



Mercedes-Benz

Mercedes-Benz C 63 AMG Coupé

Press Information

Contents	Page	October 2011
<u>Short version</u>		
The new C 63 AMG Coupé Emotion and high performance at its most attractive	2	
<u>Long version</u>		
Engine and power transmission Advanced motoring pleasure and efficiency	10	
Chassis and braking system Responsive, dynamic and safe	17	
Design and equipment Classic Coupé style - with added performance	21	
Telematics Internet for the first time, plus a more attractive look	24	
Individualisation Exclusivity and sportiness tailor-made - AMG Performance Studio and designo	26	
Active and passive safety Exemplary levels of safety, inspired by the S-Class and the CLS	28	
Technical data	33	

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The new C 63 AMG coupé – emotion and high performance at its most attractive

Mercedes-Benz presents the new C 63 AMG Coupé, a stand-alone, high-performance car that appeals to all the senses: unmistakable design is teamed up with a high-performance drive system and dynamic handling. The new Coupé rounds off the successful C-Class AMG model range, which includes the classic Saloon as well as the practical Estate models. The C 63 AMG Coupé also enhances the AMG family of Coupés: in addition to the CLS 63 AMG and the CL 63 AMG, Mercedes-AMG GmbH is now able to offer another dream car featuring a high-performance eight-cylinder engine. The market launch commences in October 2011.

The AMG 6.3-litre V8 engine in the C 63 AMG Coupé has a maximum output of **336 kW** and peak torque of 600 Nm, delivering powerful traction and first-class performance figures: the Coupé accelerates from 0 to 100 km/h in 4.4 seconds and the top speed is 250 km/h (electronically limited).

The new Coupé variant benefits from all the technology updates that have served the C 63 AMG Saloon and Estate models so well. Fuel consumption is reduced through the AMG SPEEDSHIFT MCT 7-speed sports transmission with its "Controlled Efficiency" mode as standard and a new power steering pump: overall combined consumption figures for the C 63 AMG Coupé are 12.1 l/100 km.

AMG Performance package for a maximum output of 358 kW

This fuel consumption figure also applies to the performance version generating **358 kW**, courtesy of the AMG Performance package. Available as an option, this package improves acceleration from 0 to 100 km/h to 4.3 seconds, with technology transferred from the SLS AMG responsible for the **22 kW** increase in output. The forged pistons, connecting rods and lightweight crankshaft adopted from the gull-wing model's high-tech drive system save three kilograms in weight. This reduces inertia and enhances the agility and responsiveness of the high-revving, eight-cylinder naturally-aspirated engine. Visually, the AMG Performance package can be identified by the variable intake manifold in titanium grey under the bonnet, the AMG high-performance

braking system with composite front discs and red painted brake callipers all round, the carbon-fibre spoiler lip on the boot lid and the AMG Performance steering wheel in nappa leather with an Alcantara® grip area.

Key data at a glance:

	C 63 AMG Coupé
Displacement	6208 cc
Bore x stroke	102.2 x 94.6 mm
Compression ratio	11.3 : 1
Output	336 kW at 6800 rpm 358 kW at 6800 rpm*
Max. torque	600 Nm at 5000 rpm
Engine weight (dry)	195 kg 192* kg
Fuel consumption NEDC	12.0 l/100 km
CO₂ emissions	280 g/km
Acceleration 0 - 100 km/h	4.4 s 4.3 s*
Top speed	250 km/h**

* with the AMG Performance package; ** electronically limited

AMG SPEEDSHIFT MCT 7-speed sports transmission as standard

The AMG SPEEDSHIFT MCT 7-speed sports transmission provides direct and dynamic power delivery. Rather than using a torque converter, it has a compact, wet start-off clutch which reduces the losses associated with conventional automatic transmission and thereby significantly lowers fuel consumption. The Controlled Efficiency "C" mode also plays a significant part in this. By providing earlier and more comfortable upshifts while maintaining the lowest possible engine speed and "soft" accelerator characteristics, the AMG SPEEDSHIFT MCT

7-speed sports transmission helps the driver achieve better fuel economy figures.

At the same time, the power transmission, which is exclusive to Mercedes-AMG, excites with its high level of variability and scintillating dynamism: the “S”, “S+” and “M” transmission modes make the vehicle even more responsive and can be selected using the new rotary transmission switch familiar to many from the SLS AMG. Shorter gear shift intervals and higher engine revs assure the ultimate in emotional appeal. The double-declutching function is also activated in the “S”, “S+” and “M” modes, thereby further increasing driving enjoyment. The gear shifts take just 100 milliseconds in “S+” and “M” transmission modes. Using the RACE START function the driver can explore the vehicle's full acceleration capability.

Specific AMG sports suspension for great dynamism and ride comfort

It is not just the engine and power transmission which characterise the C 63 AMG Coupé's dynamic quality – the AMG sports suspension and AMG high-performance braking system are also key here. In contrast to the series production suspension system, the top-of-the-range AMG model has a specially designed three-link front suspension, reinforced multi-link independent rear suspension and a wider track all round. The stiffer elastokinematics, the autonomous axle kinematics with more negative all-round camber and stabilisers with a larger cross-section all give greater responsiveness and greater lateral acceleration. Selective damping with specially modified spring and damper rates optimises both the response characteristics of the springs as well as the ride comfort.

The AMG sports speed-sensitive power steering with direct steering ratio (13.5 : 1) gives excellent road surface contact and makes a significant contribution to the vehicle's direct, responsive handling. This is complemented perfectly by 3-stage ESP®: the Electronic Stability Program gives three individual control strategies at the touch of a button: the ESP® button in the centre console allows the driver to choose between “ESP ON”, “ESP SPORT HANDLING MODE” and “ESP OFF”. The AMG high-performance brake system has internally ventilated and perforated brake discs on all wheels: it is characterised by outstanding responsiveness, short stopping distances and excellent fatigue strength.

The Coupé version of the C 63 AMG is compelling in visual terms as well, with an assured, athletic presence that is reminiscent of the high-performance SL 63 AMG Roadster. All AMG-specific design features have been skilfully combined with classic coupé proportions. This compact two-door Coupé excites with its low profile, powerful-looking shoulder line and slimline C-pillar. The short overhang, long engine cover, steeply sloping windscreen and long, stretched-out roof are also striking elements of its overall style.

The distinctive, strikingly arrow-shaped front section is characterised by features typical of AMG: a new AMG front apron including lower cross-struts finished in high-gloss black, LED daytime driving lamps specifically created for AMG and side air outlets. The large Mercedes star is positioned on a wing-shaped horizontal grille slat in the new radiator grille and, together with the newly-designed aluminium engine cover which has powerdomes, underlines the masculine feel of the vehicle. The new clear glass headlamps, in particular in combination with the Intelligent Light System (ILS) as an optional extra, are further eye-catching features.

When viewed from the side, the wide front wing bearing the "6.3 AMG" legend, the AMG side sill panels and the new, high-sheen AMG 5-twin-spoke light alloy wheels in titanium grey finish all stand out. Good contact with the road is provided by the wide 235/40 R 18 (front) and 255/35 R 18 (rear) tyres. Attention is drawn at the rear to the distinctive AMG rear apron with a striking black diffuser and three diffuser fins as well as the two chrome twin tailpipes of the AMG sports exhaust system.

High-quality, dynamic interior

On opening the door of the C 63 AMG Coupé passengers enter a specially designed, dynamic interior of quality. The instrument panel with integrated screen immediately recalls the new CLS 63 AMG. Three sporty, separate round instruments provide information on speed, engine rpm, fuel level and coolant temperature. Other display options are incorporated into the AMG main menu. This can be accessed via the multifunctional buttons on the steering wheel. Located in the middle of the speedometer, the three-dimensional, colour TFT display welcomes the driver by showing an AMG logo when the vehicle is unlocked.

The specially shaped AMG Performance steering wheel is familiar from the CLS 63 AMG: amongst its special features are the steering wheel rim, flattened at both the top and bottom; the metallic trim, the grip areas which are covered in perforated leather; and the aluminium shift paddles. Trim elements in high-gloss, black piano lacquer look on the instrument panel and doors emphasise the high quality of the interior. Situated on the centre console is the rotary control for selecting the C, S, S+, M and RACE START drive programs.

The new AMG sports seats with integral head restraints, EASY ENTRY system and high-quality AMG badges have sporty, horizontal seamlines. The ARTICO/DINAMICA black upholstery combination comes as standard. DINAMICA is an innovative, breathable man-made fibre which is easy to grip and skin-friendly and distinguishes itself through its low emissions and high degree of light-fastness. While the side seat bolsters of the AMG sports seats are upholstered in ARTICO,

the DINAMICA can be seen in the centre panels. The C 63 AMG Coupé is a fully fledged four-seater with the rear seats featuring the same style of horizontal seamlines as the AMG sports seats. To enlarge the luggage compartment, the backrests in the rear can each be folded down as standard.

Available as an option, designo leather appointments give the interior an even more exclusive character: four single-tone colours and three two-tone combinations are available. These can also be complemented with "extended black designo leather appointments" for the top section of the instrument panel.

Other attractive optional appointments are also exclusively available for the C 63 AMG Coupé from the AMG Performance Studio:

- AMG five-spoke light-alloy wheels, painted in titanium grey with a high-gloss finish, with 235/40 R 18 (front) and 255/35 R 18 (rear) tyres
- AMG multi-spoke light-alloy wheels, painted in titanium grey with a high-gloss finish, with 235/35 R 19 (front) and 255/30 R 19 (rear) tyres
- AMG multi-spoke light-alloy wheels, painted in matt black with a high-gloss finish on the rim flange, with 235/35 R 19 (front) and 255/30 R 19 (rear) tyres
- AMG Exterior Carbon Fibre package
- AMG rear axle differential lock
- AMG trim elements in carbon fibre/high-gloss black piano lacquer
- AMG door sill illuminated in white using LED technology

With seven airbags as standard, belt tensioners and belt-force limiters for all seats, the C 63 AMG 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, pelvisbags and windowbags for the driver, front passenger and rear passengers. The side protection system – comprising headbag and sidebag – optimises the level of protection afforded to individual parts of the body.

With numerous driving assistance systems ranging from ATTENTION ASSIST drowsiness detection to DISTRONIC PLUS proximity control, the C 63 AMG Coupé provides a comprehensive level of driver support and protection. The assistance systems are familiar from the flagship S-Class and the trendsetting CLS, and are based on the latest radar, camera and sensor technology. They cover frequent accident causes such as driving too closely, fatigue and darkness.

An overview of the assistance systems:

- ABS anti-lock braking system (standard)
- Adaptive Highbeam Assist (optional)
- Active Lane Keeping Assist (optional)
- Active Blind Spot Assist (optional)
- ATTENTION ASSIST (standard)
- DISTRONIC PLUS including BAS PLUS (optional)
- Electronic Stability Program ESP® (standard)
- Headlamp Assist (standard)
- Intelligent Light Systems ILS (optional)
- PARKTRONIC including Parking Guidance (standard)
- PRE-SAFE® system (standard)
- PRE-SAFE® Brake (standard)
- Lane Keeping Assist (optional)
- Cruise control with SPEEDTRONIC variable speed limiter (standard)
- Blind Spot Assist (optional)

The C 63 AMG coupé also features a new telematics generation which received its global premiere on the Saloon and Estate models. Major new features include greater operating convenience, larger displays, phone book transfer, display of SMS messages, wireless music reproduction via Bluetooth and a USB interface now accommodated in the centre armrest.

The multimedia system COMAND Online now provides internet access for the first time. When the car is stationary, customers are able to browse freely or surf to a Mercedes-Benz Online service whose pages load particularly rapidly and are also easy to use while on the move. The integral services include weather information and a special destination search via Google, as well as the option of downloading a route that has been previously configured on a PC using Google Maps and sent to the car. The navigation system of COMAND Online also has added functions. New features include routes covered can be recorded and repeated later, specific personal destinations can be imported via an SD card and four alternative routes can be displayed on the navigation map, one of them a particularly economical variation.

The market launch of the new C 63 AMG coupé starts in October 2011.

C 63 AMG – Manufacturers List Pricing (MLP)

- C 63 AMG Saloon: \$152,800
- C 63 AMG Coupé: \$154,800
- C 63 AMG Estate: \$154,800
- AMG Performance package: \$14,900

Important note to editors - The price detailed in this document is the current Manufacturer's Recommended List Price (MRLP) for the C 63 AMG range 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.

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Advanced motoring pleasure and efficiency

The unique drive system in the C 63 AMG Coupé increases its attractiveness: the AMG 6.3-litre V8 engine, with maximum output of 336 to 358 kW and peak torque of 600 Nm, is the embodiment of emotion and dynamism at their very best. The AMG SPEEDSHIFT MCT 7-speed sports transmission combines performance with drive comfort and reduces fuel consumption.

The AMG 6.3-litre V8 engine in the Mercedes-Benz C 63 AMG has been giving drivers excitement and the ultimate in driving enjoyment since 2007. Both have been further heightened in the new C 63 AMG Coupé: this is due in large part to the AMG SPEEDSHIFT MCT 7-speed sports transmission, which made its debut in the SL 63 AMG and is also deployed in, amongst others, the CLS 63 AMG. The innovative power transmission system has seven gears, four drive programs, a double-declutching as well as a RACE START function. Instead of using a conventional torque converter, a wet start-off clutch has been deployed. Working together with the "Controlled Efficiency" ("C") transmission mode, it helps to achieve laudable consumption figures.

The new C 63 AMG Coupé uses 12.0 litres per 100 kilometres combined consumption – despite its **336 kW** output. Output increases to **358 kW** in conjunction with the AMG Performance package, yet still the consumption figures remain unchanged. A glance at the performance figures is enough to show that the C 63 AMG Coupé takes pole position over its competitors. Just 4.4 seconds are needed for acceleration from 0 to 100 km/h; with the AMG Performance package, it takes only 4.3 seconds. The top speed for both variants is 250 km/h (electronically limited).

	C 63 AMG Coupé	C 63 AMG Coupé with the AMG Performance package
Cylinder arrangement	V8	V8
Cylinder angle	90°	90°
Valves per cylinder	4	4
Displacement	6208 cc	6208 cc
Bore x stroke	102.2 x 94.6 mm	102.2 x 94.6 mm
Cylinder spacing	109 mm	109 mm
Compression ratio	11.3 : 1	11.3 : 1
Output	336 kW at 6800/rpm	358 kW at 6800/rpm
Output per litre	54.1 kW (73.6 PS)	57.7 kW (78.4 PS)
Max. torque	600 Nm at 5000 rpm	600 Nm at 5000 rpm
Torque per litre	96.6 Nm	96.6 Nm
Maximum engine speed	7200 rpm	7200 rpm
Mean pressure	12.8 bar	12.8 bar
Engine weight (dry)	195 kg	192 kg
Fuel consumption NEDC combined	12.1 l/100 km	12.1 l/100 km
CO₂ emissions	280 g/km	280 g/km
Acceleration 0 - 100 km/h	4.4 s	4.3 s
Top speed	250 km/h*	250 km/h*

* electronically limited

The AMG 6.3-litre V8 engine, with its internal reference code of M156, made its debut back in 2005 and is still viewed as one of the best-performing and torquey eight-cylinder naturally-aspirated engines in series production in the world today. With more than 68,000 units built (as of April 2011), it is the all-time leader as far as AMG engine production is concerned. The high-revving engine received two awards for best engine at the prestigious "International Engine of the Year Awards 2009": it secured first place well ahead of all other entrants for the "Best Performance Engine" and "Above 4 litres" classes.

Powerful traction at low engine speeds, immediate and effortless response and exhilarating free-revving: these are just some of the attributes of the eight-cylinder engine which has been designed drawing on over four decades of motorsport experience. A major factor in its overall attractiveness is the role played by the typically AMG sound released from the two chrome twin tailpipes of the AMG sports exhaust system.

Further attributes of the AMG 6.3-litre V8 engine include:

- Torsionally stiff full aluminium crankcase in closed deck design, with a bedplate construction for the lower crankcase section
- Integral oil windage tray to help reduce foaming of the engine oil
- Finely balanced, forged steel crankshaft
- Forged crack connecting rods in lightweight construction
- Lightweight pistons made from a highly durable, ultra heat-resistant alloy
- Piston crowns cooled through pressure-controlled oil-spray nozzles
- Magnesium variable intake manifold with two integral throttle valves to give a steep torque curve and excellent performance
- Vertical intake and exhaust ducts
- Valve control linkage using bucket tappets
- Continuous camshaft adjustment on the intake and exhaust sides
- Engine cooling based on the cross-flow principle
- Variable control of the coolant temperature
- Highly effective exhaust gas emission control meeting the EU5 emissions standards
- Engine produced by craftsmen with traditional skills and values whose philosophy is "One man, one engine"

The twin-wire-arc-sprayed (TWAS) coating on the cylinder walls – used exclusively by AMG – produces outstanding low-friction characteristics while reducing fuel consumption. The electronically controlled fuel supply is also highly effective: depending on the power requirements and outside temperature, the system operates at a demand-actuated fuel pressure of between 3.6 and 4.5 bar and is regulated practically instantaneously. The engine management system translates the command from the accelerator within milliseconds into the corresponding fuel pressure setting. Such control ensures rapid vehicle response and sporty acceleration across all load ranges and at all engine speeds.

The AMG Performance package, drawing on SLS AMG technology

An exciting boost to horsepower is available ex factory for the C 63 AMG Coupé: the AMG Performance package increases output from **336 kW** to **358 kW**, and improves acceleration from 0 to 100 km/h from 4.4 to 4.3 seconds. The reason behind the increase in output of **22 kW** is the technology transfer from the SLS AMG. The forged pistons, connecting rods and lightweight crankshaft all originate from the powerful **420 kW** AMG 6.3-litre V8 engine known as the M159 for short. The high-tech components from the gullwing model reduce the engine weight by three kilograms and thus help to reduce mass inertia, allowing the eight-cylinder naturally-aspirated engine to react and rev up even more responsively to touches on the accelerator. The distinctive sign of the AMG Performance package is the variable intake manifold finished in titanium grey under the aluminium engine cover.

AMG SPEEDSHIFT MCT 7-speed sports transmission

The best of two worlds – guaranteed by the power transmission of the C 63 AMG Coupé. AMG has deployed the AMG SPEEDSHIFT MCT 7-speed sports transmission in this high-performance vehicle as well: it combines the sporty, direct and nimble responsiveness of manual transmission with the ultimate in comfort of an automatic system. With seven gears, four drive programs, a double-declutching as well as a RACE START function, the MCT transmission excites with its immense emotive appeal, the motoring pleasure it generates and its unique variability. At the same time, the AMG SPEEDSHIFT MCT 7-speed sports transmission, which is deployed exclusively in Mercedes-AMG vehicles, helps to increase efficiency.

The "C" (Controlled Efficiency) transmission mode is of great importance.

During the development and application phases, the AMG engineers paid special attention to two issues: keeping both the engine speed and the number of gear changes as low as possible in all driving situations. When moving off in "C", the MCT transmission always selects second gear and shifts decidedly early to the higher gears if the driving style permits. In town driving, for instance, sixth gear will frequently be engaged – not only improving fuel consumption but noise levels, too. Controlled Efficiency also means convenient gearshifts and a "soft" accelerator response set-up for smooth movement.

The powerful electronic transmission control unit and the integrated 80 MHz processor ensure spontaneous downshifts at the same time – say when approaching traffic lights or if the driver suddenly needs power for dynamic acceleration.

The MCT transmission: lightweight construction and high-tech interior

MCT stands for Multi-Clutch Technology, indicating that gear-changing is executed by clutch elements alone. A compact wet start-up clutch, which runs in an oil bath, replaces the conventional torque converter. Thanks to its low rotational inertia, the transmission responds instantaneously and dynamically without the losses typical of a torque converter transmission – thereby helping to save fuel. The AMG sports transmission also impresses with its low weight of just 80 kilograms, which has been made possible through the use of lightweight magnesium for the transmission housing. Vibrations are effectively eliminated by a two-stage torsion damper, with resulting benefits in perceived passenger comfort.

Drive modes "S", "S+" and "M" for driving pleasure and dynamism

The engine and transmission take on a much more agile character in the "S" (Sport) than in the "C" mode. Accelerator pedal movements trigger a more direct traction response, making the downshifts more spontaneous. The engine speed is allowed to reach a higher level in each gear, while the gearshifts are around 25 percent faster. Turning the rotary switch in the centre console a notch further to the right activates "S+" mode. Sport plus shifts the gears another 25 percent faster than in "S". The same applies to the manual shift mode "M". In "S+" and "M" modes, gearshifts at full throttle take just 100 milliseconds.

The engine management system partially suppresses cylinders in "S", "S+" and

"M" modes: precisely interrupting ignition and injection under full load for brief periods leads to even faster gearshifts than before. The highly emotional vocals are an appealing side effect of this lightning-fast process.

Double-declutching function, which increases driving enjoyment and safety

Ultra-fast, spontaneous multiple downshifts are another forte of the AMG SPEEDSHIFT MCT 7-speed sports transmission. The driver, for instance, can use kickdown to change directly from seventh gear down to fourth or from fifth to second. In the Sport, Sport plus and Manual modes the automatic double-declutching function is active. Every manual or automatic downshift is accompanied by precisely metered double-declutching – from "S" through "S+" to "M" – which increases incrementally in intensity. And this not only adds to the emotional experience: the load-free downshift minimises load-change reactions, which pays dividends – particularly when braking into a bend on the racetrack – and also enhances safety in the wet or on ice.

In manual "M" mode, the driver additionally benefits from the high torque of the V8 engine: the transmission remains in the gear selected; there is no automatic downshift under full load and kickdown. Moreover, the AMG MCT sports transmission does not perform an automatic upshift in manual mode when the rev limit is reached. In "M" mode the central display in the AMG instrument cluster displays the current gear and alerts the driver to the need for an upshift by means of a visual sign: the display colour changes to red and the message "UP" appears. This means that a particularly sporty driver can use the superior performance potential to its fullest extent.

RACE START function: for the ultimate acceleration experience

The driver can choose to change gears using the selector lever or the shift paddles on the steering wheel. To the left of the selector lever is the electronic rotary switch for the selection of one of the four drive programs, including activating the RACE START function. In order to activate it, the driver needs to activate the ESP[®] sports function and press the brake pedal with his left foot while the vehicle is at a standstill. Having preselected the Race Start program using the rotary switch, a confirmation message comes up on the AMG central display.

The driver then simply needs to confirm the Race Start function by pulling the “Up” shift paddle once, fully depressing the accelerator and taking their foot off the brake. The optimum start-up engine speed is set fully automatically and the C 63 AMG Coupé accelerates away with flawless traction – all the way up to top speed, if so required. The driver does not need to shift gear manually; the AMG transmission changes gear autonomously.

Page 16

Responsive, dynamic and safe

It is not just the engine and power transmission that add that touch of flair to the driving dynamics of the new C 63 AMG Coupé: the AMG sports suspension and the AMG high-performance braking system also play their part in delivering scintillating responsiveness and even better cornering performance while at the same time providing the comfort on long journeys that is so typical of Mercedes.

The AMG sports suspension is an entirely new design: compared to the less powerful models in the C-Class Coupé range, the top-of-the-range AMG has its own axles, which have more negative all-round camber and their own kinematics. The result is greater lateral acceleration; and tangibly and measurably greater grip when driving in a sporty manner. The three-link front suspension has a track width which is wider by 36 millimetres – this can be seen from the widened wheel guards. The wheel location has been stiffened by 100 percent and gives significantly greater stability and precision in all driving situations. It not only leads to greater steering precision, but also to an immediate response from the brakes in high-speed, dynamic driving situations.

The multi-link rear suspension has a reinforced drive shaft and joints. The track width has been widened by twelve millimetres to give greater stability: as with the front axle, it too has greater negative camber. New stabilisers with a larger cross-section reduce the inclination to roll as well as the roll angle when cornering at speed.

The completely newly developed spring and damper rates optimise both the response characteristics of the springs as well as the ride comfort – the C 63 AMG Coupé thus not only provides the highest standards of responsiveness and driving dynamics, but also the long-distance comfort so typical of Mercedes.

Steering system helps to reduce fuel consumption

The steering response has also benefited from the axle kinematics developed specifically for AMG: thanks to the shift in the so-called instantaneous centre, the AMG sports speed-sensitive power steering with steering ratio of 13.5 : 1 is

now more direct overall. And if that were not enough: the modified steering parameters and a stiffer rubber blend used in the Hardy disc in the steering column tangibly increase steering precision. A new power steering pump helps to reduce fuel consumption. The reason behind this: the steering assist only requires energy when the driver is actually steering.

3-stage ESP® with Sport function

The 3-stage ESP® with Sport function continues to be an exclusive technical speciality: it was first deployed in the C 63 AMG in 2008 and is part of the standard specification of the new AMG Coupé. Three individual control strategies are available at the touch of a button: the ESP® button allows the driver to choose between “ESP ON”, “ESP SPORT HANDLING MODE” and “ESP OFF” - the activated mode is shown in the display in the AMG instrument cluster. In "ESP ON" mode, if driving starts to become unstable the brakes are applied on one or more wheels and the engine torque is reduced.

The "ESP SPORT HANDLING MODE" is activated as soon as the driver briefly presses the ESP® button. In this mode the braking intervention to counter oversteer or understeer as well as the accompanying reduction in engine torque allow a higher dynamic threshold and, for instance, corresponding drift angles. The driver benefits from significantly enhanced driving enjoyment. Operating the brake pedal restores all the normal ESP® functions. Prolonged pressure on the ESP® button activates "ESP OFF". There is no intervention to control the handling dynamics and generally no reduction in engine torque - with the result that driving enjoyment is increased even further. "ESP OFF" should only be used by experienced drivers on dedicated racetracks. In this mode too, operating the brake pedal restores all the normal functions of ESP®.

The system's traction logic is active in all three ESP® modes. If one of the drive wheels starts to spin, specific brake pressure is applied to virtually create the effect of a mechanical differential lock. This means that the engine power is transferred to the road even more effectively. To increase traction further still, AMG rear axle locking differential with 40 percent locking action is available as an option from the AMG Performance Studio.

The AMG high-performance braking system complements the highly efficient AMG sport suspension perfectly. Short stopping distances, perfect sensitivity and excellent fatigue strength are amongst its outstanding features. It has 360 millimetre-wide, internally ventilated and perforated brake discs mounted on six-piston fixed callipers on the front wheels: their counterparts on the rear axle measure 330 millimetres in diameter.

The AMG high-performance braking system, with composite front discs and red painted brake callipers on all wheels, gives even greater fatigue strength, particularly when racing. It forms part of the AMG Performance package.

The HOLD function, for when the vehicle is waiting at traffic lights, and Hill-Start Assist, which can help prevent rolling backwards when moving off on a slope, both form part of the standard specification.

	AMG high-performance braking system	AMG composite high-performance braking system
Front axle:		
Brake calliper	6-piston aluminium fixed calliper	6-piston aluminium fixed calliper
Brake disc	Composite technology, internally ventilated, perforated	Cast iron composite discs, internally ventilated, perforated
Diameter	360 mm	360 mm
Thickness	36 mm	36 mm
Rear axle:		
Brake calliper	4-piston fixed calliper	4-piston fixed calliper
Brake disc	Solid, internally ventilated, perforated	Solid, internally ventilated, perforated
Diameter	360 mm	360 mm
Thickness	26 mm	26 mm

The C 63 AMG Coupé is fitted as standard with titanium grey-painted wheels featuring a high-sheen finish and a new 5 twin-spoke design. The 8 x 18 format front wheels are fitted with wide-based tyres in size 235/40 ZR 18, while the 9 x 18 format rear wheels come with 255/35 ZR 18 tyres. Available as an optional extra from the AMG Performance Studio are AMG light-alloy wheels in a 5-spoke design and painted in titanium grey with wide-based tyres in size 235/40 ZR 18 (front) and 255/35 ZR 18 (rear) as well as AMG light-alloy wheels in a multi-spoke design with wide-based tyres in size 235/35 R 19 (front) and 255/30 R 19 (rear).

Classic Coupé style – with added performance

Assured and athletic, dynamic and desirable: the new Mercedes-Benz C 63 AMG Coupé is compelling, not just from the point of view of its engineering, but also because of its appearance. The powerful two-door Coupé awakens the desire to be powering ahead even when standing still. This sporty look is continued in the interior, emphasising the unique character of the new high-performance vehicle from AMG.

The design of the C 63 AMG Coupé fits seamlessly into the C 63 AMG model family, which includes the classic Saloon as well as the practical Estate. The top-of-the-range AMG model differentiates itself from the Coupé in the C-Class model series through specific modifications to its appearance. The front, rear and side view are typically AMG in style. Many design elements will be familiar from the high-performance SL 63 AMG Roadster, the front view, for example: the new, strikingly arrow-shaped AMG front apron has lower cross-struts finished in high-gloss black as well as LED daytime driving lamps exclusively created for AMG. Large air intake openings with black grilles and side air outlets ensure efficient air flow over the engine oil and water cooling systems.

The clear glass headlamps, in particular in combination with the Intelligent Light System (ILS) as an optional extra, are true eye-catchers, as is the large Mercedes star: it is positioned on a wing-shaped horizontal grille slat in the new, distinctive radiator grille. The new engine cover, made of aluminium as a result of weight considerations, is also designed to underline the masculine feel of the vehicle. Two distinctive powerdomes unambiguously draw attention to the powerful AMG 6.3-litre V8 engine.

Wide AMG-specific wings with the "6.3 AMG" logo on them hint not only at the powerful drive system but also at the front axle specific to the C 63 AMG Coupé within. The side view is also characterised by the AMG 5-twin-spoke light-alloy wheels: finished in titanium grey and with high-gloss rim flanges, they bestow a markedly sporty feel to the two-door Coupé. Size 235/40 R 18 tyres are mounted on the front axle, size 255/35 R 18 on the rear. The filigree lines of the spokes allow a free view of the generously-dimensioned AMG high-performance braking system.

Special AMG side skirts connect the front section stylishly to the new AMG rear apron.

LED tail lamps, the characteristic, black diffuser and the two chrome twin tailpipes for the AMG sports exhaust system round off the rear fittingly. The AMG spoiler lip, which has been integrated harmoniously into the boot lid, reduces the lift on the rear axle and thus further optimises stability at high speeds.

AMG design in perfect harmony with the exciting style of the Coupé

All AMG-specific design characteristics go together perfectly with the compact proportions of the excitingly-designed C-Class Coupé: the C 63 AMG Coupé excites with its low-line profile and slimline C-pillar in typical three-box-design. The short overhangs at the front and rear combine assuredly with the long engine cover, powerful shoulder-line and short, sporty rear end. The steeply sloping windscreen and long, low roof stretching out to the flatly-inclined rear window are also striking elements of its overall style. Other design elements which are typical for a Coupé include the feature line along the flanks which slopes upwards towards the rear and the beltline on the C-pillar.

Interior uses fine materials and exudes a dynamic atmosphere

Sporty, dynamic, classy – the interior of the C 63 AMG Coupé inspires as much after a long journey as it does on first sight. The underlying reason for this is the combination of appealing design, fine materials, first-class quality and AMG-specific appointments. The attractive instrument panel has a large integral screen and three sportily-designed round dials in a tube design with striking lettering and red pointers. The speedometer displays a scale up to 320 km/h and sports AMG lettering, the rev counter a "6.3 V8" logo. A high-resolution, three-dimensional colour display is positioned centrally in the speedometer. When the car is unlocked, the monitor displays a full-colour AMG as greeting. The main AMG menu, with its three modes "Warm up", "Set up" and "RACE", can be found in the central display. "Warm up" shows the engine oil and coolant temperatures, "Set up" shows which ESP® mode is currently switched on and whether the transmission mode is set to "C", "S", "S+" or "M". In "RACE" mode the RACETIMER is on standby: the driver can use it to calculate circuit times on a racing circuit.

The driver can navigate the AMG main menu using twelve multifunctional buttons on the three-spoke AMG Performance steering wheel in nappa leather,

with high-quality finishing already familiar from the CLS 63 AMG. The steering wheel rim, flattened at the top and bottom, and the specially-formed grip areas which are covered in perforated leather allow perfect control of the vehicle. The three-dimensional airbag cover, with the chromed Mercedes star mounted on it, is embedded in a metallic, "Silver Shadow" trim, whose lower spoke has a cut-out design. Aluminium shift paddles are provided to give manual gear selection.

AMG sports seats with EASY ENTRY system

All the surface areas of the controls are trimmed in "Silver Shadow". The impression of high quality that permeates the C 63 AMG Coupé is additionally heightened by the AMG-specific trim in high-gloss black piano lacquer look which can be found on the instrument panel and the door linings. The rotary switch for the transmission modes "C", "S", "S+", "M" and "RACESTART" is next to the selector lever on the centre console, which is finished in the high-gloss black piano lacquer look.

The new AMG sports seats offer first-class comfort over long journeys and a high degree of lateral support for sporty driving as well. Fitted with integral, adjustable, crash-active NECK-PRO[®] head restraints, as well as AMG badges in the seat backs and the EASY ENTRY system for convenient access to the rear of the vehicle, they make time spent on board the C 63 AMG Coupé extremely pleasant.

Internet for the first time, plus a more attractive look

The most important new features of the new telematics equipment from Mercedes-Benz include more convenient operation, larger displays, new functions and internet access for the first time. They are celebrating their premiere in the new-generation C-Class before being gradually introduced in other models.

COMAND Online with internet access

The standard specification COMAND Online multimedia system offers internet access for the first time. Customers can either surf freely on the internet when at a standstill or to a Mercedes-Benz online service while driving; the latter's pages can be called up particularly quickly and it is simple to operate. The integral services planned include Google™ Local Search and further online services from other suppliers such as the weather. It is also possible to send individual destinations and routes to the vehicle via Google Maps. More Mercedes-Benz online services will be introduced gradually and then all customers will be able to use them.

The high-resolution colour display measures 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) now comprises as much as 10 GB. As an option COMAND Online is available with a 6-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 artist, album or genre. 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.

Page 25

Mercedes-Benz developed the “Logic7” surround sound system together with the audio specialist harman/kardon®. Based on technology never before seen in a car, 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.

Exclusivity and sportiness tailor-made – AMG Performance Studio and designo

Attractive appointments and fittings are available from the AMG Performance Studio and designo to enable vehicle owners to express their own individual style. Both the engineering and the interior appointments can be configured to suit individual requirements.

The AMG Performance package is a true highlight; it comprises:

- Output increased by **22 kW** thanks to forged pistons, connecting rods and the lightweight crankshaft from the SLS AMG
- Variable intake manifold, in a titanium grey finish
- AMG high-performance braking system with composite front discs and red painted brake callipers on all wheels
- Carbon-fibre spoiler lip on the boot lid
- AMG Performance steering wheel in nappa leather with the grip area in Alcantara®

Other appealing optional appointments are also exclusively available for the C 63 AMG Coupé from the AMG Performance Studio:

- AMG five-spoke light-alloy wheels, painted in titanium grey with a high-gloss finish, with 235/40 R 18 (front) and 255/35 R 18 (rear) tyres
- AMG multi-spoke light-alloy wheels, painted in titanium grey with a high-gloss finish, with 235/35 R 19 (front) and 255/30 R 19 (rear) tyres
- AMG multi-spoke light-alloy wheels, painted in matt black with a high-gloss finish on the rim flange, with 235/35 R 19 (front) and 255/30 R 19 (rear) tyres
- AMG rear axle locking differential with 40 percent locking action
- AMG Exterior Carbon-Fibre package (AMG spoiler lip and exterior mirror housing in carbon fibre)
- AMG carbon-fibre trim elements
- AMG door sill panels for the front, illuminated in white using LED technology
- AMG floor mats

designo leather in a multitude of colour combinations

Page 27

Interior appointments from designo, available as optional extras, give an even greater air of exclusivity: the AMG sports seats, rear seats, armrests, centre console and the door centre panels can be upholstered in designo leather from a range of four single-tone or three two-tone combinations. The colours available are: black, porcelain, sand, classic red; and porcelain/black, sand/black and classic red/black. With the "extended range of appointments in black designo leather", the upper section of the instrument panel is covered in leather.

Exemplary levels of safety, inspired by the S-Class and the CLS

The new C 63 AMG Coupé also offers numerous safety systems to protect its passengers. New assistant systems reduce the burden on the driver in critical situations.

The safety concept for the C 63 AMG Coupé has been optimised based on the analysis of real-life accidents. As part of the standard specification, seven airbags, belt tensioners, belt force limiters and NECK-PRO crash-responsive head restraints on the front seats 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 passenger compartment remains largely intact. Around 70 percent of all the bodyshell panels are made from state-of-the-art, high-strength steel alloys that minimise weight and maximise safety.

The C 63 AMG 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.

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”. The basis of this is formed by what the in-house engineers know as “driver-fitness safety”, alongside ride and seating comfort, plus quiet-running characteristics, such as effective headlamp and windscreen wiper systems and simple and safe operation. Safe handling with no nasty surprises in store comes courtesy of the newly-developed AMG sports suspension in conjunction with the 3-stage ESP® system deployed exclusively by AMG. 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 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 new-generation C-Class. It is now offering no less than ten new assistance systems, familiar to many from the S-Class and the CLS.

Warning and intervening: the new driving assistance systems

With a total of nine new driving assistance systems ranging from ATTENTION ASSIST drowsiness detection to DISTRONIC PLUS proximity control, the C-Class reaches a new 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, some of which only warn and some which actively intervene in hazardous situations, at a glance:

- ABS anti-lock braking system (standard)
- Adaptive Highbeam Assist (standard)
- Active Lane Keeping Assist (optional)
- Active Blind Spot Assist (optional)
- ATTENTION ASSIST (standard)
- DISTRONIC PLUS including BAS PLUS (optional)
- 3-stage ESP® (standard)
- Headlamp Assist (standard)
- Intelligent Light Systems ILS (optional)
- PARKTRONIC including Parking Guidance (standard)
- PRE-SAFE® (standard)
- PRE-SAFE® Brake (standard)
- Lane Keeping Assist (optional)
- Cruise control with SPEEDTRONIC variable speed limiter (standard)
- Blind Spot Assist (optional)

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 the Mercedes-Benz vehicle inadvertently drifts over a solid 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 the ESP[®] to brake the opposite wheels and thereby prevent the vehicle from crossing the solid line. The **Lane Keeping Assist**, which warns but does not actively intervene, is available as a favourably priced alternative.

Active Blind Spot Assist. It warns the driver by means of the appearance of a red triangle in the exterior mirror if, when changing lanes, a risk of collision is detected due to another vehicle in the neighbouring lane being in the blind spot of the exterior mirror. If the driver ignores the warning and nevertheless initiates the lane-changing manoeuvre, the 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. The Active Blind Spot Assist was recently awarded the “Yellow Angel” prize for being a pioneering innovation by a jury of experts from the ADAC, the German automobile association and the biggest of its kind in the world. The favourably priced alternative is the **Blind Spot Assist**; it warns the driver but does not actively intervene.

ATTENTION ASSIST warns drivers when it detects 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: it 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: the radar-based proximity 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 acoustic signals. The control system has also been refined even further through the inclusion of information from digital maps.

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 warn the driver if the car is getting too close to another car.

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. The system therefore acts like an “electronic crumple zone”, offering the car occupants even greater protection.

The PRE-SAFE® Brake is active at speeds of between 30 and 200 km/h when moving vehicles are detected in front of the car. The system also reacts if the car approaches a stationary queue of traffic, providing its speed is below 70 km/h.

Further aids which are fitted as standard:

ADAPTIVE BRAKE: the AMG high-performance braking system offers assistance functions for greater safety and comfort, such as a **HOLD function** when waiting at traffic lights, and **Hill-Start Assist** which can help prevent rolling backwards when moving off on a downhill gradient.

Headlamp Assist: a sensor on the windscreen registers the lighting conditions. As a result, the headlamps can be turned on automatically when darkness falls.

Engine

Number of 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 petrol injection, HFM

Power transmission

Drive system		Standard drive system
Transmission		AMG SPEEDSHIFT MCT 7-speed sports 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	-3.42

Suspension

Front axle		Three-link suspension, anti-dive, coil springs, gas-pressure shock absorbers, stabiliser
Rear axle		Multi-link independent suspension, anti-squat and anti-lift, coil springs, gas-pressure shock absorbers, stabiliser
Braking system		Disc brakes on front and rear, internally ventilated and perforated, foot-operated parking brake at rear, ABS, Brake Assist, 3-stage ESP [®]
Steering		Speed-sensitive rack-and-pinion steering, steering damper
Wheels		Front: 8.0 J x 18; rear: 9.0 J x 18
Tyres		Front: 235/40 ZR 18; rear: 255/35 ZR 18

Dimensions/weights

Wheelbase	mm	2765
Track, front/rear	mm	1569/1525
Overall length	mm	4707
Overall width	mm	1795
Overall height	mm	1391
Turning circle	m	11.75
Boot capacity*	l	450
Kerb weight (EC)**	kg	1730
Payload (basis: ready-to-drive state as defined by EC)	kg	430
Perm. GVW	kg	2160
Tank capacity/incl. reserve	l	66/14

Performance and fuel consumption

Acceleration 0 - 100 km/h	s	4.4
Top speed	km/h	250***
Fuel consumption, combined.	l/100 km	12.1
CO ₂ emissions	g/km	283

* acc. to VDA measuring method; ** incl. 75 kg for driver and luggage; *** electronically limited

<u>Engine</u>		
Number of cylinders/arrangement		8/V, 4 valves per cylinder
Displacement	cc	6208
Bore x stroke	mm	102.2 x 94.6
Rated output	kW	358 at 6800 rpm
Rated torque	Nm	600 at 5000 rpm
Compression ratio		11.3 : 1
Mixture formation		Microprocessor-controlled petrol injection, HFM
<u>Power transmission</u>		
Drive system		Standard drive system
Transmission		AMG SPEEDSHIFT MCT 7-speed sports transmission
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<u>Performance and fuel consumption</u>		
Acceleration 0 - 100 km/h	s	4.3
Top speed	km/h	250***
Fuel consumption, combined.	l/100 km	12.1
CO ₂ emissions	g/km	283

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