head was subjected to around 30 percent lower loads, while the reduction for the neck area was around 40 percent.

Protective systems: nine airbags as standard

In the interior, the exemplary safety technology of the new C-Class is complemented with the very latest protective systems. Three-point inertia-reel seat belts with belt tensioners and belt force limiters are fitted as standard for the driver, front passenger and occupants of the outer rear seats. Forces are dissipated on an adaptive basis in the front: after reaching a certain maximum retention, the belt forces are reduced to a low level – the belts are allowed to slacken so that the occupants are more deeply immersed in the deploying airbags, reducing the loads acting on the torso.

In addition the new C-Class is equipped with nine airbags as standard: two adaptive airbags for the driver and front passenger, two front and two rear sidebags in the front seat backrests, two large windowbags which extend from the A to the C-pillar during a side impact and a kneebag for the driver.

The front airbags are activated in two stages, depending on the severity of the impact. The front end of the new C-Class is equipped with two up-front sensors. By virtue of their exposed position on the front-end module, these are able to detect the severity of a collision at an early stage. This information enables the time between the crash and activation of the airbags and belt tensioners to be reduced even further. The belts can therefore be tensioned at a very early stage, so that the occupants are connected to the passenger cell during an impact and can take part in the deceleration of the body structure. During a less serious accident only the first stage of the airbag generators is triggered, and the airbags are only partially inflated for a "soft landing". If the impact is more severe, the second stage of the airbag generator is also activated and fully inflates the airbags.

NECK-PRO

NECK-PRO is another special safety feature in the new C-Class. This is the name Mercedes-Benz has given to a crash-responsive head restraint whose development, like that of PRE-SAFE and other Mercedes innovations, is based on analyses of real accidents. NECK-PRO is an effective means of reducing the risk of whiplash injuries during a rear-end collision. If the sensor system detects a rear-end collision with a defined impact severity, it releases pre-tensioned springs inside the head restraints which immediately cause these to move forward within milliseconds by about 40 millimetres and upwards by 30 millimetres. This means that the heads of the front occupants are supported at an early stage.

After NECK-PRO activation the head restraints can be unlocked and returned to their original position using a tool supplied with the car, and are then immediately ready for use again. NECK-PRO head restraints for the driver and front passenger are standard equipment in the new C-Class.



Chassis and suspension

Dynamic handling and a smooth ride

One of the features that has made the C-Class so popular with Australian buyers is its ability to blend dynamic handling and ride comfort. This is achieved through the range's standard-fitment AGILITY CONTROL suspension, which controls the shock absorber forces according to the driving situation: when driving normally with low shock absorber impulses, the damping forces are automatically reduced for a noticeable improvement in ride comfort – but without any compromise in handling safety. When driving more dynamically, the maximum damping forces are set and the car is effectively stabilised. The AGILITY CONTROL steering of the C-Class has a ratio of 14.5, and is therefore six percent more direct than the steering of the preceding W 203 model.

AGILITY CONTROL suspension – best of both worlds

AGILITY CONTROL maximises ride comfort and agility in equal measure. It is fitted as standard equipment in the C-Class. 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 ride comfort -- but without any compromise in handling safety. When shock absorber impulses are greater, for example when cornering at speed or taking avoiding action, the maximum damping forces are set and the car is effectively stabilised.

This technology is purely hydro-mechanical and requires no complex sensors or electronics. It is mainly based on a by-pass channel in the crank pin of the shock absorber and a control piston moving within a separate oil chamber. When shock absorber impulses are low, the control piston forces oil through the by-pass channel to create a significantly smaller damping force at the damper valve. The resulting, "softer" shock absorber characteristics lead to a high level of ride comfort.

If the shock absorber is subjected to larger impulses, the control piston moves to its final position and no more oil flows through the by-pass channel. This makes the maximum damping force available.

Accordingly this shock absorber technology makes an important contribution to the agile yet comfortable driving characteristics of the C-Class. One indication of this is the maximum body roll angle when cornering, which is reduced by up to ten percent owing to the AGILITY CONTROL suspension -- without any loss of comfort.

Steering: more direct ratio and more safety during a frontal impact

The AGILITY CONTROL suspension fitted to the C-Class is complemented with a similarly responsive rack-and-pinion steering system. This operates with a ratio of 14.5. Positioning the steering gear 80 millimetres in front of the wheel centre makes for predictable self-steering characteristics with a slight tendency to understeer. The steering gear and valve housings are of aluminium, while the steering rack is of forged, high-strength steel and weighs 0.8 kilograms less than in the previous C-Class thanks to this material.

Mercedes-Benz fits speed-sensitive power steering to the C-Class as standard equipment on all model variants (except the C 63 AMG, which is fitted with an AMG-enhanced system optimised for this sports model). This steering system adapts the servo assistance to the vehicle speed: the lower the speed, the greater the servo effect. At speeds below 200 km/h the steering effort is continuously reduced as a function of vehicle speed, which means that only one third of the maximum steering effort is required when parking at slow speed. Variable centring is another feature adopted from the S-Class: the electro-hydraulic speed-sensitive servo is used to generate a centring moment that increases with the speed and gives the driver a secure and stable feeling in the straight-ahead position. In slow driving, this additional steering moment is not activated, so the benefits of the speed-sensitive steering can be fully exploited.

Safe handling, excellent agility, precise directional stability, high steering precision and outstanding ride comfort – the up-to-date front axle design also plays a major part in these attributes of the 2010 C-Class. This is a three-link suspension with McPherson struts which Mercedes-Benz has continually developed in various respects.

In the interests of favourable axle kinematics, greater vibration comfort and improved safety, the lower steering arm level consists of two separate elements acting as radius rods and cross-struts and made of forged aluminium. In addition to precise wheel location, this design has the particular advantage of compensating vibrations caused by unbalanced tyres or fluctuating brake forces better than rigid wishbones. It also provides longer deformation paths in the event of a frontal collision.

The third component in the three-link system is the track rod, which connects the transversely installed steering gear with the wheels. The reinforced stabiliser is linked to the spring strut, which is likewise heavily involved in front wheel location. The struts consist of cylindrical, lateral force compensated coil springs, twin-tube shock absorbers and newly developed, three-phase head bearings. If severe body roll occurs, the stabiliser is supported by rebound buffer springs to ensure agile handling accompanied by a high level of comfort.

Multi-link independent rear suspension: unrivalled for safety and comfort

The career of the multi-link independent suspension began with the launch of the Mercedes-Benz 190 in 1983, and it still remains unsurpassed in many respects. Accordingly this patented suspension concept is also retained in the 2010 C-Class, guaranteeing a level of handling safety, agility and comfort which is unsurpassed in this vehicle class.

The multi-link suspension principle is based on research examining the best possible movement characteristics for the rear wheels of a passenger car. If one regards the wheel in isolation, that is, without any axle linkages, it has six possible movements available to it: it can push or pull in a vertical or horizontal direction, and it can turn in three directions. The aim of suspension engineers is to prevent such uncontrolled independence, however, and to limit the free movements of the wheel so that it can only move along a precisely defined spatial curve.

Owing to this intelligent design, each rear wheel basically retains freedom of movement only on one plane, namely during controlled compression and rebound. Mercedes-Benz has continually improved this patented and multiple award-winning suspension technology for the new C-Class.

Brakes: ADAPTIVE BRAKE with useful support functions

With ADAPTIVE BRAKE, the new C-Class also sets standards in this vehicle class where brake technology is concerned. This system is based on the technology of the range-leading S-Class, and provides additional support functions for even more safety and comfort. One example is the brake priming function in critical situations: when the driver abruptly moves his foot from the accelerator to the brake pedal before emergency braking, the system increases the pressure in the brake lines and brings the brake linings into light contact with the brake discs, so that they are then able to bite immediately and with full force when the brake pedal is depressed. In this way the system supports the functions of the standard Brake Assist.

ADAPTIVE BRAKE also has safety benefits in the wet: the system applies regular, brief braking impulses to wipe the film of water from the brake discs and ensure that the brakes are able to perform at their peak. This automatic brake drying function is always activated when the windscreen wipers of the C-Class have been operating for a certain time. The driver does not notice the finely metered braking impulses.

The braking system also assists the driver when moving off on an uphill gradient. When the sensor system detects that the Saloon has come to a stop on a gradient, the hill holder function is activated automatically and maintains a constant brake pressure for a short time to prevent the car from rolling backwards. This gives the driver enough time to move his foot from the brake to the accelerator without first engaging the parking brake.

Large-diameter front and rear brake discs create the technical basis for reliable deceleration. Depending on the engine version, their diameter is up to 322 millimetres at the front and up to 300 millimetres at the rear.



The 2010 Mercedes-Benz C-Class

Australian model range and pricing

- Sedan

Model	Engine	Power/Torque	Fuel Cons.*	CO2 Output*	Price (MLP)^
C 200 CGI**	1.8l 4-cyl, turbo-petrol	135kW/270Nm	7.3l/100km	171g/km	\$57,900
C 220 CDI	2.1l 4-cyl, turbo-diesel	125kW/400Nm	6.3 l/100km	164 g/km	\$61,400
C 250 CGI	1.8l 4-cyl, turbo-petrol	150kW/310Nm	7.7l/100km	180g/km	\$65,900
C 300	3.0l V6, petrol	170kW/300Nm	9.5 l/100km	226 g/km	\$89,500
C 350 CDI	3.0l V6, turbo-diesel	165kW/510Nm	7.4 l/100km	196 g/km	\$97,900
C 63 AMG	6.3l AMG V8, petrol	336kW/600Nm	13.5 l/100km	321 g/km	\$148,900

* According to ADR 81/02

** Replaces C 200 KOMPRESSOR Sedan

^ Manufacturer's List Price (includes GST and LCT but excludes on-road costs)

- Estate

Model	Engine	Power/Torque	Fuel Cons.*	CO2 Output*	Price (MLP)^
C 200 CGI**	1.8l 4-cyl, turbo-petrol	135kW/270Nm	7.6 l/100km	178 g/km	\$59,790
C 220 CDI	2.1l 4-cyl, turbo-diesel	125kW/400Nm	6.4 l/100km	169 g/km	\$62,805
C 250 CGI	1.8l 4-cyl, turbo-petrol	150kW/310Nm	7.8 l/100km	182 g/km	\$67,790
C 63 AMG	6.3l AMG V8, petrol	336kW/600Nm	13.8 l/100km	328 g/km	\$150,800

* According to ADR 81/02

** Replaces C 200 KOMPRESSOR Estate

^ Manufacturer's List Price (includes GST and LCT but excludes on-road costs)



Mercedes-Benz

Mercedes-Benz C 200 CGI

<u>Engine</u>		
Cylinders/arrangement		4/in-line, 4 valves per cylinder
Displacement	cc	1796
Bore x stroke	mm	82.0 x 85
Rated output	kW	135 at 5250 rpm
Rated torque	Nm	270 at 1800 rpm
Compression ratio		9.3 : 1
Mixture formation		High-pressure direct fuel injection with turbocharger
<u>Power transfer</u>		
Transmission		Five-speed automatic with Touchshift
Ratios	Final drive	3.07
	1st gear	3.95
	2nd gear	2.42
	3rd gear	1.49
	4th gear	1.000
	5th gear	0.831
	Reverse	3.15
<u>Running gear</u>		
Front axle		Three-link suspension, anti-dive, coil springs, gas-pressure shock absorbers with amplitude-dependent damping system, stabiliser
Rear axle		Multi-link independent suspension, anti-squat and anti-dive, coil springs, gas-pressure shock absorbers with amplitude-dependent damping system, stabiliser
Brakes		Disc brakes all-round, internally ventilated at the front, solid at the rear, drum-type parking brake at the rear, ABS, Brake Assist, ESP
Steering		Rack-and-pinion power steering, steering damper
Wheels		Front: 7.5J x 17; Rear: 8.5J x 17
Tyres		Front: 225/45 R 17; Rear: 245/40 R 17
<u>Dimensions and weights</u>		
Wheelbase	mm	2760
Track width front/rear	mm	1541/1544
Overall length	mm	4581
Overall width	mm	1770
Overall height	mm	1444
Turning circle	m	10.8
Boot capacity max.*	l	475
Kerb weight acc. to EC	kg	1585
Payload	kg	485
Perm. gross vehicle weight	kg	2070
Tank capacity/reserve	l	66/8
<u>Performance and fuel consumption</u>		
Acceleration 0-100 km/h	s	8.2
Max. speed	km/h	210 (limited)
Fuel consumption comb.**	l/100 km	7.3
*acc. to VDA measuring method		
** acc. to ADR 81/02		



Mercedes-Benz

Mercedes-Benz C 220 CDI

<u>Engine</u>		
Cylinders/arrangement		4/in-line, 4 valves per cylinder
Displacement	cc	2143
Bore x stroke	mm	83 x 99
Rated output	kW	125 at 3000 rpm
Rated torque	Nm	400 at 1400 rpm
Compression ratio		16.2 : 1
Mixture formation		High-pressure fuel injection with common-rail technology, twin turbochargers, EDC
<u>Power transfer</u>		
Transmission		Five-speed automatic with Touchshift
Ratios	Final drive	2.47
	1st gear	3.6
	2nd gear	2.19
	3rd gear	1.41
	4th gear	1.000
	5th gear	0.83
	Reverse	3.17
<u>Running gear</u>		
Front axle		Three-link suspension, anti-dive, coil springs, gas-pressure shock absorbers with amplitude-dependent damping system, stabiliser
Rear axle		Multi-link independent suspension, anti-squat and anti-dive, coil springs, gas-pressure shock absorbers with amplitude-dependent damping system, stabiliser
Brakes		Disc brakes all-round, internally ventilated at the front, solid at the rear, drum-type parking brake at the rear, ABS, Brake Assist, ESP
Steering		Rack-and-pinion power steering, steering damper
Wheels		Front: 7.5J x 17; Rear: 8.5J x 17
Tyres		Front: 225/45 R 17; Rear: 245/40 R 17
<u>Dimensions and weights</u>		
Wheelbase	mm	2760
Track width front/rear	mm	1541/1544
Overall length	mm	4581
Overall width	mm	1770
Overall height	mm	1444
Turning circle	m	10.8
Boot capacity max.*	l	475
Kerb weight acc. to EC	kg	1585
Payload	kg	485
Perm. gross vehicle weight	kg	2070
Tank capacity/reserve	l	66/8
<u>Performance and fuel consumption</u>		
Acceleration 0-100 km/h	s	7.6
Max. speed	km/h	210 (limited)
Fuel consumption comb.	l/100 km	6.3
*acc. to VDA measuring method		
** acc. to ADR 81/02		



Mercedes-Benz

Mercedes-Benz C 250 CGI

<u>Engine</u>		
Cylinders/arrangement		4/in-line, 4 valves per cylinder
Displacement	cc	1796
Bore x stroke	mm	82 x 85
Rated output	kW	150 at 3800 rpm
Rated torque	Nm	310 at 2000 rpm
Compression ratio		9.3 : 1
Mixture formation		High-pressure direct fuel injection turbocharger
<u>Power transfer</u>		
Transmission		Five-speed automatic with Touchshift
Ratios	Final drive	3.07
	1st gear	3.95
	2nd gear	2.42
	3rd gear	1.49
	4th gear	1.000
	5th gear	0.831
	Reverse	3.15
<u>Running gear</u>		
Front axle		Three-link suspension, anti-dive, coil springs, gas-pressure shock absorbers with amplitude-dependent damping system, stabiliser
Rear axle		Multi-link independent suspension, anti-squat and anti-dive, coil springs, gas-pressure shock absorbers with amplitude-dependent damping system, stabiliser
Brakes		Disc brakes all-round, internally ventilated at the front, solid at the rear, drum-type parking brake at the rear, ABS, Brake Assist, ESP
Steering		Rack-and-pinion power steering, steering damper
Wheels		Front: 7.5J x 18; Rear: 8.5J x 18
Tyres		Front: 225/40 R 18; Rear: 255/35 R 18
<u>Dimensions and weights</u>		
Wheelbase	mm	2760
Track width front/rear	mm	1541/1544
Overall length	mm	4581
Overall width	mm	1770
Overall height	mm	1444
Turning circle	m	10.8
Boot capacity max.*	l	475
Kerb weight acc. to EC	kg	1585
Payload	kg	485
Perm. gross vehicle weight	kg	2070
Tank capacity/reserve	l	66/8
<u>Performance and fuel consumption</u>		
Acceleration 0-100 km/h	s	7.4
Max. speed	km/h	210 (limited)
Fuel consumption comb.**	l/100 km	7.7

*acc. to VDA measuring method

** acc. to ADR 81/02

Mercedes-Benz C 300

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<u>Engine</u>		
Cylinders/arrangement		6/V, 4 valves per cylinder
Displacement	cc	2996
Bore x stroke	mm	88.0 x 82.1
Rated output	kW	170 at 6000 rpm
Rated torque	Nm	300 at 2500-5000 rpm
Compression ratio		11.3 : 1
Mixture formation		Microprocessor-controlled fuel injection, hot film air mass sensor
<u>Power transfer</u>		
Transmission		7G-TRONIC Seven-speed automatic transmission with Touchshift
Ratios	Final drive	3.070
	1st gear	4.46
	2nd gear	2.61
	3rd gear	1.7
	4th gear	1.25
	5th gear	1.000
	6th gear	0.84
	7 th gear	0.728
	Reverse	4.06
<u>Running gear</u>		
Front axle		Three-link suspension, anti-dive, coil springs, gas-pressure shock absorbers with amplitude-dependent damping system, stabiliser
Rear axle		Multi-link independent suspension, anti-squat and anti-dive, coil springs, gas-pressure shock absorbers with amplitude-dependent damping system, stabiliser
Brakes		Disc brakes all-round, internally ventilated at the front, solid at the rear, drum-type parking brake at the rear, ABS, Brake Assist, ESP
Steering		Rack-and-pinion power steering, steering damper
Wheels		Front: 7.5J x 18; Rear: 8.5J x 18
Tyres		Front: 225/40 R 18; Rear: 255/35 R 18
<u>Dimensions and weights</u>		
Wheelbase	mm	2760
Track width front/rear	mm	1541/1544
Overall length	mm	4581
Overall width	mm	1770
Overall height	mm	1444
Turning circle	m	10.8
Boot capacity max.*	l	475
Kerb weight acc. to EC	kg	1585
Payload	kg	485
Perm. gross vehicle weight	kg	2070
<u>Performance and fuel consumption</u>		
Acceleration 0-100 km/h	s	7.3
Max. speed	km/h	210 (limited)
Fuel consumption comb.	l/100 km	9.5
*acc. to VDA measuring method		
** acc. to ADR 81/02		



Mercedes-Benz

Mercedes-Benz C 350 CDI

Engine

Cylinders/arrangement		6/V, 4 valves per cylinder
Displacement	cc	2987
Bore x stroke	mm	83 x 92
Rated output	kW	1765 at 3800 rpm
Rated torque	Nm	510 at 1600-2800rpm
Compression ratio		17.7 : 1
Mixture formation		High-pressure fuel injection with common-rail technology, twin turbochargers, EDC

Power transfer

Transmission		7G-TRONIC Seven-speed automatic transmission with Touchshift
Ratios	Final drive	2.47
	1st gear	4.46
	2nd gear	2.61
	3rd gear	1.7
	4th gear	1.25
	5th gear	1.000
	6th gear	0.84
	7 th gear	0.728
	Reverse	4.06

Running gear

Front axle	Three-link suspension, anti-dive, coil springs, gas-pressure shock absorbers with amplitude-dependent damping system, stabiliser
Rear axle	Multi-link independent suspension, anti-squat and anti-dive, coil springs, gas-pressure shock absorbers with amplitude-dependent damping system, stabiliser
Brakes	Disc brakes all-round, internally ventilated at the front, solid at the rear, drum-type parking brake at the rear, ABS, Brake Assist, ESP
Steering	Rack-and-pinion power steering, steering damper
Wheels	Front: 7.5J x 18; Rear: 8.5J x 18
Tyres	Front: 225/40 R 18; Rear: 255/35 R 18

Dimensions and weights

Wheelbase	mm	2760
Track width front/rear	mm	1541/1544
Overall length	mm	4581
Overall width	mm	1770
Overall height	mm	1444
Turning circle	m	10.8
Boot capacity max.*	l	475
Kerb weight acc. to EC	kg	1585
Payload	kg	485
Perm. gross vehicle weight	kg	2070

Performance and fuel consumption

Acceleration 0-100 km/h	s	6.9
Max. speed	km/h	210 (limited)
Fuel consumption comb.**	l/100 km	7.4

*acc. to VDA measuring method

** acc. to ADR 81/02



Mercedes-Benz

Mercedes-Benz C 63 AMG

Engine

Cylinders/arrangement		8/V, 4 valves per cylinder
Displacement	cc	6208
Bore x stroke	mm	102.2 x 94.6
Rated output	kW	336 at 6800 rpm
Rated torque	Nm	600 at 5000 rpm
Compression ratio		11.3 : 1
Mixture formation		Microprocessor-controlled fuel injection, hot film air mass sensor

Power transfer

Transmission		AMG SPEEDSHIFT PLUS seven-speed automatic transmission with Touchshift
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
	7 th gear	0.73
	Reverse	3.42

Running gear

Front axle	Three-link suspension, anti-dive, coil springs, gas-pressure shock absorbers with amplitude-dependent damping system, stabiliser
Rear axle	Multi-link independent suspension, anti-squat and anti-dive, coil springs, gas-pressure shock absorbers with amplitude-dependent damping system, stabiliser
Brakes	Internally ventilated and perforated disc brakes all-round, drum-type parking brake at the rear, ABS, Brake Assist, ESP
Steering	Rack-and-pinion power steering, steering damper
Wheels	8 J x 18
Tyres	Front: 235/40 R 18; Rear: 255/35 R 18

Dimensions and weights

Wheelbase	mm	2760
Track width front/rear	mm	1541/1544
Overall length	mm	4726
Overall width	mm	1795
Overall height	mm	1438
Turning circle	m	11.75
Boot capacity max.*	l	475
Kerb weight acc. to EC	kg	1730
Payload	kg	440
Perm. gross vehicle weight	kg	2040

Performance and fuel consumption

Acceleration 0-100 km/h	s	4.5
Max. speed	km/h	250 (limited)
Fuel consumption comb.**	l/100 km	13.5

*acc. to VDA measuring method

** acc. to ADR 81/02