

# The New Mercedes-Benz CL-Class

- Long Version

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The descriptions and data in this press kit apply to the international Mercedes-Benz model range. Local national variations are possible.

## The new Mercedes-Benz CL-Class: luxury coupé masterpiece

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**Melbourne -- The new Mercedes-Benz CL-Class coupe range is now on sale in Australia. This all-new range-leading Mercedes-Benz coupé continues a long-held tradition going back over 50 years. The two-door model combines peerless exclusivity and charismatic design with the sort of cutting-edge technology that no other manufacturer can match worldwide. The luxury Coupé raises the bar in terms of vehicle safety with pioneering features such as PRE-SAFE® brakes, the unique system that automatically brakes the Coupé before an imminent rear-end collision. Furthermore, Mercedes innovations such as the Active Body Control (ABC) suspension system and PRE-SAFE® anticipatory occupant protection all come as standard. Three powerful engines with 8 or 12 cylinders are available, delivering a notable increase in output and torque. Thanks to their exemplary smoothness they also live up to the Mercedes heritage of superb motoring refinement.**

The stunning two-door CL-Class is available from \$308,000 for the CL 500, with the powerful CL 63 AMG at \$383,000. The peerless CL 600 which is powered by the marque's famous V12 biturbo engine is priced at \$389,000. All prices exclude dealer delivery and statutory charges.

The large Mercedes Coupés have been synonymous with style and exclusivity in the automotive industry for decades. They set the standard in terms of design and equipment, combine exemplary safety with an outstanding level of comfort and assured handling. In short, Mercedes Coupés are extraordinary dream cars -- automobile classics.

The new CL-Class is another Mercedes-Benz masterpiece. Just as the luxury coupé points the way to the future with its innovative technology, the design has also set the mould for a new Mercedes style. Its hallmark is the interaction between distinctive tightly drawn lines with large, unruffled surfaces. This design idiom lends the Coupé its own particular expressive power, emphasising the calm and power of its powerful, self-confident nature.

Familiar Mercedes features have been given a contemporary twist, resulting in a harmonious blend of the classic and contemporary. Examples include the hallmark Mercedes radiator grille with its wide chrome louvres and the design of the C-pillar. The unique, slightly downwards-tapering pillar configuration is a typical feature of the large Mercedes Coupés whose roots go right back to the 1950s: in 1956 the 220 S/SE Coupé (W 180/W 128 model series) first captured attention with this striking C-pillar design, and a few years later the concept was further refined in the successor model, the 220 SE Coupé (W 111/112).

Other design features which were already acclaimed back then have also been reinterpreted for the CL-Class, keeping alive the large coupé tradition of the Mercedes-Benz brand: the fully retractable side windows, for instance, whose continuous aperture is not interrupted by a B-pillar, and the large, curving panoramic rear window. In the early days this was a typical styling feature of the Mercedes Coupés, and in its stylistically evolved form for the new CL-Class it is just as appealing as in the 220 SE Coupé of 1961.

#### **Interior: equipment for even the most discerning driver**

Style finds its way into the interior too: the large side window aperture draws the eye to the stylish dashboard, exquisite wood trim and soft leather upholstery. In an instant you realise that everything in the interior of the new CL-Class is designed for comfort and relaxation. The atmosphere is reminiscent of an exclusive club: take a seat and enjoy. Five stylish colour combinations are available; automatic climate control, COMAND with car radio and CD/DVD player as well as a glass sunroof are all part of the standard specification, elements that come together to deliver a unique motoring and comfort experience.

In the top-of-the-line **CL 600** the Exclusive PASSION leather appointments, specially selected poplar wood and an Alcantara roof liner with quilted seams provide the finishing touches to an exquisite first-class ambience, a look and feel also echoed in the seats with their design styling, the chromed door sill panels and floor mats with leather edging. The standard specification also includes dynamic multicontour seats with massage function and seat ventilation, COMAND navigation system, the LOGIC7<sup>®</sup> surround sound system with DVD changer and the KEYLESS-GO access and drive authorisation system.

Compared with the outgoing model, the new Mercedes-Benz top-of-the-range coupé has grown slightly in every dimension. 5065 millimetres long, 1871 millimetres wide and 1418 millimetres high, the body is 75 millimetres longer, 14 millimetres wider and 20 millimetres higher than before, providing even more comfort and space on all four seats. The boot capacity has been increased by 40 litres to 490 litres (VDA measuring method).

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### **Control system: fewer switches for more functions**

A newly developed control system, which has already been successfully implemented in the S-Class worldwide, refines driver-vehicle interaction even further. Above all, it provides convenient, rapid access to frequently used functions such as car radio, DVD player, car phone or navigation system. Depending on the driver's own preference, these systems can be controlled using switches in the centre console, pressing a button on the multifunction steering wheel or using the **COMAND controller** on the centre console. This central control unit is linked to the large, pivoting COMAND colour display next to the instrument cluster, providing access to the user-friendly main and sub-menus that activate the various functions.

The standard-fit **automatic climate control** with four independently adjustable temperature zones is also integrated into the new control system. The driver and front passenger can select temperature, air distribution and other settings either using the COMAND controller and menu-based control, or by means of an attractively styled switch array beneath the air vents. The COMAND system allows other individual climate settings to be adjusted such as air distribution and the footwell temperature.

The newly developed **integral seats** in the CL-Class provide maximum individual seating comfort. "Integral" means that all components of the seat-belt system are incorporated directly into the seat; hence the seats form an important component in the occupant protection system. The standard specification already provides electric adjustment of the fore-aft setting, inclination of the seat and backrest, seat height, head restraint and length of the front seat cushions. Pneumatic lumbar supports allow the driver and front passenger to adjust the backrest contour to suit their build and consequently reduce the strain on the back muscles.

Other features Optional extras include luxury seats with active ventilation (standard in the CL 600) that provide even more individual comfort, along with the further enhanced multicontour seats with nine air cushions, and **dynamic multicontour seats with massage function** (standard in the CL 63 AMG and CL 600, optional in the CL 500).

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The driver and front passenger seats with multicontour function have been awarded the AGR (“healthy back campaign”) seal of approval.

### **Active Body Control: the perfect combination of dynamism and comfort**

The standard specification in the new Mercedes Coupé features technological innovations that no other manufacturer can match anywhere in the world. First and foremost is the Active Body Control (ABC) suspension system, which in its latest, even more sophisticated guise delivers unprecedented handling dynamics while offering an equally appreciable improvement in ride comfort. Based on sensor signals and using specially designed hydraulic cylinders at the axles, ABC all but entirely eliminates the customary pitch and roll of the body that occur when moving off, cornering and braking. ABC responds with split-second speed to ensure the body damping is adjusted instantly to any situation. At speeds above 60 km/h, ABC lowers the body by up to ten millimetres to reduce drag and improve handling stability.

### **PRE-SAFE®: automatic partial braking before an impending accident**

Mercedes-Benz is the world's first car brand to develop an anticipatory occupant protection system that recognises a potential accident situation in its early stages and takes anticipatory occupant protection measures: **PRE-SAFE®** is standard-fit on the new CL-Class. During emergency braking or when skidding is imminent, the system moves the passenger seat into the most favourable position so that seat belts and airbags have maximum effect on impact. It also inflates air cushions in the dynamic multicontour seats (standard in the CL 600), which envelop and support the driver and front passenger. **PRE-SAFE®** also closes the side windows and the sunroof in critical situations where high lateral dynamics are generated.

Mercedes-Benz has just made this multi-award-winning anticipatory protection system even better in the CL-Class with the newly developed **PRE-SAFE® brakes**. They operate in tandem with **Brake Assist PLUS (BAS PLUS)**, which

warns the driver of an imminent rear-end collision with visual and audible signals and automatically calculates the required braking pressure to prevent an accident. This braking-power support is available as soon as the brake pedal is operated. If the driver does not react to the BAS PLUS warnings, the PRE-SAFE® brakes trigger **automatic partial braking** where an accident is imminent and slow the CL-Class down using around 40 percent of the total braking power.

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The automatic partial braking provides the driver with another clear warning to act. If the driver then immediately applies the brakes, the maximum braking force is available and the accident can -- depending on the situation -- be averted at the last moment. If an accident is unavoidable, the PRE-SAFE® brakes reduce the impact severity and, in turn, the risk of injury to the vehicle occupants.

As with Brake Assist PLUS, the new PRE-SAFE® brakes also utilise state-of-the-art **radar technology** to scan the situation in front of the car and detect a potential accident. Two short-range radar sensors with a range of 30 metres and a scanning angle of 80° are located behind the front bumper fascia on the CL-Class. The additional long-range radar in the radiator grille has a range of 150 metres.

Mercedes-Benz also offers BAS PLUS and PRE-SAFE® brakes in conjunction with the standard fitment **DISTRONIC PLUS** proximity cruise control.

### **Assistance systems: radar sensors make parking child's play**

The newly developed **parking guidance system** (no-cost optional extra) also works on the basis of radar technology: the sensors measure the length of a parking space when driving past and show on the cockpit display whether there is sufficient space to park. Once reverse gear is engaged, the display then includes a symbolic representation of the parking manoeuvre; guide lines show the required steering angle and indicate the path into the parking space.

**Night view assist** with infrared headlamps, reversing camera, voice control for car radio, DVD changer and navigation are other Mercedes assistance systems fitted as standard equipment for increased handling safety and comfort. The tyre pressure monitoring system is available as an optional extra.

## **Engines: eight and twelve-cylinder powerplants with noticeably more power**

The new luxury Coupé is ready for any challenge on motorways and rural roads thanks to Mercedes' most powerful engines to date. The eight-cylinder powerplant in the **CL 500** delivers 285 kW and generates a maximum torque of 530 Newton metres from 2800 rpm. As such the newly developed engine outperforms the existing V8 unit by 26 percent in terms of output and 15 percent when it comes to torque. Equipped with four-valve technology, variably adjustable shifting camshafts, a two-stage intake module and tumble flaps in the intake ducts, the new V8 is among the most advanced, powerful engines in its displacement class. The CL 500 accelerates from zero to 100 km/h in just 5.4 seconds (previous model: 6.3 seconds).

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An ultra-modern biturbo twelve-cylinder engine under the bonnet of the new **CL 600** generates its impressive power. Mercedes engineers have enhanced numerous details of the power unit and, compared to the predecessor model, have increased output by 12 kW to 380 kW. The maximum torque, already on tap from 1900 rpm, has been improved further by 30 Newton metres to 830 Newton metres and remains constant up to 3500 rpm. The new CL 600 accelerates from 0 to 100 km/h in just 4.6 seconds (previous model: 4.8 seconds). And despite the significant performance boost the V12 engine consumes 0.4 litres less fuel than the previous CL 600 per 100 kilometres.

The breathtaking **CL 63 AMG** sports the same 6,208 cc V8 engine that has recently taken the sports car world by storm. The 385 kW / 630 Nm torque powerplant is matched to the seamless AMG SPEEDSHIFT 7G-TRONIC 7-speed automatic transmission. As always, the heart of this sports star is hand-assembled by AMG according to the maker's disciplined principle of 'One man, one engine'.

Mercedes-Benz has combined the standard-fit automatic transmission with the new **DIRECT SELECT** gearshift: the driver can select the transmission settings "P", "N", "R" and "D" by nudging a lever on the steering column. Operating commands are transmitted electronically by wire.

**Tradition: seven generations of the Mercedes-Benz Coupé**

The new CL-Class ushers in the seventh generation of the large Mercedes Coupés. The two-door model replaces the world-beating outgoing model, which joins the ranks of the best-selling luxury coupés with around 46,800 units sold.

The history of the large Mercedes Coupés stretches back to 1952 when Mercedes-Benz launched the legendary 300 S Coupé -- a “car for the world's elite” was the verdict of the motoring press in its day. In 1956 it was followed by the 220 S Coupé as part of the W 180 model series, which fired the public's imagination with its unitised “Pontoon” body in particular. And in 1961 the 220 SEb Coupé (W 111 model series) took up the baton with its stylish elongated body.

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In 1981 the SEC Coupés from the C 126 model series were based on the then S-Class and remained in the Mercedes-Benz line-up for 10 years with over 74,000 units produced. In 1992 the Geneva Motor Show was host to the launch of the successor model (C 140 model series), powered for the first time by a 290 kW/394 hp twelve-cylinder engine. The predecessor to the new CL-Class Coupé celebrated its world premiere in March 1999, setting new standards with leading-edge Mercedes innovations such as the Active Body Control (ABC) suspension system and bi-xenon headlamps.

Mercedes-Benz has built over 178,000 luxury coupés since 1952.

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[www.media.daimlerchrysler.com](http://www.media.daimlerchrysler.com)



At a glance

## Equipment and technical highlights of the new CL-Class\*

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<b>7G-TRONIC seven-speed automatic transmission:</b> The world's only automatic car transmission with seven gears works in tandem with DIRECT SELECT, the electronic control system.	Standard in the CL 500
<b>Active Body Control:</b> The active suspension is even more sophisticated than before, delivering superb comfort and dynamic handling.	Standard
<b>ADAPTIVE BRAKE:</b> The newly developed braking system provides driver assistance functions to make hill-starts and driving in heavy traffic easier.	Standard
<b>Adaptive front airbags:</b> The front airbags are deployed in two stages depending on impact severity.	Standard
<b>Automatic climate control:</b> The newly developed system operates with four temperatures zones and provides numerous settings for individual climate control.	Standard
<b>Belt force limiters:</b> This technology reduces the belt forces acting on the occupants during a crash.	Standard for all seats
<b>Belt tensioners:</b> Any slack in the seat belt is instantly taken up in a crash.	Standard for all seats
<b>Bi-xenon headlamps:</b> Gas-discharge lamps for main and low beam improve safety when driving at night.	Standard
<b>Brake Assist PLUS:</b> The radar-based system identifies critical situations involving a rear-end collision and calculates the required braking power to prevent a possible accident. The optimum braking pressure is available immediately when braking.	Standard
<b>COMAND:</b> This system integrates the radio, DVD player and telephone operation.	Standard
<b>Cornering light function:</b> This lighting function in the Active Light System provides enhanced safety at junctions or when driving slowly around tight bends.	Standard

<b>DISTRONIC PLUS:</b> The enhanced proximity cruise control brakes the CL-Class in stop-and-go traffic down to a standstill.	Standard
<b>Dynamic multicontour seat:</b> Thanks to new piezoelectric valves the seat responds even faster to steering movements and provides superb lateral support.	Optional, standard in the CL 600 & CL 63 AMG
<b>Electric parking brake:</b> Thanks to the electric motor, the parking brake can be activated comfortably and conveniently.	Standard
<b>Enhanced fog lamps:</b> This function means the external headlamp swivels outwards to provide better illumination of the edge of the road.	Standard
<b>ESP®:</b> This driver safety system can reduce the risk of skidding when cornering and alerts the driver to any loss of tyre pressure.	Standard
<b>Headlamp Assist:</b> A sensor on the windscreen detects low light conditions and automatically switches on the vehicle lights.	Standard
<b>Integral seats:</b> The seat-belt system along with the pneumatic lumbar supports are integrated into the front seats.	Standard

<b>KEYLESS-GO:</b> The doors and tailgate can be opened without using a key.	Standard
<b>LINGUATRONIC:</b> The voice control system can be used to operate the radio, navigation system and telephone.	Standard
<b>Massage function:</b> Seven air chambers in the backrest, which fill and empty alternately, massage the back muscles.	A feature in the optional dynamic multicontour seat, standard in the CL 600 & CL 63 AMG
<b>Memory function:</b> Three different settings can be saved for the driver and front passenger seat respectively. The settings for steering wheel and exterior mirrors are also saved.	Standard
<b>Multicontour seat:</b> Air cushions enable the seat contours to be individually adjusted to suit the occupant's body.	Standard
<b>Multifunction steering wheel:</b> The radio, telephone, navigation system and other units can be operated from the steering wheel.	Standard
<b>Night view assist:</b> Infrared headlamps and a display in the cockpit significantly increase the driver's range of vision in the dark.	Standard
<b>Paintwork:</b> Nano-technology makes the standard metallic paint finish more scratch-resistant and ensures a higher sheen.	Standard

<b>Parking Assist system:</b> The system assists with parking and warns if there is a risk of a collision when reversing.	Standard
<b>Parking guidance system:</b> Radar sensors measure the size of a parking space when driving past and a cockpit display helps the driver park in it.	No-cost option (replaces reversing camera)
<b>Pedestrian protection:</b> Mercedes-Benz has designed the bonnet, wings, bumpers and other components so they absorb the impact energy in the event of an accident involving a pedestrian.	Standard
<b>PRE-SAFE® brakes:</b> The system initiates automatic partial braking when a rear-end collision appears imminent.	Standard
<b>PRE-SAFE®:</b> Anticipatory occupant protection measures are taken before an impending collision.	Standard
<b>Reversing camera:</b> The area behind the car can be seen on the display to aid reversing.	Standard
<b>Seat ventilation:</b> The further improved technology is based on six mini fans in the seat cushion and backrest.	Standard
<b>Sidebags:</b> The side-mounted airbags (front and rear) reduce the risk of injury in a lateral collision.	Standard
<b>Sound system:</b> Multi-channel system with innovative digital technology provides surround sound on every seat.	Standard
<b>TV reception:</b> The tuner receives both terrestrial digital TV (DVB-T) and analogue programmes.	Standard
<b>Windowbags:</b> The large curtain-type airbags drop down from the A-pillar to the C-pillar in the event of a side impact.	Standard

\*Selected items only

## Mercedes-Benz CL 500

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<b>Engine</b>		
No. of cylinders/arrangement		8/V, 4 valves per cylinder
Total displacement	cc	5461
Bore x stroke	mm	98.0 x 90.5
Rated output	kW/hp	285/388 at 6000 rpm
Rated torque	Nm	530 at 2800-4800 rpm
Compression ratio		10.7 : 1
Mixture preparation		Microprocessor-controlled petrol injection with hot-film mass airflow sensor

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<b>Power transfer</b>		
Drive system		Standard drive
Transmission		Seven-speed automatic transmission
Ratios	Final drive	2.65
	1st gear	4.377
	2nd gear	2.859
	3rd gear	1.921
	4th gear	1.368
	5th gear	1.000
	6th gear	0.820
	7th gear	0.728
	Reverse	-3.416/-2.231

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<b>Suspension</b>	
Front axle	Four-link axle, Active Body Control suspension system
Rear axle	Multi-link independent suspension, Active Body Control suspension system
Braking system	Disc brakes all-round, internally ventilated, perforated at the front, electrically operated drum-type parking brake at rear, ABS, Brake Assist, ESP <sup>®</sup>
Steering	Speed-sensitive rack-and-pinion power steering, steering damper
Wheels	8 J x 17 ET 43
Tyres	235/55 R 17

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<b>Dimensions and weights</b>		
Wheelbase	mm	2955
Track front/rear	mm	1601/1607
Overall length	mm	5065
Overall width	mm	1871
Overall height	mm	1418
Turning circle	m	11.6
Boot capacity*	l	490
Kerb weight acc. to EC**	kg	1995
Payload (basis kerb wt. acc. to EC)	kg	515
Gross vehicle weight	kg	2510
Tank capacity/reserve	l	90/11

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<b>Performance and fuel consumption</b>		
Acceleration 0-100 km/h	s	5.4
Acceleration 60-120 km/h	s	5.9
Max. speed	km/h	210 (limited)
Fuel consumption***	l/100 km	12.1

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\*Acc. to VDA measuring method; \*\*Incl. 75 kg for driver and luggage; \*\*\*Combined

## Mercedes-Benz CL 600

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<b>Engine</b>	
No. of cylinders/arrangement	12/V, 3 valves per cylinder

Total displacement	cc	5513
Bore x stroke	mm	82 x 87
Rated output	kW/hp	380/517 at 5000 rpm
Rated torque	Nm	830 at 1900-3500 rpm
Compression ratio		9.0 : 1
Mixture preparation		Microprocessor-controlled petrol injection with hot-film mass airflow sensor, biturbo system

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#### **Power transfer**

Drive system		Standard drive
Transmission		Five-speed automatic transmission
Ratios	Final drive	2.65
	1st gear	3.60
	2nd gear	2.19
	3rd gear	1.41
	4th gear	1.0
	5th gear	0.83
	Reverse	-3.17/-1.93

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#### **Suspension**

Front axle		Four-link axle, Active Body Control suspension system
Rear axle		Multi-link independent suspension, Active Body Control suspension system
Braking system		Disc brakes all-round, internally ventilated, perforated at the front, electrically operated drum-type parking brake at rear, ABS, Brake Assist, ESP <sup>®</sup>
Steering		Speed-sensitive rack-and-pinion power steering, steering damper
Wheels		front: 8.5 J x 18 ET 43; rear: 9.5 J x 18 ET 43
Tyres		front: 255/45 R 18; rear: 275/45 R 18

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#### **Dimensions and weights**

Wheelbase	mm	2955
Track front/rear	mm	1601/1607
Overall length	mm	5065
Overall width	mm	1871
Overall height	mm	1419
Turning circle	m	11.6
Boot capacity*	l	490
Kerb weight acc. to EC**	kg	2185
Payload (basis kerb wt. acc. to EC)	kg	435
Gross vehicle weight	kg	2620
Tank capacity/reserve	l	90/11

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#### **Performance and fuel consumption**

Acceleration 0-100 km/h	s	4.6
Acceleration 60-120 km/h	s	4.8
Max. speed	km/h	210 (limited)
Fuel consumption***	l/100 km	14.3

\*Acc. to VDA measuring method; \*\*Incl. 75 kg for driver and luggage; \*\*\*Combined

## Mercedes-Benz CL 63 AMG

### Engine

No. of cylinders/arrangement		8/V, 4 valves per cylinder
Total displacement	cc	6208
Bore x stroke	mm	102.2 x 94.6
Rated output	kW	386 at 6800 rpm
Rated torque	Nm	630 at 5200 rpm
Compression ratio		11.3 : 1
Mixture preparation		Electronically controlled petrol injection

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### Power transfer

Drive system		Standard drive
Transmission		AMG SPEEDSHIFT 7G-TRONIC seven speed automatic transmission
Ratios	Final drive	3.06
	1st gear	4.377
	2nd gear	2.859
	3rd gear	1.921
	4th gear	1.368
	5th gear	1.000
	6 <sup>th</sup> gear	0.820
	7 <sup>th</sup> gear	0.728
	Reverse	-3.416/-2.23

### Suspension

Front axle		Four-link axle, Active Body Control suspension system
Rear axle		Multi-link independent suspension, Active Body Control suspension system
Braking system		Composite Disc brakes all-round, internally ventilated, perforated at the front, electrically operated drum-type parking brake at rear, ABS, Brake Assist, ESP <sup>®</sup>
Steering		Speed-sensitive rack-and-pinion power steering, steering damper
Wheels		front: 8.5 J x 19 ET 43; rear: 9.5 J x 19 ET 43
Tyres		front: 255/40 R 19; rear: 275/40 R 19

### Dimensions and weights

Wheelbase	mm	2955
Track front/rear	mm	1601/1607
Overall length	mm	5084
Overall width	mm	1871
Overall height	mm	1418
Turning circle	m	11.6
Boot capacity*	l	490
Kerb weight acc. to EC**	kg	2085
Payload (basis kerb wt. acc. to EC)	kg	500
Gross vehicle weight	kg	2510
Tank capacity/reserve	l	90/14

### Performance and fuel consumption

Acceleration 0-100 km/h	s	4.6
Acceleration 60-120 km/h	s	NA
Max. speed	km/h	250 (limited)
Fuel consumption***	l/100 km	14.9

\*Acc. to VDA measuring method; \*\*Incl. 75 kg for driver and luggage; \*\*\*Combined

## Design

# Sheer passion

- **Another example of a new Mercedes design idiom**
- **Interplay between taut lines and calm, elegantly contoured surfaces**
- **Modern interpretation of traditional coupé characteristics**
- **Serene luxury and the highest quality in the interior**

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Breaking new ground and setting trends – that is the goal of Mercedes design development. It reflects the principle of Mercedes-Benz never to stand still, but always to think further and stay ahead.

The new CL-Class is a prime example of this philosophy: just as this luxury coupé with its innovative technology points the way into the future, its design joins the

S-Class in being a protagonist for a new aesthetic appearance – a new Mercedes style. It is based on the principles of modern purism, i.e. on a clear, unostentatious design idiom with interplay between striking lines and calm surfaces. This lends the Coupé a very special presence, underlining the unruffled calm and strength of its unique character.

Yet design progress at Mercedes-Benz also always means creating a link with the past to emphasise the heritage of passenger cars bearing the Mercedes star. This is done by including familiar Mercedes characteristics, which are reinterpreted and incorporated into the design concept to form an exciting composition of progress and tradition. One example is the front end, where the louvred radiator grille with its central Mercedes star unmistakably confirms the car's identity. The designers in Sindelfingen have positioned this traditional feature of sporty Mercedes models at a steeper angle than in the preceding series, also equipping it with wide, highly expressive chrome louvres. This contributes to the extremely powerful and self-assured appearance of the new CL-Class, which is further reinforced by the more pronounced wedge shape of the entire front end.



The headlamps are highlights in themselves. In styling terms they are one of the most striking features of this Mercedes Coupé and lend a special touch to its overall appearance. The bi-xenon module and an additional high-beam headlamp are enclosed in highly polished cylinders reminiscent of expensive camera lenses, suggesting attributes such as precision, high value and high-tech.

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Viewed from the front, the transparent lenses of the headlamps form a single unit with the radiator grille which impressively emphasises the visual width of the vehicle body. The side view shows that the headlamps are perfectly blended into the wings, creating a flowing transition from the front end to the flanks. As a result the entire front section appears to have been moulded from a single piece. The indicator strip horizontally arranged in the lower headlamp section harmoniously follows the sweeping contours of the front bumper, which likewise extends well into the flanks to frame the lighting units.

### **Wings: expressive anatomy**

The eye is directed towards the wheel arches and wings, where new highlights are to be found in the body language of the Mercedes Coupé. The stylishly contoured wings enable the two-door car to flex its muscles discreetly yet purposefully. Intentionally rather taut and physical, the pronounced, rounded contours of the wings arch over the wheels and symbolise the power residing beneath the elegant outer skin of the CL-Class.

Athleticism coupled with serenity, power with prestige: the body "anatomy" created by the designers ensures that from every angle, the two-door Coupé has a wide, self-assured presence on the road. The interplay between lines and surfaces is equally expressive, as the soft, rounded forms of the bumper and wings contrast with the taut outside lines of the bonnet – visual demarcation lines which lend additional contours to the front end and mark a transition to the large, calm surface of the bonnet itself.

The sharp outer lines of the bonnet have another importance for the design concept, as they form a gentle, flowing transition to the A-pillars, elegantly connecting the front end to the passenger compartment.

### **Flanks: intriguing lines**

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One of the distinguishing aspects of the modern purism inherent in the new Mercedes style is the interplay between taut lines and elegantly contoured, calm surfaces. A coupé like the CL-Class particularly lends itself to this design theme: two lines drawn at different heights give the flanks their formal structure, subdivide the large areas and act as major styling features to define the dignified appearance of the car's elongated silhouette. These lines have a special visual impact, attract attention and appeal to the emotions of the observer.

The designers refer to one of these lines as the **character line**; this structures the upper third of the vehicle flanks, also providing an appealing refractive edge between the concave and convex door surfaces. In this way the design uses light and shadow very effectively, ensuring a variety of contrasts when viewed from any perspective. At the rear this character line precisely meets the rear light cluster, which extends well into the flanks and continues its course gently downwards.

The **shoulder line** lies above the character line, emerging organically from the front wings and extending to the rear above the waistline. This muscular shoulder supports the slim, almost filigree A-pillar which in turn gives rise to the third characteristic line of the Mercedes Coupé, namely the **roofline**. This spans the body in a light but pronounced curve, defines the line of the C-pillar and gently dips down with it into the rear end of the Mercedes Coupé. A fine chrome strip on the upper frame of the side windows follows the roofline and emphasises its curved contour.

### **C-pillar: living tradition**

The design of the C-pillar demonstrates how Mercedes designers are at pains to combine tradition with modernity. This unique, slightly tapering pillar configuration is a typical coupé feature whose roots go right back to the 1950s: in 1956 the Model 220 S/SE Coupé (model series W 180/W 128) first captured attention with such a C-pillar design, and a few years later it was further perfected in the successor model, the 220 SE Coupé (W 111/112).

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Other design features which were already acclaimed at that time have also been reinterpreted in the new CL-Class, keeping alive the great coupé tradition of the Mercedes-Benz brand: for example, the fully retractable side windows, whose continuous aperture is not interrupted by a B-pillar, and the large, curving panoramic rear window. In the early years this was a typical styling feature of Mercedes Coupés, and in its stylistically evolved form it is just as appealing as in the 220 SE Coupé of 1961.

### **Rear aspect: back beauty**

The masterly blend of surfaces and lines which characterises the flanks of the luxury Coupé is continued at the rear. The eye is immediately drawn to the large, panoramic rear window, which makes for a rounded, exquisitely modelled rear end together with the soft lines of the C-pillar and the boot lid. The rear light clusters extending well into the sides of the rear end are intended to shorten the visual impression of the rear and create sporty, muscular proportions. Both rear light clusters act as a continuation of the character lines along the flanks, cleverly extending these by means of a colour division in the lens, and thereby act together with the V-shaped joins of the boot lid to produce the typical Mercedes rear-end design.

The rear-end design makes a statement on two levels: by virtue of its muscular proportions it confirms the sporty attributes of the new CL Coupé, which are also emphasised by the horizontally structured rear bumper and the two prominent exhaust tailpipes. On the other hand the beautifully sculptured rear light clusters, the wide chrome strip on the boot lid and other details provide a touch of elegance. They dominate the overall visual impression and thereby reflect the true character of the Mercedes Coupé.

## **Interior: welcome to the club**

There is no doubt that the sweeping flanks are the most appealing visual aspects of the new CL-Class – especially when the windows are open to afford an unimpeded view of the interior. No window frame or B-pillar interrupts this continuous aperture. This is where the fascination of a coupé begins, blending the exterior and interior into a single unit for the observer.

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The large window aperture invites the eye into the interior, where it is drawn to the attractive contours of the dashboard. It immediately becomes obvious that everything in the interior is designed for comfort and relaxation. The atmosphere is like that of an exclusive club: take a seat and let the senses of vision, smell and touch be spoiled by pleasing forms, fine materials, tasteful colour combinations and the unmistakable attention to detail for which Mercedes designers are known.

This first impression – seeing and feeling – is without doubt always the most important when it comes to emotional appeal. Nonetheless a car must demonstrate its qualities on a daily basis, both on short trips and on long journeys. It must therefore possess further attributes if the atmosphere of wellbeing created by its designers is to endure – good ergonomics, comfort and reliable technology to relieve the driver's workload. In these areas too the CL-Class sets new standards among luxury coupés: spaciousness, freedom of movement, quiet-running characteristics, seating quality, operating comfort and typical Mercedes innovations make the driving experience perfect -- in every respect.

The interior design reflects these strengths. In the area of the dashboard and centre console it has a vertically arranged architecture which already proved highly successful in the preceding series. It is in line with current design concepts for sporty auto-mobiles and shows that in addition to elegance and exclusivity, the CL-Class is certainly no slouch in the performance stakes. By virtue of the vertically arranged design principle, the centre console and tunnel lining form a single stylistic and functional unit which extends right back into the rear, carries important control features such as the COMAND controller and provides a great deal of stowage space. In addition, the continuous tunnel lining with its comfortable armrest emphasises the spacious dimensions of the interior.

**Materials: only the very finest**

It is immediately obvious to anybody sitting in one of the integral seats that the new CL-Class fits like a glove. Everything is perfectly coordinated: form, colours and materials. There is a choice of five tasteful colour combinations: black/black, basalt grey/dark basalt grey, cognac brown/black, savanna beige/cashmere beige and sahara beige/black.

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Mercedes customers are also able to satisfy their individual wishes with a choice of exotic wood trim for the centre console, doors and rear side panels: even the burr walnut coming from California is available in two variations – with a dark gloss or matt silk finish. Black ash wood is another option (at no charge).

The seat upholstery is also to the highest standards. Three different grades of leather are available, all with a low level of pre-tensioning for a ruffled effect and a soft, comfortable appearance even at first glance. This appealing visual impression is enhanced even further by the feel of the particularly soft PASSION leather upholstery.

If Exclusive PASSION leather upholstery is ordered as an optional extra (standard in the CL 600), the dashboard, centre console and interior door panels are also lined in this fine nappa leather. Choosing this top-of-the-line interior means that the roof liner and the A and C-pillar linings are also enhanced with high-quality Alcantara -- haute couture on wheels.

**At a glance: design and equipment features of the CL-Class\***

CL 500	CL 600
<ul style="list-style-type: none"> <li>• Wood trim in bur walnut (high gloss), alternatively black ash (high gloss) or matt silk burr walnut</li> </ul>	<ul style="list-style-type: none"> <li>• Wood trim in bur walnut (high gloss), alternatively black ash (high gloss) or matt silk burr walnut</li> </ul>
<ul style="list-style-type: none"> <li>• Leather upholstery</li> </ul>	<ul style="list-style-type: none"> <li>• Exclusive PASSION leather interior with Alcantara roof liner</li> </ul>
<ul style="list-style-type: none"> <li>• Stainless steel entry sills</li> </ul>	<ul style="list-style-type: none"> <li>• Chromed entry sills and chromed loading sill in boot</li> </ul>
<ul style="list-style-type: none"> <li>• 18-inch light-alloy wheels in nine-spoke design (mixed width)</li> </ul>	<ul style="list-style-type: none"> <li>• 19-inch light-alloy wheels multi-spoke design (mixed width)</li> </ul>
	<ul style="list-style-type: none"> <li>• dynamic multi-contour front seats with massage function</li> </ul>
	<ul style="list-style-type: none"> <li>• Brake callipers with Mercedes-Benz lettering</li> </ul>
	<ul style="list-style-type: none"> <li>• Chrome inserts on lower air intake and chromed fog lamp surrounds</li> </ul>
	<ul style="list-style-type: none"> <li>• V12 emblem on both front wings</li> </ul>

**Control system: intuitive interface**

"User interface design" is a new term in the world of automotive development. It refers to the clear layout and design of the dashboard displays, switches and controls, so that the driver intuitively understands their functions while they blend attractively into the overall design concept. The new CL-Class also sets standards in this field.

The newly developed control system combines high-quality materials and elegant surroundings with an appealing clarity and exemplary practicality. The engineers and designers have worked together closely to ensure that the visual appearance and technology are in harmony.

Immediately obvious features include the luxurious switches and controls, which are all designed in a uniform style: all the switches, keys and rotary

controls are of aluminium, or have a finely structured metallic surface, which lends them an appearance of being cast in the same mould. The highly polished black display surfaces form a pleasant contrast to the metallic, silver-coloured switches. They are internally illuminated and carry symbols to denote their function.

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The designers and engineers had the shared aim of reducing the number of switches and controls. Important functions still remain directly accessible to the driver; while less frequently used systems can be conveniently controlled using COMAND. Controls with similar functions have been grouped into arrays, for example the seat adjustment controls, the switches for the power windows or the air conditioning/ventilation controls. Many of these function groups feature fine chrome surrounds which further underline the very high quality of this top-class Mercedes Coupé. The effect is also enhanced by the COMAND controller and the handrest with its fine leather or exotic wood trim. Beneath its lid – as if nestling in a jewel case – lies the telephone handset.

The designers were also responsible for the appearance of the displays and controls, therefore the lettering, graphics and layout bear a uniform signature. To create a user-friendly display interface the specialists developed photo-realistic illustrations which clearly and logically support the relevant control process. For the COMAND display they developed an intuitive and easily operated menu system, placing great emphasis on large, easily legible lettering and a clear structure to ensure that operation is as simple and precise as possible.

## Coupé tradition

### For the most discerning

- **Elite on wheels: seven Coupé generations with the Mercedes star**
- **Common characteristics: the latest technology and sophisticated design**

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For many decades, coupés by Mercedes-Benz have been synonymous with elegance and exclusivity in automotive engineering. An extraordinary design, high-quality appointments and trailblazing technology come together as a style-defining unit. The principle of distinctiveness extends from the 300 S Coupé of 1952 right up to the new CL-Class. But for all their technical refinements, the coupés also give rise to emotions. Their appearance is a delight to the senses.

Building exceptional motor vehicles was already a carefully and intensively maintained tradition at Mercedes-Benz before the Second World War. The rare Coupé versions of the supercharged models bearing the Mercedes star on their bonnets, which were produced between 1934 and 1939, are rightly seen as a unique phenomenon on the roads, for example.

Mercedes-Benz built on this tradition only a few years after the end of the war at the 1951 Paris Motor Show, where it presented the 300 S Coupé, the S-Class Coupé of the W 188 model series. In doing so Mercedes-Benz not only showed that it was worthwhile investing creative potential in the future; it was also presenting a cultural phenomenon with the 300 S Coupé. The car combined a successful design, exclusive appointments and the best vehicle technology of its day into a style-defining whole. It also marked the rebirth of a Mercedes-Benz tradition which has remained alive to this day: the tradition of great coupés with their visionary symbiosis of perfectionism and emotion.



## **1952: The 300 S Coupé makes its mark**

Looking back from today's standpoint, the 1950s appear to be a retrospectively oriented utopian decade. At the time nobody knew what lay ahead, though it was clear that the debris left over from the Second World War had to be removed as soon as possible. The most visible signs of the general desolation were the roads, which were in an appalling condition. The traffic density in Germany was 19 cars per 1000 inhabitants.

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It was against this social background that Mercedes-Benz launched the 300 S Coupé in the W 188 model series, which had been presented at the Paris Motor Show in autumn 1951 and entered series production in summer 1952. The motoring press referred to it as a "car for the world's elite". With this highly acclaimed top-of-the-line model the Stuttgart company not only demonstrated its outstanding engineering expertise, but also its future-oriented entrepreneurial spirit.

It was particularly the design of this Coupé that captured the attention. The sweeping wings and stretched bonnet produced "traditional and, in this case, particularly noble contours", to quote a comment made at the time. Furthermore, the "calm, dignified lines in exquisite harmony with a modern design" had a tangible aura of power. In this respect it also reflected the resurgent spirit of the time.

The refined, sporty Coupé was equipped with a 110 kW/150 hp six-cylinder engine and was capable of 175 km/h. How seriously Mercedes-Benz took its enthusiastic target group, which included the American film stars Gary Cooper and Errol Flynn, became obvious in 1955, when the company presented a revised model, the 300 Sc Coupé. The engine now had an injection pump rather than the previous carburettor, and the output had increased to 128 kW/175 hp.

The 300 S and 300 Sc Coupés rounded the post-war product range of Mercedes-Benz off at the top end, and at the same time continued a tradition which had already begun in the 1930s: producing prestigious cars with a sporty touch for the most discerning customers. The very few remaining post-war Coupés – only 314 were produced between 1952 and 1958 – are among the most sought-after collectors' items and change hands at the highest prices at auctions.

### **1956: debut of the "Sindelfingen body"**

By the mid-1950s the "post-war years" were well and truly over. The tentative economic resurgence in Germany had developed into a boom which has gone down in history as the "economic miracle". During the four years from 1952, car ownership doubled to 40 per 1000 inhabitants.

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When Mercedes-Benz presented the 220 S Coupé in the W 180 series in 1956, the motoring world referred to it as the "Sindelfingen body", as the car had been created at the development centre in Sindelfingen. With its two doors, flowing roofline and prominent, curved rear window, the 220 S Coupé once again showed powerful and elegant contours. Large bumpers and fog lamps characterised the front end. The most striking feature was the three-fold division of the passenger cell, front end and rear end into a characteristic form which quickly led to the nickname "Pontoon" Mercedes (i.e. with a self-supporting body-chassis structure) – a term which has gone down in automotive history. In fact this was a pioneering new design, and a totally new approach to occupant protection: the self-supporting body, which deforms under impact and therefore absorbs energy instead of transferring it to the occupants.

The characteristic "Pontoon" models in this series were first introduced with a 100 hp engine, including the Coupés. Shortly afterwards the engine output was increased to 78 kW/106 hp. Responding to customer wishes for increased performance, Mercedes-Benz offered a petrol injection system in the 220 SE (W 128 series) at a price of 1900 Marks from September 1958, and this increased the output to 85 kW/115 hp. Like the 300 S Coupé of 1952, the "Pontoon" Coupés of the W 180 and W 128 model series demonstrated that imaginative design, trailblazing technology and driving pleasure were not mutually exclusive, but were in fact expected by the customers. A total of 2081 examples of the 220 S and 220 SE Coupés were produced, and these too are highly sought-after collectors' items.

## **1961: the 220 SEb Coupé climbs the pinnacle of elegance**

In 1961 yet another coupé was in the limelight at Mercedes-Benz, when the 220 SEb Coupé in the W 111 series was presented during the opening ceremony for the new Museum at the plant in Stuttgart-Untertürkheim on February 24. Once again the designers had demonstrated their creativity and unerring sense of style. This elegant and prestigious coupé possessed a compelling aura, while power and comfort blended to form a harmonious whole which was already visible externally. The tailfins which adorned the saloon models were now only vestigial, thereby reinforcing the flowing lines. The car's well-balanced design dispensed with any form of styling gimmickry. Moreover, this fully-fledged four-seater with plenty of space for longer journeys had been developed from the ground up.

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Car density in Germany had more than doubled once again since 1956. It now stood at 95 cars per 1000 inhabitants, though the quality of the road surfaces was still rather variable. The designers at Mercedes-Benz had planned ahead, however: the 220 SEb Coupé was the first series production car by Mercedes-Benz to feature disc brakes at the front. The six-cylinder engine developed an output of 88 kW/120 hp, enough for high average speeds on long journeys. The 300 SE Coupé in the W 112 model series of 1962 featured a four-speed automatic transmission, air suspension and power steering as standard, in line with customer expectations. The popularity of these models was spectacularly reflected in the production figures: more than ten times as many W 111 and W 112-series Coupés were built as the preceding "Pontoon" models, namely 28,918 units.

### **1981: a new departure for the Coupés**

When the Mercedes 380 SEC Coupé and 500 SEC Coupé in the C 126 model series were presented in 1981, the designers and engineers had returned to the S-Class rather than the SL-Class as the basis for the Coupés. This initially meant that their dimensions were slightly increased. The design of the new Coupé was also derived from the four-door saloons, with elegant and harmonious contours. Its aura was one of even more raw power and agility, however: the body designers had pulled off the remarkable achievement of clothing an extremely muscular body in a finely tailored jacket.

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The expectations of car buyers increased. Mercedes-Benz engineers met the demands for more output with V8 engines for the new Coupés, which had also been thoroughly revised to achieve lower fuel consumption and exhaust emissions as part of the "Mercedes-Benz Energy Concept". The output of the 380 SEC Coupé was 150 kW/204 hp, that of the 500 SEC Coupé 170 kW/231 hp. As a motoring magazine wrote at the time: "The feeling of spaciousness and visibility are quite excellent, the SEC appears to drive itself."

The excitement generated by the new, large Coupé was not least confirmed by the sales figures, with 74,060 units of the W 126 series produced. These Coupés, which many aficionados regard as "the ultimate touring car", are now among the most sought-after young classics produced by Mercedes-Benz. They combine technical progress in performance and handling safety with the traditional standards of exclusivity and comfort.

### **1992: building on tradition and success**

In 1992 Mercedes-Benz chose major international events as the stage for a new launch: the world debut of the new SEC Coupé in the W 140 model series took place in January, at the North American International Auto Show in Detroit, and the European debut followed two months later at the Geneva Motor Show.

Although the SEC Coupés adopted certain technical features from the S-Class Saloon presented in 1991, their design was definitely distinctive. What is more, they illustrated the tradition of coupé design and engineering at Mercedes-Benz in a quite remarkable way. Clear, calm shapes with discreet, powerful lines exuded dynamism, elegance and unpretentious sportiness. This was an unbeatable combination for coupé enthusiasts, and it once again underlined the unique status of Mercedes Coupés on the world market. Two variants were initially available: the 500 SEC with a V8 engine and the 600 SEC with a V12 unit, generating an output of 235 kW/320 hp and 290 kW/394 hp respectively to match the Saloons. Both were equipped with numerous extras ex factory, and represented the pinnacle of the passenger car range.

Demand for the exclusive coupés by Mercedes-Benz remained unbroken in 1992, however the expectations of customers seemed to be rising in parallel with the general level of car ownership – in 1992 this reached the unheard-of figure of 502 per 1000 inhabitants. Theoretically it would be possible to seat the entire population on the front seats of the German car fleet. In order to meet the great demand for luxury coupés, the Mercedes Coupé family was reinforced with the 205 kW/279 hp S 420 in March 1994. In May 1995 the Electronic Stability Program was first introduced in the S 600 Coupé. Once again Mercedes-Benz had confirmed its pioneering role in the field of handling safety. The response by the market was emphatic, as 26,022 units of the C 140 series were produced.

### **1999: into the new millennium with the CL-Class**

World debut at the Geneva Motor Show in March 1999, where the innovative Mercedes-Benz CL-Class Coupé (C 215 series) was first presented to the public. In terms of design, engines and appointments this model impressively demonstrated the undiminished innovative strength of the Stuttgart-based manufacturer. The new design lines were unmistakable from the start: the long, flat bonnet, the dynamically arched roofline, the striking rear end and the expressive reinterpretation of the now familiar twin-headlamp face produced a form which exuded both sporty performance and elegance. Athleticism was incomparably combined with suppleness. Continuous side windows and the lack of B-pillars made the vehicle body appear light. This highly acclaimed coupé immediately claimed the throne in this elite market, and was soon among the world's most desirable luxury coupés.

The engines Mercedes-Benz offered with this extraordinary coupé did it full justice: the top-of-the-line CL 600 was equipped with a newly developed, smooth-running twelve-cylinder power unit developing 270 kW/367 hp and a torque of 530 Nm. The "smaller" CL 500 featured the 225 kW/306 hp V8 engine. The new Mercedes coupé also featured innovations as standard which no other car in the world could boast at the time of its presentation, first and foremost the innovative Active Body Control (ABC) suspension system. Other standard features included an extensive safety package, with front airbags, sidebags and windowbags.

In the autumn of 2002 the V12 engine in the CL 600 was upgraded by the addition of biturbo supercharging and related measures which brought its output up to 368 kW/500 hp; at a boost pressure of one bar it delivered a maximum torque of 800 Newton metres from an engine speed of just 1800 rpm – 36 percent more output and 51 percent more torque than the previous 12-cylinder unit. This meant that the Coupé could accelerate from zero to 100 km/h in 4.8 seconds, and on up to an (electronically governed) top speed of 250 km/h.

As of autumn 2002, Active Body Control (ABC) was modified for all versions: the system now took the overall weight of the car at any given moment into account when computing the suspension control forces required. The result was that handling characteristics remained more or less the same no matter how the car was laden. Among other product enhancement measures at the time was even more sophisticated safety equipment, including what are known as up-front sensors in the front end of the bodywork, which can detect the severity of a crash early on in the process and thereby control front passenger airbag deployment in two stages, as the situation requires. Moreover, the sensors make it possible for the belt tensioners to be activated even sooner.

The production volume of these C 215-series Coupés shows that Mercedes-Benz is firmly on the right track with this continuation of the coupé tradition, as 46,800 units had been produced by May 2006.

The tradition of modern coupés by Mercedes-Benz, with their visionary symbiosis of perfectionism and emotion, will also continue into the future. Development will continue to be based on innovative strength and a future-oriented approach which are both visible and tangible. Perfected design, exclusive appointments and state-of-the-art vehicle technology will also combine to produce a seminal stylistic unit and a class of its own in the future.

Model chronology

## The great Mercedes Coupés

Period	Models	Engines	Total Page 31 Number
<b>1952 – 1958</b> W 188	300 S (1952 – 1955) 300 Sc (1955 – 1958)	6 in-line, 110 kW/150 hp 6 in-line, 128 kW/175 hp	314
<b>1956 – 1960</b> W 180/W 128	220 S (1956 – 1959) 220 SE (1958 – 1960)	6 in-line, 74 kW/100 hp; from 8/1957: 78 kW/106 hp 6 in-line, 85 kW/115 hp; from 8/1959: 88 kW/120 hp	2081
<b>1961 – 1971</b> W 111/112	220 SEb (1961 – 1965) 250 SE (1965 – 1967) 280 SE (1968 – 1971) 300 SE (1962 – 1967) 280 SE 3.5 (1969 – 1971)	6 in-line, 88 kW/120 hp 6 in-line, 110 kW/150 hp 6 in-line, 118 kW/160 hp 6 in-line, 118 kW/160 hp V8, 148 kW/200 hp	28,918
<b>1981 – 1991</b> C 126	380 SEC (1981 – 1985) 500 SEC (1981 – 1991)  420 SEC (1985 – 1991)  560 SEC (1985 – 1991)	V8, 150 kW/204 hp V8, 170 kW/231 hp; from 1985: 180 kW/ 245 hp (with cat. conv. 164 kW/223 hp); from 9/1987: 195 kW/265 hp (with cat. conv. 185 kW/252 hp) V8, 160 kW/218 hp (with cat. conv. 150 kW/ 204 hp); from 9/1987: 170 kW/231 hp (with cat. conv. 165 kW/224 hp) V8, 200 kW/272 hp; (with cat. conv. 178 kW/ 242 hp); from 9/1987: 220 kW/300 hp (with cat. conv. 205 kW/279 hp)	74,060
<b>1992 – 1998</b> C 140	S 420* (1994 – 1998) 500 SEC* (1992 – 1998) 600 SEC*(1992 – 1996)	V8, 205 kW/279 hp V8, 235 kW/320 hp V12, 290 kW/394 hp	26,022
<b>1999 – 2006</b> C 215	CL 500 (since 1999) CL 600 (since 2000)  CL 55 AMG (since 2000)  CL 63 AMG (2001-2003) CL 65 AMG (since 2003)	V8, 225 kW/306 hp V12, 270 kW/367 hp; from 9/2002: 368 kW/500 hp V8, 265 kW/360 hp from 9/2002: 368 kW/500 hp V8, 326 kW/444 hp V12, 450 kW/612 hp	46,800
<b>From 2006</b> C 216	CL 500 CL 63 AMG CL 600	V8, 285 kW/388 hp V8, 386 kW/525 hp V12, 380 kW/517 hp	

\*Model designation changed to CL from 1996