



Mercedes-Benz

The new generation Mercedes-Benz CL-Class

**Press information**

## The epitome of luxury coupés

November, 2010

**With a design perfected through an immaculate sense of style, highly exclusive appointments and cutting-edge technology, the extensively updated Mercedes-Benz CL-Class underscores its claim to supremacy as the summit of automotive refinement. The entirely re-designed 320 kW V8 biturbo engine of the CL 500 BlueEFFICIENCY, with a combined fuel consumption of 11.1 litres per 100 km, opens a new dimension of efficiency in the luxury coupé category. Its fuel economy figures show savings of up to 20 percent over its predecessor model, CO<sub>2</sub> emissions having dropped from 288 grams per kilometre to 259 grams per kilometre. This significant reduction is achieved thanks to the newly-developed BlueDIRECT technology with third-generation spray-guided direct injection, with the contribution of the specially-designed BlueEFFICIENCY package of the CL 500 BlueEFFICIENCY. The package includes, among other things, energy-efficient control of alternator, fuel pump, air-conditioning compressor and power-assisted steering system. It also features the energy-optimised Active Body Control system. In addition, the Mercedes-Benz developers equipped the CL-Class with state-of-the-art multimedia technology, thus helping this model, produced with a high proportion of hand-finished work, to retain its position as the epitome of quality in its class.**

With the new generation of the CL-Class, the Stuttgart-based automaker focuses on fuel consumption and exhaust gas emissions in the exclusive high-end segment, too. According to Dr Dieter Zetsche, Chairman of the Board of Management of Daimler AG: “The CL is the ideal ambassador for our brand. It combines in a particular degree those things that characterise Mercedes-Benz: fascination, perfection and responsibility. And with the new generation we have gone a step further, too – especially in the realm of efficiency. But in terms of design, safety, comfort and output, too – the CL shows the way forward: simply follow Mercedes”

In addition, a combination of cutting-edge camera and radar-based assistance systems unique in the luxury coupé segment, including the innovation of the Active Lane Assist and Active Blind Spot Assist systems, makes of the CL-Class a "thinking" partner of the driver. The modified Active Body Control (ABC) with crosswind stabilisation system and the Direct-Steer system also contribute to enhancing safety and driving enjoyment.

### **Design: a muscular, self-assured presence**

The exterior appearance of the new CL-Class generation is characterised by the redesigned bonnet, the dynamic V-shape radiator grille and the curving headlamps – design details that discreetly but effectively emphasise the car's elegant yet powerful lines.

The front bumper, too, presents a new design with three air intake openings and a chrome trim strip. An LED strip with chrome surround for the daytime running lights is elegantly integrated in the side openings for the brake cooling air. With their standard-fit **Intelligent Light System (ILS)** and **Adaptive Highbeam Assist**, the headlamps offer state-of-the-art illumination technology. The latest LED technology in the turn indicators and position marker lamps rounds off the car's advanced image. The rear of the vehicle is characterised by the newly-designed tail lamps.

### **New V8 bi-turbo engine with innovative technology**

The new-generation CL-Class also assumes a pioneering role in the drive system sector. Under the bonnet of the CL 500 BlueEFFICIENCY a new V8 biturbo engine with BlueDIRECT technology delivers its impressive power. With its 4663 cc displacement, the eight-cylinder engine produces **320 kW** so that despite 0.8 litres less displacement, it is still around 12 percent more powerful than its predecessor, which had an output of **285 kW**. At the same time, torque was raised from 530 Nm to 700 Nm – an increase of 32 percent. Combined fuel consumption on the other hand, drops by 20 percent to **11.1 litres per 100 kilometres**. CO<sub>2</sub> emissions consequently sink from 288 grams per kilometre to 259 grams per

kilometre. The CL 500 BlueEFFICIENCY requires a mere 4.9 seconds to accelerate from a standstill to 100 km/h (previous model: 5.4 seconds). Summing up: the CL 500 BlueEFFICIENCY is significantly more agile, has more torque and is thriftier than its predecessor.

The BlueDIRECT technology package of the V8 biturbo includes a series of new developments, unique in their combination. Worthy of mention among these is the **third-generation spray-guided direct petrol injection** with piezo injectors and multi-spark ignition with up to four ignition sparks within a millisecond. Together both enable an innovative combustion process called "**homogenous split**". Other factors contributing to the exemplary low fuel consumption continue to be the consistent use of friction-optimised pistons, piston rings and cylinder barrels, the on-demand control of oil pump and the new three-phase thermal management in the coolant circuit.

The **CL 600**, with its **380 kW** 12-cylinder biturbo engine remains the top-of-the-line model: it accelerates the luxury coupé from a standstill to 100 km/h in breath-taking 4.6 seconds and now also complies with the Euro 5 emissions control standard.

### **A unique combination of driver-assistance systems**

The new-generation CL-Class consolidates its position as an automotive masterwork and a technology platform of the Stuttgart-based company with the most advanced assistance and protection systems. These highly perceptive assistants convert the Mercedes model into a "thinking" partner that can see, feel and react instantly if it detects a hazard, acting autonomously to prevent accidents or to mitigate their effects. The trailblazing driver assistance systems in the CL-Class are based on state-of-the-art radar, camera and sensor technology.

Thus, in the new-generation CL-Class **Active Lane Keeping Assist** celebrates its premiere. If the vehicle threatens to cross a continuous lane marking line, the system actuates an electric motor in the steering wheel, causing it to vibrate briefly – giving the driver a discreet but effective warning hint to countersteer

immediately. The active system springs into action if the Mercedes coupé unintentionally crosses a continuous lane marking line to the right or to the left. In this case, it intervenes by gently braking the wheels of the opposite side of the car, helping the driver to stay in the lane. In order to do this Active Lane Keeping Assist avails itself of the ESP<sup>®</sup> Electronic Stability Program.

Active Lane-Keeping Assist evaluates information provided by a camera mounted on the inside of the windscreen. It identifies the contrast between the road surface and the lane marking lines. In addition to this, using radar the system scans the side of the roadway for crash barriers and other roadway edge markings. This Mercedes assistance system also evaluates the driver's actions and can thus reliably determine whether the car is departing from the lane intentionally or not. For this reason, there is no warning if the driver accelerates hard just before overtaking or when accessing a motorway, or if he brakes hard or steers into a curve.

#### **Targeted brake actuation: active Blind Spot Assist**

A further innovation Mercedes-Benz offers for the CL-Class is **active Blind Spot Assist**, a system that makes use of a multi-stage warning concept. If it detects that a change of lane would be too dangerous, it warns the driver by displaying a red triangle in the glass of the exterior mirror. Close-range radar sensors monitor the area immediately to the side and to the rear of the car. If the driver disregards this warning and, for example, actuates the turn indicator, an audible warning also sounds. If the driver continues to ignore the warnings and comes dangerously close to a vehicle in the neighbouring lane, a novel feature of the system acts: a **corrective braking intervention** via ESP<sup>®</sup> on the wheels of the opposite side of the vehicle. This causes a yaw movement about the car's vertical axis due to the unequal distribution of the braking forces. If despite this course correction an accident cannot be avoided, the active Blind Spot Assist system can reduce the consequences of a collision through the brake actuation.

## **Assistants to see and be seen better**

**Adaptive Main Beam Assist** is another standard-fit system featured by the CL-Class. This camera-based system can recognise oncoming vehicles or vehicles ahead with their lights on, and then controls the headlamps to ensure the best possible beam range without dazzling other road users. In addition, Mercedes-Benz offers the **Night View Assist PLUS** system for the CL-Class, featuring a special infra-red camera for pedestrian detection: as soon as the system detects pedestrians on the road ahead, these are highlighted additionally in the display, in order to catch the driver's attention better.

For the new-generation CL-Class, Mercedes-Benz has also improved the long and medium-range radar used by **Brake Assist (BAS PLUS)** and **DISTRONIC PLUS proximity cruise control**.

### **An "electronic crumple zone": the PRE-SAFE<sup>®</sup> Brake**

Mercedes-Benz also offers another radar based system for the luxury coupé as a component of the driver assistance package PLUS in the form of the PRE-SAFE<sup>®</sup> Brake. If the driver is distracted and fails to recognise the imminent danger of a rear-end collision or the warning signal of an assistance system, this system can intervene and brake the vehicle independently. If the driver fails to react even after automatic, partial braking action, this most recent development stage of the PRE-SAFE<sup>®</sup> Brake activates the maximum braking pressure around 0.6 seconds before what it now recognises as an unavoidable collision – an emergency braking action that can significantly mitigate the severity of the impact. The PRE-SAFE<sup>®</sup> Brake thus acts as a kind of "electronic crumple zone".

### **Warns driver of overtiredness: ATTENTION ASSIST**

Overtiredness is one of the most common causes of accidents. This is why Mercedes experts have developed the **ATTENTION ASSIST** system which forms part of the standard equipment of the new generation CL-Class. As the vehicle is being driven, the system continuously evaluates more than 70 different parameters in order to identify driver drowsiness and provide a warning before the dangerous microsleep phase begins. Observing the driver's **steering behaviour** has proved to be a particularly strong indicator: several years of practical research by Mercedes-Benz have shown that drowsy drivers make minor steering errors which they often correct very rapidly in a characteristic way. This steering behaviour is recognised by a special steering angle sensor. Observing the driver's eyes cannot always provide conclusive evidence of sleep since many drivers can experience micro-sleep with their eyes open.

### **Active Body Control reduces the effect of a crosswind**

The CL-Class also meets the highest standards in terms of driving dynamics and agility. This is in part thanks to **Direct-Steer**, with a steering ratio that varies with the steering angle, and modified **Active Body Control (ABC)** with **crosswind stabilisation** (standard for CL 500 BlueEFFICIENCY and CL 600). This latest stage in active body development modifies the wheel load distribution via the ABC spring struts within milliseconds, depending on crosswind direction and intensity, to the extent that it can largely compensate the effects of the crosswind.

The Active Body Control suspension system with which Mercedes-Benz ushered in new dimensions of driving dynamics in the preceding C 215 model series in 1999, is unique worldwide as it not only regulates roll, but pitching and squatting movements as well, ensuring a perfect harmony of comfort and handling stability. Since the introduction of this innovative system, engineers in Sindelfingen have continuously improved on it, so that eleven years later it still marks the summit of automotive engineering. In addition to crosswind stabilisation, the new suspension features an energy-optimised hydraulic pump that takes part of the burden off the engine, contributing towards reducing fuel consumption.

Additional safety and agility at the physical limits is provided by the standard-fit **Torque Vectoring Brake** in the new-generation CL-Class – targeted, one-sided braking intervention at the inside rear wheel when cornering. This enables the luxury coupé to turn into the bend under precise control with even greater agility.

### **On-board infotainment: the most advanced multimedia technology**

In line with its serene character and claim to be a technological masterwork, the CL-Class also sets standards where onboard infotainment is concerned. Thus, the Stuttgart automotive manufacturer equips its flagship model with the new **SPLITVIEW** technology for the COMAND control and display system centrally located in the centre console. This innovative display concept allows the driver and front passenger to view different contents simultaneously on one and the same screen. While the driver e.g. uses the map-based navigation system, the front passenger can be watching a film on DVD.

The standard **COMAND** control and display system with **Bluetooth®**, **USB** and **SD card interfaces** offers customers the possibility of exporting their stored data to other vehicles and multimedia devices. It is also possible to transfer and update navigation data. In the glove compartment Mercedes-Benz integrates the **Media Interface** – an interface for mobile audio and video devices – devices such as the iPod® and every other possible customer device.

The **Navigation package** with COMAND APS features an Australia / New Zealand wide navigation system with data stored on a 40-Gigabyte hard disc, enabling extremely rapid route calculation. For musical entertainment COMAND APS provides a radio, a CD/DVD player with MP3 function, an equalizer with speed-dependent volume control and the MUSIC REGISTER with a **7.2 GB hard disc** which stores around 2500 digital music files in MP3, AAC or WMA format. The system recognises music files played on CD, DVD or from the MUSIC REGISTER using its stored **Gracenote® database**, and shows the title, album and performer in the colour display. Another new function, **Music Search**, enables CL-Class drivers and passengers to search SD memory cards, USB sticks, CDs and DVDs for specific music titles and performers.

The Navigation package also includes the latest-generation **LINGUATRONIC** voice control system that controls the telephone and audio devices via whole-word input. Benefit: the driver no longer needs to spell out his commands but simply speaks the corresponding words as whole words when choosing a radio station or a music title from the Music Register, or when calling up a name from the phone book.

The further developed **surround sound system** with Discrete Logic7<sup>®</sup> technology developed by Mercedes-Benz together with audio specialists Harman Kardon<sup>®</sup> delivers an outstanding performance with three-dimensional sound as a natural 360-degree musical experience for all passengers of the CL-Class. Mercedes-Benz offers the surround sound system together with SPLITVIEW and a six-disc DVD changer as part of the standard Entertainment Package.

### **Interior: carefully selected materials and first-class finish**

In the interior, too, Mercedes-Benz developers and designers perfected the CL-Class, paying careful attention to detail. A total of **four different kinds of fine wood** open up the possibilities for perfectly matched material and colour concepts according to your personal taste: apart from light and dark high-gloss burr walnut, there is black ash and high-gloss brown poplar (CL 600). Another particularity: in line with the central importance awarded to the concept of sustainability within the Mercedes-Benz corporate philosophy, the CL-Class employs only European wood from renewable forestry sources. Most of the wood parts are **hand-made** and matched individually for colour and grain by experienced craftsmen.

The seat covers of the new CL-Class are of the most exquisite quality. For this luxury model there are **two different kinds of leather** available which thanks to their low pre-tensioning and consequent wrinkle effect appear supple and comfortable from the very first glance. There is a choice of five tasteful colour combinations for the vehicle interior: black/black, savannah beige/cashmere beige, sahara beige/black, and the novel combinations alpaca grey/basalt grey and aubergine/black.



The **multifunction steering wheel** of the CL-Class has also been modified by the Mercedes-Benz designers: the rim and airbag module are lined with soft nappa leather as standard. The new, flatter airbag module also lends a sporty touch to the multifunction steering wheel covered in leather sewn with sophisticated double stitching.

Apart from this, Mercedes-Benz makes more use of light as a styling element in the vehicle interior. The standard **ambient lighting** allows customers to choose between three lighting moods: solar (amber), neutral (white) and polar (ice blue).

#### **Tradition: an exclusive line of ancestors**

The new generation CL-Class continues the great tradition of Mercedes-Benz coupés, which reaches back to the legendary supercharged cars of the 1920s and '30s. Since the 1950s in particular, the brand with the three-pointed star has produced an uninterrupted series of exclusive two-door cars which combine sophisticated design with trailblazing technology - every model an automotive classic. The W 188 model series 300 S Coupé which entered series production in 1952 marked the beginning. A contemporary report called it the "measure of what it is possible to achieve in automotive engineering".

This statement has retained its full validity for all subsequent models, right down to the current CL-Class of model series C 216, because the luxury coupés from Mercedes-Benz featured - apart from their timeless design and the highest level of comfort - trailblazing innovations in automotive technology. Thus it was that in 1961 the 220 SE Coupé was the first series-production Mercedes-Benz to be equipped with disc brakes. In 1995 the ESP Electronic Stability Program celebrated its world premiere in the S 600 Coupé of model series C 140, and in 1999 the Active Body Control suspension system was introduced for the first time in the CL-Class, model series C 215. With the PRE-SAFE<sup>®</sup> brake a further technological innovation made its debut in a large Mercedes-Benz coupé. In the new CL-Class generation, two new developments, Active Lane Keeping Assist and the Active Blind Spot Assist, will help prevent accidents or reduce their severity.

## **Australian Pricing**

The new generation CL-Class will celebrate its Australian market launch in November 2010.

CL 500 - 4,663cc, 8-cylinder Bi-Turbo, 320 kW and 700 Nm \$337,000

CL 600 - 5,513cc, 12-cylinder Bi-Turbo, 380 kW and 830Nm \$425,600

## **Important information for Editors**

The prices detailed in this document are current Manufacturer's List Prices (MLPs).

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

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.

## Luxury and performance

- **Perfect combinations: equipment packages and driver assistance systems**
- **CL 600: a masterwork with top-of-the-line equipment**

For decades now, the great coupés from Mercedes-Benz have represented motoring refinement of the highest level. Exceptional design, craftsmanship and pioneering technology flow together, blending into a style-generating unity. The history of the great two-door cars bearing the three-pointed star goes back to the large supercharged cars of the 1920s and '30s. The new CL-Class generation continues in this great unbroken tradition of automotive masterworks.

With targeted design modifications such as the new, more strongly pointed radiator grille, the new front bumper with integrated LED strips for the daytime running lamps and the standard bi-xenon headlamps, the Mercedes developers cultivated the poise and dynamism expressed in the design language of the two-door car in a contemporary manner. The high technological level exemplified by Active Body Control (ABC) with crosswind stabilisation sets new standards in driving dynamics and comfort. And with safety systems such as the ATTENTION ASSIST weariness recognition system, active Blind Spot Assist, active Lane Keeping assist, Adaptive Highbeam Assist and automatic PRE-SAFE® full brake application, the CL-Class takes pole position in the luxury coupé class.

This is also true of the engine line-up: the entirely re-developed V8 biturbo engine with a displacement of 4.6 litres, **320 kW** output, a torque of 700 Newton-metres and spray-guided direct petrol injection in the **CL 500 BlueEFFICIENCY** achieves top marks in its class in terms of efficiency, with a consumption of only 11.1 litres premium petrol per 100 km in the combined cycle. This means fuel savings of up to 20 percent over the predecessor model.

CO<sub>2</sub> emissions drop from 288 to 259 gms per kilometre. At the same time, output climbs **35 kW** compared with the 5.5-litre naturally aspirated engine in the preceding model.

The **CL 600** is the renowned summit of the drive units, with its **380 kW** V12 5.5-litre biturbo engine developing a torque of 830 Nm.

## Technical highlights

### Driver assistance systems

|  |          |
|--|----------|
| <b>Intelligent Light System:</b> This innovative headlamp technology provides five lighting functions which are activated depending on the driving and weather conditions.                           | Standard |
| <b>Cornering lights:</b> This light function provides heightened safety at junctions and when driving slowly in tight bends (a component of the Intelligent Light System).                           | Standard |
| <b>Active Light System:</b> the Intelligent Light System's bi-xenon headlamps follow the driver's steering movements (a component of the Intelligent Light System).                                  | Standard |
| <b>Motorway mode:</b> from 90 km/h the entire width of the carriageway is illuminated, improving the driver's range of vision by around 50 metres (a component of the Intelligent Light System).     | Standard |
| <b>Enhanced foglamps:</b> This function pivots the offside headlamp outwards to illuminate the road verge more effectively (a component of the Intelligent Light System).                            | Standard |
| <b>Country mode:</b> this function replaces the previous low-beam headlamps and provides broader and brighter illumination of the opposite road verge (a component of the Intelligent Light System). | Standard |
| <b>Adaptive Highbeam Assist:</b> this system switches between high beam and low beam and adjusts the range of the headlamps in accordance with the distance to oncoming vehicles.                    | Standard |
| <b>Night View Assist Plus:</b> the display in the dashboard shows a realistic grey-scale image from an infrared camera that monitors the road ahead of the CL-Class.                                 | Standard |

|   |          |
|---|----------|
| <p><b>Active Lane Keeping Assist:</b> a camera behind the windscreen recognises continuous carriageway markings and gives a warning if the car unintentionally leaves its lane. If the driver fails to react, the system intervenes via ESP<sup>®</sup>, braking one or more wheels if the vehicle crosses a continuous lane marking line, in order to prevent it straying from the lane.</p> | Standard |
| <p><b>Active Blind Spot Assist:</b> this radar-based system warns the driver before a lane-change if it detects another vehicle in the exterior mirror's blind spot. If the driver fails to react to the warning, ESP<sup>®</sup> triggers a targeted braking intervention in order to counteract the course which would lead to a collision with the vehicle at the side.</p>                | Standard |
| <p><b>Brake Assist PLUS:</b> this system uses radar sensors to recognise an impending rear-end collision, calculates the necessary degree of braking assistance and makes it available immediately when the driver depresses the brake pedal.</p>   | Standard |
| <p><b>DISTRONIC PLUS:</b> this radar-based proximity control system automatically helps the driver to maintain a set distance from the vehicle ahead. It can brake the CL-Class to a standstill if necessary, then accelerate again. If the distance to the vehicle ahead decreases too quickly, the system gives the driver visual and audible warnings.</p>                                 | Standard |
| <p><b>PRE-SAFE<sup>®</sup> Brake:</b> if there is imminent danger of a rear-end collision, this system brakes the CL-Class automatically if the driver fails to react and the collision is unavoidable.</p>   | Standard |
| <p><b>PRE-SAFE<sup>®</sup>:</b> if the system recognises a critical driving situation, it takes precautionary measures to protect the occupants. It can e.g. initiate tensioning of the front seat belts, or closing of the side windows and sliding sunroof.</p>   | Standard |

**Chassis, steering and brakes:**

|   |                                    |
|---|------------------------------------|
| <b>Active Body Control (ABC):</b> active suspension system that adapts the springs to the current driving situation within fractions of a second and is able to largely compensate for the effects of crosswinds. | Standard                           |
| <b>ADAPTIVE BRAKE:</b> this Mercedes brake system offers assistance functions, such as a HOLD function and Hill Start Assist, for even greater safety and comfort.  | Standard                           |
| <b>Torque Vectoring Brake:</b> by specifically braking the rear wheels, ESP <sup>®</sup> ensures more safety at the physical limits without any loss of agility.  | Standard                           |
| <b>Direct-Steer:</b> a variable steering rack ratio depending on the steering angle allows more agile handling and provides more comfort when parking and manoeuvring at slow speed.                              | Standard                           |
| <b>DIRECT SELECT:</b> the 7-speed automatic transmission (CL 500 BlueEFFICIENCY) and the 5-speed automatic transmission (CL 600) are operated electronically via a lever on the steering column.                  | Standard                           |
| <b>BlueEFFICIENCY measures:</b>   |                                    |
| <b>Recuperation:</b> if the driver removes his foot from the accelerator pedal or applies the brakes in overrun mode, kinetic energy is recovered and fed to the battery.   | Standard for CL 500 BlueEFFICIENCY |

**Comfort:**

|   |  |
|---|--|
| <b>Memory package:</b> three memory settings are stored for both the driver's and the front passenger seat. The settings for the steering wheel and exterior mirrors are also stored.   | Standard                                 |
| <b>Active multicontour seats:</b> depending on the steering angle, lateral acceleration and speed, the inflation pressure and volume of the air chambers in the side bolsters of the seat backrests are varied to give the driver and front passenger even better lateral support.<br>The seats also have a massage function. | Optional<br>for CL 500<br>BlueEFFICIENCY |
| <b>Ambient lighting:</b> when driving at night, optical fibres behind the trim on the dashboard and door panels provide a pleasant lighting atmosphere in the interior. The driver can choose between lighting moods "solar", "polar" and "neutral"   | Standard                                 |
| <b>PARKTRONIC including Parking Guidance:</b> ultrasonic sensors measure the length of parking spaces as the car drives past; instructions for safe parking appear in the display.  | Standard                                 |
| <b>Reversing camera:</b> the area behind the CL-Class is shown in the COMAND display, and coloured directional lines show a precisely calculated path into a parking space and display the required space.  | Standard                                 |
| <b>Audio and communication:</b>   |  |
| <b>Bluetooth interface:</b> the mobile phone is wirelessly linked to the hands-free system.   | Standard                                 |
| <b>COMAND APS:</b> the navigation data are stored on a hard disc. Further functions include the MUSIC REGISTER and voice control.   | Standard                                 |
| <b>Gracenote<sup>®</sup>:</b> database that recognises music tracks on a CD/DVD or from the MUSIC REGISTER and shows the title, album and artist on the colour display.   | Standard                                 |
| <b>Convenience telephony:</b> the driver and passengers are able to conduct onboard telephone conferences by mobile phone, and send or receive SMS messages. The phone is housed in a cradle under the armrest.   | Standard                                 |
| <b>Media Interface:</b> this universal interface allows portable audio devices to be connected to and controlled by the infotainment system of the CL-Class.  | Standard                                 |

|   |          |
|---|----------|
| <b>Music Search:</b> search function that searches SD memory cards, USB sticks, CDs and DVDs for specific music tracks and performers.  | Standard |
| <b>SPLITVIEW:</b> the driver and front passenger are able to view different content on one and the same screen at the same time.  | Standard |
| <b>Harman Kardon<sup>®</sup> Logic 7<sup>®</sup> surround sound system:</b> a multi-channel system with innovative digital technology, an output of 610 watts and 14 loudspeakers provides surround-sound for every seat. | Standard |
| <b>LINGUATRONIC:</b> the voice control system operates the radio, CD/DVD-player, CD/DVD-changer, navigation system and telephone.   | Standard |
| <b>MUSIC REGISTER</b> with a 7.2 GB hard disc which stores around 2500 digital music files in the MP3, AAC or WMA format. These can be loaded from PC memory cards.   | Standard |



## Mercedes-Benz CL 500 BlueEFFICIENCY

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### Engine

|                                 |           |   |
|---------------------------------|-----------|---|
| Number of cylinders/arrangement |           | 8/V, 4 valves per cylinder  |
| Displacement                    | cc        | 4663  |
| Bore x stroke                   | mm        | 92.9 x 86   |
| Rated output                    | <b>kW</b> | <b>320</b> at 5250 rpm  |
| Rated torque                    | <b>Nm</b> | 530 at 1800-3500 rpm  |
| Compression ratio               |           | 10.5:1  |
| Mixture formation               |           | Microprocessor-controlled direct petrol injection with direct-control 180-bar piezo injectors, biturbo system |

### Power transmission

|              |             |                                |
|--------------|-------------|--------------------------------|
| Drive system |             | Standard drive system          |
| Transmission |             | 7-speed automatic transmission |
| Ratios       | Final drive | 2.65                           |
|              | 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     | -3.426/-2.23                   |

### Chassis and suspension

|                |   |  |
|----------------|---|--|
| Front axle     | Four-link suspension, Active Body Control   |  |
| Rear axle      | Multi-link independent suspension, Active Body Control  |  |
| Braking system | Disc brakes all-round, front and rear internally ventilated, front perforated, electrically actuated drum-type parking brake at rear, ABS, Brake Assist, ESP <sup>®</sup> |  |
| Steering       | Rack-and-pinion with speed-sensitive power assistance, steering damper  |  |
| Wheels         | Fr 8.5 J X 20 ET43 Rr 9.5J X 20 ET43  |  |
| Tyres          | Fr 255/35 R 20 Rr 275/35 R 20   |  |

### Dimensions and weights

|  |    |           |
|--|----|-----------|
| Wheelbase  | mm | 2955      |
| Track, front/rear                                      | mm | 1601/1607 |
| Overall length   | mm | 5095      |
| Overall width  | mm | 1871      |
| Overall height   | mm | 1419      |
| Turning circle   | m  | 11.63     |
| Boot capacity*   | l  | 490       |
| Kerb weight (EC)**                                     | kg | 2070      |
| Payload (basis: ready-to-drive state as defined by EC) | kg | 515       |
| Perm. GVW  | kg | 2585      |
| Tank capacity/incl. reserve                            | l  | 90/11     |

### Performance and fuel consumption

|                           |          |               |
|---------------------------|----------|---------------|
| Acceleration 0-100 km/h   | s        | 4.9           |
| Top speed                 | km/h     | 210 (limited) |
| Fuel consumption***       | l/100 km | 11.1          |
| CO <sub>2</sub> emissions | g/km     | 259           |

\*acc. to ADR 81/02; \*\* incl. 75 kg for driver and luggage; \*\*\* combined

### Mercedes-Benz CL 600

#### Engine

|                                 |           |  |
|---------------------------------|-----------|--|
| Number of cylinders/arrangement |           | 12/V, 3 valves per cylinder  |
| Displacement                    | cc        | 5513   |
| Bore x stroke                   | mm        | 82 x 87  |
| Rated output                    | <b>kW</b> | <b>380</b> at 5000 rpm   |
| Rated torque                    | Nm        | 830 at 1900-3500 rpm   |
| Compression ratio               |           | 9.0 : 1  |
| Mixture formation               |           | Microprocessor-controlled petrol injection with hot film airflow measurement, biturbo system |

#### Power transmission

|              |             |                                |
|--------------|-------------|--------------------------------|
| Drive system |             | Standard drive system          |
| Transmission |             | 5-speed automatic transmission |
| Ratios       | Final drive | 2.65                           |
|              | 1st gear    | 3.60                           |
|              | 2nd gear    | 2.19                           |
|              | 3rd gear    | 1.41                           |
|              | 4th gear    | 1.00                           |
|              | 5th gear    | 0.83                           |
|              | Reverse     | -3.16/-1.93                    |

#### Chassis and suspension

|                |   |
|----------------|---|
| Front axle     | Four-link suspension, Active Body Control   |
| Rear axle      | Multi-link independent suspension, Active Body Control  |
| Braking system | Disc brakes all-round, front and rear internally ventilated, front perforated, electrically actuated drum-type parking brake at rear, ABS, Brake Assist, ESP <sup>®</sup> |
| Steering       | Rack-and-pinion with speed-sensitive power assistance, steering damper  |
| Wheels         | Fr 8.5 J X 20 ET43 Rr 9.5J X 20 ET43  |
| Tyres          | Fr 255/35 R 20 Rr 275/35 R 20   |

#### Dimensions and weights

|  |    |           |
|--|----|-----------|
| Wheelbase  | mm | 2955      |
| Track, front/rear                                      | mm | 1601/1607 |
| Overall length   | mm | 5095      |
| Overall width  | mm | 1871      |
| Overall height   | mm | 1419      |
| Turning circle   | m  | 11.63     |
| Boot capacity*   | l  | 490       |
| Kerb weight (EC)**                                     | kg | 2185      |
| Payload (basis: ready-to-drive state as defined by EC) | kg | 435       |
| Perm. GVW  | kg | 2620      |
| Tank capacity/incl. reserve                            | l  | 90/11     |

#### Performance and fuel consumption

|                           |          |               |
|---------------------------|----------|---------------|
| Acceleration 0-100 km/h   | s        | 4.6           |
| Top speed                 | km/h     | 210 (limited) |
| Fuel consumption***       | l/100 km | 14.3          |
| CO <sub>2</sub> emissions | g/km     | 340           |

acc. to ADR 81/02; \*\* incl. 75 kg for driver and luggage; \*\*\* combined

## **Important information for Editors**

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The prices detailed in this document are current Manufacturer's List Prices (MLPs).

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

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.

### **For more information, contact:**

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