Press Information

June 2018

The new Mercedes-Benz C-Class

New edition of the bestseller

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The descriptions and information in this press kit apply to the international model range of Mercedes-Benz and Mercedes-AMG. They may vary from country to country.

The new Mercedes-Benz C-Class: Highlights

Key facts

**Drive system:** New four-cylinder engines. 1.5-litre petrol engines with a 48 volt onboard electrical system (EQ Boost) that is unique in this segment,   
for sporty driving pleasure with high efficiency:

* C 200: **135 kW**/184 hp, 280 Nm; add. output of electric motor 10 kW, add. torque of electric motor 160 Nm; (combined fuel consumption   
  6.8-6.3 l/100 km, combined CO2 emissions 154-144 g/km)1
* C 200 4MATIC: **135 kW**/184 hp, 280 Nm; add. output of electric motor 10 kW, add. torque of electric motor 160 Nm; (combined fuel consumption 7.2-6.9 l/100 km, combined CO2 emissions   
  165-156 g/km)1

The two-litre variant in the C 300 is likewise new:

* C 300: **190 kW**/258 hp, 370 Nm; (combined fuel consumption   
  7.1-6.9 l/100 km, combined CO2 emissions 163-157 g/km)1

Diesel engines: Changeover to the current OM 654 series, completely new   
1.6-litre variant in the C 180 d and C 200 d:

* C 180 d with 9G-TRONIC: **90 kW**/122 hp, 300 Nm; (combined fuel consumption 4.7-4.6 l/100 km, combined CO2 emissions   
  124-122 g/km)1
* C 200 d with 6-speed manual transmission: **118 kW**/160 hp, 360 Nm; (combined fuel consumption 4.7-4.5 l/100 km, combined CO2 emissions 124-118 g/km)1
* C 200 d with 9G-TRONIC: **110 kW**/150 hp, 360 Nm; (combined fuel consumption 5.0-4.8 l/100 km; combined CO2 emissions:   
  132-126 g/km)1
* C 220 d: **143 kW**/194 hp, 400 Nm; (combined fuel consumption   
  5.1-4.8 l/100 km, combined CO2 emissions 136-126 g/km)1
* C 220 d 4MATIC: **143 kW**/194 hp, 400 Nm; (combined fuel consumption 5.5-5.3 l/100 km, combined CO2 emissions   
  144-139 g/km)1

Plus the sport models from Mercedes-AMG:

* Mercedes-AMG C 43 4MATIC: **287 kW**/390 hp, 520 Nm; (combined fuel consumption 9.8-9.3 l/100 km, combined CO2 emissions   
  223-213 g/km)1

**Design:** Advancement of the sporty design in particular at the front and tail end, new light-alloy wheels, new colours

**Interior:** Digital cockpit (31.2 cm/12.3 inches), larger media display (26 cm/10.25 inches), new multifunction steering wheel with touch control buttons. Many opportunities for individualisation, e.g. through new open-pore trim elements. Lounge atmosphere thanks to ambience lighting now with 64 colours and ENERGIZING comfort control to enhance well-being and fitness

**Infotainment:** Additional sound system with nine loudspeakers and an output of 225 W as a new optional extra between the standard sound system and the Burmester® surround sound system

**Driving assistance:** The new C-Class comes with the latest driving assistance systems with cooperative support for the driver. Active Distance Assist DISTRONIC and Active Steering Assist now provide even more comfortable support for the driver in steering and keeping a safe distance. The speed is now adjusted automatically ahead of bends, junctions or roundabouts. Also on board are e.g. Active Emergency Stop Assist and intuitively understandable Active Lane Change Assist.

**Lights:** LED High Performance headlamps with new design (standard for Coupé and Cabriolet) or optional MULTIBEAM LED headlamps with ULTRA RANGE high beam

**Suspension:** Individually configurable driving experience with new DYNAMIC BODY CONTROL suspension including damping characteristics adjustable in three stages and Sports Direct-Steer system or AIR BODY CONTROL suspension

1 All stated figures were determined in accordance with the prescribed measuring method. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures.

Short version: The new Mercedes-Benz C-Class

New edition of the bestseller

Stuttgart/Luxemburg. Now in its fifth year of production, the C-Class is the most successful model series from Mercedes-Benz and boasts a wealth of enhancements. In terms of looks, the focus of the redesign work was on the front of the vehicle as well as the design of the headlamps and tail lamps. The electronic architecture is completely new. The customer benefits from a user experience with an optionally fully digital instrument display and multimedia systems with tailor-made information and music. The assistance systems are now at the level of the S‑Class. There are also new petrol and diesel engines.

The C-Class in its current generation was Mercedes-Benz's top-selling model in its fourth year on sale. The brand sold a combined total of over 415,000 Saloon and Estate models worldwide in 2017. The secret of the C-Class's success is partly down to the wide model range, also including two sporty two-door versions: the coupé launched at the end of 2015 and the cabriolet available since the summer of 2016 address the heart and mind in equal measure. The C-Class is produced in four plants on four continents. These are the lead plant in Bremen (Germany) plus East London (South Africa), Tuscaloosa (USA) and Beijing (China). The Beijing plant also produces the long version of the C-Class Saloon, which is built and sold exclusively in China. China was the biggest market for the C-Class in 2017.

**Electrification continues: C 200 with EQ Boost**

A new generation of four-cylinder petrol engines Is being launched in the new C-Class. At the same time the 1.5-litre versions in the C 200 and C 200 4MATIC have an additional 48 volt system with a belt-driven starter/alternator:

* C 200: **135 kW**/184 hp, 280 Nm; add. output of electric motor 10 kW, add. torque of electric motor 160 Nm; (combined fuel consumption   
  6.8-6.3 l/100 km, combined CO2 emissions 154-144 g/km)2
* C 200 4MATIC: **135 kW**/184 hp, 280 Nm; add. output of electric motor 10 kW, add. torque of electric motor 160 Nm; (combined fuel consumption 7.2-6.9 l/100 km, combined CO2 emissions   
  165-156 g/km)2

The combination of a 48 volt on-board network and EQ Boost creates the conditions for additional functions that help to reduce fuel consumption even further, while improving agility and comfort characteristics. When accelerating, EQ Boost can assist the **135 kW** (184 hp) engine with an additional **10 kW** (14 hp), bridging the brief moment until the turbocharger has built up its full charge pressure. This boosting is also used to reach the engine's ideal rpm as quickly as possible during gearshifts. The shift time of the automatic transmission is shortened as a result. During deceleration, the starter/alternator recuperates kinetic energy and charges the battery. The water pump is electrically driven and actuated by a characteristic map. This optimally adapts the cooling output to the current need.

Other advantages include the gliding mode with the engine switched off, and the recuperative braking with intelligent engine stop when the vehicle is coasting. The start/stop system operates particularly comfortably thanks to the belt-driven starter/alternator, as the engine restarts almost silently, with low vibrations and very rapidly.

In-engine measures to reduce friction round off the efficiency strategy of the new four-cylinder power unit. These include the Mercedes-Benz patented CONICSHAPE® process, known in-house as conical honing: When form-honing the cylinder walls, the cylinder wall is opened out slightly towards the bottom, so as to reduce friction at the piston skirt for lower wear and fuel consumption. Alongside the diesel engines, all the petrol engines are also equipped with a particulate filter in Europe.

The two-litre variant of this engine in the C 300 is likewise new:

* C 300: **190 kW**/258 hp, 370 Nm; (combined fuel consumption   
  7.1-6.9 l/100 km, combined CO2 emissions 163-157 g/km)2

Basic petrol models (initially with 9G-TRONIC):

* C 160 (only Saloon and Estate): **95 kW**/129 hp, 210 Nm; (combined fuel consumption 6.8-6.6 l/100 km, combined CO2 emissions   
  155-150 g/km)2
* C 180: **115 kW**/156 hp, 250 Nm; (combined fuel consumption   
  6.8-6.5 l/100 km, combined CO2 emissions 155-149 g/km)2

The top Mercedes-Benz engine variant is the C 400 4MATIC:

* + C 400 4MATIC: **245 kW**/333 hp, 480 Nm; (combined fuel consumption 8.7-8.1 l/100 km, combined CO2 emissions 198-186 g/km)2

**State-of-the-art diesels: C 180 d, C 200 d and C 220 d**

The new 1.6-litre variant of the current diesel engine family is celebrating its world premiere in the C-Class. In the OM 654 D16, both the bore and stroke (78 x 83.6 mm) are reduced compared to the two-litre version, the OM 654 D20 (82 x 92.3 mm). The main focus of the development work was on further reduction of friction losses. Like their larger brother, the C 220 d, the C 180 d and C 200 d open up new dimensions in efficiency.

* C 180 d with 9G-TRONIC: **90 kW**/122 hp, 300 Nm; (combined fuel consumption 4.7-4.6 l/100 km, combined CO2 emissions   
  124-122 g/km)2
* C 200 d with 6-speed manual transmission: **118 kW**/160 hp, 360 Nm; (combined fuel consumption 4.7-4.5 l/100 km, combined CO2 emissions 124-118 g/km)2
* C 200 d with 9G-TRONIC: **110 kW**/150 hp, 360 Nm; (combined fuel consumption 5.0-4.8 l/100 km, combined CO2 emissions   
  132-126 g/km)2
* C 220 d: **143 kW**/194 hp, 400 Nm; (combined fuel consumption   
  5.1-4.8 l/100 km, combined CO2 emissions 136-126 g/km)²
* C 220 d 4MATIC: **143 kW**/194 hp, 400 Nm; (combined fuel consumption 5.5-5.3 l/100 km, combined CO2 emissions   
  144-139 g/km)²

Both variants of the OM 654 employ the Mercedes-Benz stepped-bowl combustion process – named after the shape of the combustion bowl in the piston. The innovations also include the combination of an aluminium engine block and steel pistons, as well as the further-improved NANOSLIDE® coating of the cylinder walls.

Alongside optimised airflow on the intake and exhaust sides and the use of fourth-generation common-rail injection with pressures up to 2050 bar, the outstanding power delivery is due to a reduction in internal friction by around 25 percent. On top of this, the engine is also more compact than its predecessor. All components relevant for emissions reduction are installed directly on the engine. Thanks to the near-engine configuration, the exhaust aftertreatment system quickly reaches its operating temperature after cold-starting, and has a low heat loss and therefore excellent operating conditions.

**Mercedes-AMG: More performance for the C 43 4MATIC**

The V6 biturbo engine of the Mercedes-AMG C 43 4MATIC excels with a powerful output together with low consumption and emissions. Installed close to the engine, the two turbochargers are especially spontaneous in their response. For the new C-Class, the AMG development engineers have increased the output of the 3.0-litre V6 engine by **17 kW** (23 hp) to **287 kW** (390 hp). The peak torque of 520 Nm is available from 2500 to 5000 rpm.

* C 43 4MATIC: **287 kW/**390 hp, 520 Nm; (combined fuel consumption 9.8-9.3 l/100 km, combined CO2 emissions 223-213 g/km)²

This package allows impressive performance figures: the new C 43 4MATIC Saloon accelerates from a standstill to 100 km/h in 4.7 seconds, and the Estate in 4.8 seconds. The top speed is electronically limited to 250 km/h.

The engine is combined with the AMG SPEEDSHIFT TCT 9G transmission, which the Mercedes-AMG developers have specially configured for a dynamic driving experience. This has a model-specific software application to achieve very short shift times.

**4MATIC all-wheel drive: Traction even in difficult road conditions**

The C 200, C 220 d and C 400 are available with 4MATIC permanent all-wheel drive for improved traction and driving stability, especially in adverse road conditions. The 4MATIC has an active all-wheel torque distribution of 45 % to the front and 55 % to the rear. As ever, the combination of the ESP® driving dynamics control system with the 4ETS electronic traction system makes regular differential locks superfluous. This saves weight and noticeably improves handling safety as well as ride comfort.

The all-wheel drive is standard equipment for the Mercedes-AMG C 43, and features rear-biased torque distribution with a front/rear axle split of 31 to 69 percent.

**The exterior: headlamps with new interior design**

The new-look C-Class combines emotionality with intelligence. The vehicle's appearance is defined in particular by its front and the design of the headlamps and tail lights.

With the model facelift, both the Saloon and Estate feature the diamond grille as standard in combination with AMG Line. The front bumpers have been redesigned for all lines. These new designs render the EXCLUSIVE exterior of the Saloon and Estate even more expressive, and lend the AVANTGARDE exterior a yet more dynamic character. The front bumper features either a silver trim strip (standard), a chrome-plated trim strip (in combination with AVANTGARDE exterior) or a three-part chrome trim strip (EXCLUSIVE exterior). In conjunction with AMG Exterior, the vehicle sports an AMG front apron with a new geometry and at the rear the insert in diffuser-look comes in a new design. The rear bumper of these models has a new lower section; geometry, trim and tailpipe trim vary according to the selected equipment and engine variant.

The design of the front and rear lamps is defined by clear-lined contours. Exquisitely crafted details add highlights and underscore the modern character. The C-Class (Saloon and Estate) comes with halogen headlamps incorporating LED daytime running lamps as standard. LED High Performance headlamps featuring a particularly striking interior design are optionally available (standard for Cabriolet and Coupé). For the first time in this model series, MULTIBEAM LED headlamps with ULTRA RANGE high beam are additionally available (see below for details).

**Interior design: exquisite fine-tuning**

The sporty interior exudes class, featuring flowing forms in a new interpretation of modern luxury.

The centre console is characterised by an elegant flowing trim element - optionally with new materials: open-pore brown walnut or open-pore anthracite oak. The 3D real wood veneer in the centre console combines a hand-crafted character with a modern feel. Newly available interior colours include magma grey/black, plus saddle brown for the AMG Line interior. A change of colour also applies to the option of seat belts in a special colour, which now come in magma grey instead of crystal grey.

The KEYLESS-GO starting function is standard. The start/stop button comes in a new turbine-look design. The vehicle key also features a new design.

The Multicontour Seat package for the Saloon and Estate is new. With this package, the side bolsters and lumbar support can be individually adjusted by means of an electrically driven pneumatic pump. A massage effect in the lumbar area is provided by air chambers which are inflated and deflated in a pulsing or wave-like motion when the function is activated.

**Intelligent Drive: State-of-the-art active safety**

The new C-Class features the latest Mercedes-Benz driving assistance systems offering the driver cooperative support, and therefore provides a higher level of active safety than its predecessor. The C-Class is able to drive semi-autonomously in even more situations.

The C-Class also uses map and navigation data for assistance functions. For example, **Active Distance Assist DISTRONIC** as part of the Driving Assistance package is able to support the driver in numerous route-specific situations, and predictively adjust the speed e.g. when approaching bends, junctions or roundabouts. Other new developments include intuitively understandable **Active Lane Change Assist** and **Active Emergency Stop Assist** as new functions of **Active Steering Assist**.

The new C-Class comes with extended **Active Brake Assist** as standard. Depending on the situation, this can help to mitigate the consequences of rear-end collisions with slow-moving, stopping or stationary vehicles ahead, and even with crossing pedestrians and cyclists, or prevent them altogether.

**MULTIBEAM LED headlamps: Optimum visibility in all conditions**

The optionally available MULTIBEAM LED headlamps are new to the C-Class. New functions in comparison to the previously available LED Intelligent Light System are junction light, roundabout light, city light and bad-weather light.

In high-beam mode, Adaptive Highbeam Assist Plus enables continuous long-range illumination of the road ahead without dazzling oncoming traffic. When no other road user is detected, the road ahead is straight and the vehicle speed is above 40 km/h, ULTRA RANGE high beam is switched on automatically. When there are oncoming vehicles or vehicles ahead, the LEDs of the main beam modules are partially switched off, masking out a U-shaped area of the light beam.

**The display concept: fully digital instrument display available as an option**

The C-Class has a new display concept which includes an optional, fully-digital instrument cluster with the three visually distinguishable styles "Classic", "Sport" and "Progressive".

The screen options at a glance:

Instrument cluster: The basic model features a classic two-tube instrument cluster. Between the tubes there is a 5.5-inch colour display (resolution:   
383 x 600 pixels). The display style here is "Classic".

The fully digital instrument display is available as an option. The screen has a 12.3-inch diagonal and offers high resolution of 1920 x 720 pixels. The cutting-edge screen design offers the three very different display styles "Classic", "Sport" and "Progressive".

-Media display: The multimedia screen above the centre console is also available in two sizes. In combination with Audio 20 it has a 7-inch screen diagonal and a resolution of 960 x 540 pixels. Here too, the display style is "Classic". On request, in conjunction with Audio 20, a high-resolution media display with a 10.25-inch screen diagonal and a resolution of 1920 x 720 pixels is available for the first time.

The C-Class has touch-sensitive controls in the steering wheel. They respond to swiping motions like the screen of a smartphone. The operation of DISTRONIC and cruise control with controls directly on the steering wheel is another new feature. The infotainment system can additionally be operated via the touchpad with controller (new: haptic feedback) in the centre console or by means of LINGUATRONIC voice control. The optional head-up display is now adjustable over an even wider range.

**ENERGIZING comfort control: for enhanced well-being**

ENERGIZING comfort control (optional) links various comfort systems in the vehicle. It systematically uses the functions of the air conditioning system (including fragrancing) and the seats (heater, ventilation) as well as lighting and musical moods, and allows a specific wellness set-up tailored to the mood and need of the customer. This has positive effects on well-being and driver performance.

Depending on the equipment level, up to six programmes are available (Freshness, Vitality, Warmth, Cosiness, Joy, Training). The programmes all run for ten minutes. They are visualised on the media display with colour graphics, and backed by suitable music.

**The multimedia systems: Tailor-made information and music offerings**

The C-Class comes as standard with the Audio 20 multimedia system featuring two USB ports, an SD card reader, Bluetooth® connection and media interface.

The latest-generation COMAND Online available as optional equipment offers fast 3D hard-disc navigation with topographical map display, photo-realistic 3D buildings and 3D map rotations. Extensive additional information is displayed on the navigation map. With the Concierge service (available by subscription), Mercedes me connect customers have a host of individual services at their disposal.

**Anti-theft alarm system: Also recognises parking damage and sends a message**

Another new feature is the automatic notification if the vehicle suffers an impact caused by another vehicle when parked, is towed away or there is a break-in attempt. The highly sensitive sensors of the optional "Anti-theft alarm system (ATA)" can detect such situations and immediately send a "push notification" message to the Mercedes me App. The optional feature includes the new sensors and the corresponding software.

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2 All stated figures were determined in accordance with the prescribed measuring method. These are the "NEDC CO2 values according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures.

The new Mercedes-Benz C-Class: Interesting and surprising facts

Did you know that…

**…the automatic climate control is linked to the GPS?** On the basis of map information from the navigation system and the GPS location data, the system detects when the vehicle enters a tunnel. It then automatically closes the air recirculation flap in order to prevent the polluted outside air from entering the vehicle via the air vents. Once the vehicle has left the tunnel, the flap opens and fresh air can once again flow into the interior.

**…the braking system is equipped with ADAPTIVE BRAKE as standard?** Functions included in ADAPTIVE BRAKE are Hill-Start Assist, which prevents the vehicle from rolling back on gradients and therefore assists safe starting, a HOLD function (standard with automatic transmission, available with manual transmission in conjunction with optional cruise control) which keeps the vehicle stationary without the need to hold down the brake pedal, and a brake drying function which wipes moisture from the brake discs at regular intervals in the wet, so that full braking power is immediately available. The priming function lightly puts the brake pads into contact with the discs if the driver suddenly releases the accelerator, and can consequently shorten the stopping distance during subsequent braking.

**…the brightness of the head‑up display (optional) is automatically adapted to the ambient lighting conditions with the help of a light sensor?** The sensor is located in the upper edge of the roof. Brightnesses of 10,000 cd/m² plus can be achieved on sunny days. Because the contrast ratio is better than 1000:1, the system produces a high-quality display even in the dark. In the new C-Class, the head-up display is adjustable over an even wider range.

**…hand pressure recognition by the touchpad improves operating reliability and helps to prevent incorrect entries?** To this end the system analyses the sensor signals, thus detecting whether the hand is simply being placed on the handrest or is actually inputting data. Users can input commands reliably with their hand sitting firmly on the ergonomic handrest without any need for hovering fingers. The user receives clear tactile feedback when operating the touchpad control surface.

**…the front passenger airbag can be automatically switched off?** If the front passenger seat is unoccupied or a rear-facing child seat is detected, the front passenger airbag is automatically deactivated. This helps prevent infants from being injured by the deploying front passenger airbag. The reliable recognition function uses a pressure sensor.

**...the soft top of the C-Class Cabriolet can be opened and closed in less than 20 seconds up to a speed of 50 km/h?** After opening, the fully automatic soft top folds down quietly and precisely, and is stowed in the soft-top compartment in the boot. In terms of its shape and colour, the cover of the soft-top compartment is an integral part of the interior and is made of the same material as the beltline.

**...the Frontbass system uses the space within the cross-member and side member in the body structure as a resonance chamber for the bass speakers?** Because these structures are inherently very rigid, the bass notes reproduced here are always very precise and have little distortion, even in the case of very high signal levels.

**…the automatic draught-stop system AIRCAP (optional for the Cabriolet) creates a pool of warm air in the interior?** AIRCAP consists of two components: an extending wind deflector with a net in the frame of the windscreen and a draught-stop behind the rear seats. The wind deflector raises the airflow, while the net increases the pressure level in the interior in a controlled manner, thus reducing the return flow, which is in turn slowed by the draught-stop and becomes more equal. This means that air movement in the interior is considerably reduced and a "pool of warm air" is created.

**…to date over 9.5 million Saloon and Estate models of the medium Mercedes Benz C-Class model series have been sold?** In 2017 these two body variants were delivered to around 120 markets around the world. The   
C-Class first appeared in 1982, at the time with the model designation Mercedes-Benz 190 (W 201). The "Baby Benz" was followed by the 202 series (1993, first Estate model in 1996), 203 series (2000, from 2008 with a new variant, the Sport Coupé CL 203 with hatchback) and the 204 series (2007, the C 204 Coupé has its debut in 2011). The 205 series since 2014 for the first time comprises the Saloon (W 205), the Saloon with long wheelbase (V 205, only in China), Estate (S 205), Coupé (C 205) and Cabriolet (A 205).

**...the C-Class is produced in four plants on four continents?** These are the lead plant in Bremen (Germany) plus East London (South Africa), Peking (China) and Tuscaloosa (USA).

**...the C-Class has been the best-selling Mercedes-Benz model for ten years?** Since the first full sales year of the new C-Class in 2015, over 400,000 units of the Saloon and Estate have been sold each year. In 2017, a total of over 415,000 units of the Saloon and Estate were delivered to customers. Around one quarter of them were long-wheelbase versions of the C-Class Saloon, which are only produced and sold in China.

**…the youngest C-Class customers reside in China?** Around 80 percent of drivers in the Middle Kingdom are under 40 years old. Last year, over 40 percent of buyers of a C-Class Saloon in the USA were female.

**...in Europe and the USA last year, more than one in three buyers of a   
C-Class (Saloon or Estate) previously drove a competing brand?** At the same time around 70 percent of customers in Europe who previously drove a   
C-Class once again opted for a Mercedes-Benz model in 2017.

**…in 1993, the C 36 AMG was the first AMG vehicle developed on the basis of the cooperation agreement with Daimler-Benz?** With more than 5200 units produced up to 1997, the Saloon became the first bestseller. Including the C 43 and C 63, and taking all body variants into account, a total of twelve Mercedes-AMG C-Class models are available.

**...in 2015, Mercedes-Benz set a new record for diesel vehicles in the legendary Pikes Peak hill-climb race in the USA with a virtually series-production C 300 d 4MATIC (known in Europe as the C 250 d)?** Test driver Uwe Nittel completed the 19.99 km long route with over 150 bends and an altitude difference of over 1400 metres in just 11.37 minutes.

**…the Model 190 marked the comeback of Mercedes-Benz to motor racing?** For the official Nürburgring opening race on 12 May 1984, Mercedes-Benz made 20 identical examples of the 190 E 2.3-16 available. To celebrate this premiere, they were driven by 20 former Nürburgring winners and other great racing drivers who had achieved success in either the German Grand Prix or the 1000-kilometre race. This exclusive circle included Jack Brabham, Hans Herrmann, Phil Hill, Denis Hulme, James Hunt, Alan Jones, Niki Lauda, Klaus Ludwig, Stirling Moss, Alain Prost, Keke Rosberg, Jody Scheckter, Ayrton Senna and John Surtees.

**…it is very easy to use the maximum 1510-litre luggage capacity of the Estate?** The electric unlocking of the rear seat backrests provides a flat, larger load compartment when necessary, using the Singlefold function for the rear seat backrest. The exceptional loading convenience can optionally be further enhanced with the EASY-PACK tailgate and the likewise optional HANDS-FREE ACCESS system. This enables the tailgate to be opened and closed hands-free.

**…all C-Class models bear the quality seal of the European Centre for Allergy Research Foundation (ECARF) for high-scientifically tested compatibility with allergy sufferers?** Daimler is currently the only vehicle manufacturer to have allergy compatibility scientifically tested by the foundation. The requirements are extensive: numerous components from each equipment variant of a vehicle have to be tested for inhaled allergens, for example. The air-conditioning filters also have to meet the stringent criteria of the ECARF seal in both new and used condition: among other things the tests measure their retention efficiency with regard to dust and pollen.

**…Mercedes-Benz is the first manufacturer to offer an air suspension system in the C-Class segment?** The AIR BODY CONTROL air suspension manages to bridge the gap between a high level of ride comfort and dynamic, agile handling. It also features all-round self-levelling for optimum ride comfort even with the vehicle loaded – especially important for the Estate.

The new Mercedes-Benz C-Class: The new engines

Power and efficiency

The C-Class family is being launched with completely new engines. It includes a new generation of four-cylinder petrol engines with a belt-driven starter/alternator and an additional 48 volt system, as well as the current diesel engine family with 1.6-litre variants for the first time. The output of the V6 biturbo engine in the Mercedes-AMG C 43 4MATIC (combined fuel consumption: 9.8-9.3 l/100 km; combined CO2 emissions: 223-213 g/km)3 has been increased by **17 kW** (23 hp) to **287 kW** (390 hp).

Electrification continues: A new generation of four-cylinder petrol engines Is being launched in the new C-Class. At the same time these models are equipped with an additional 48 volt onboard network with a belt-driven starter/alternator. The new petrol unit powers the C 200 and C 200 4MATIC (combined fuel consumption: 7.2-6.3 l/100 km; combined CO2 emissions:   
165-144 g/km)3 and has a displacement of 1.5 litres.

The combination of a 48 volt on-board network and EQ Boost creates the conditions for additional functions that help to reduce fuel consumption even further, while improving agility and comfort characteristics. When accelerating, EQ Boost can assist the **135 kW** (184 hp) engine with an additional **10 kW** (14 hp), bridging the brief moment until the turbocharger has built up its full charge pressure. This boosting is also used to reach the engine's ideal rpm as quickly as possible during gearshifts. The shift time of the automatic transmission is shortened as a result. During deceleration, the starter/alternator recuperates kinetic energy and charges the battery. The water pump is electrically driven and actuated by a characteristic map. This optimally adapts the cooling output to the current need.

Other advantages include the gliding mode with the engine switched off, and the recuperative braking with intelligent engine stop when the vehicle is coasting. recuperation only begins with overrun cut-off when braking. When the speed falls below a certain minimum level, the powertrain is decoupled and the engine is switched off. This has the advantage of maximum fuel savings through recuperation together with comfortable vehicle response. The start/stop system operates particularly comfortably thanks to the belt-driven starter/alternator, as the engine restarts almost silently, with low vibrations and very rapidly.

The exhaust gas turbocharger uses a twin-scroll system. Thanks to its dual-flow configuration (the exhaust ducts fed by two cylinders each are separate from each other and only come together directly before the turbine), the torque characteristics have been improved while keeping the exhaust back pressure low. The charge pressure is electronically controlled, which makes it possible to set the optimum charge pressure more rapidly and precisely compared to purely pneumatic control.

CAMTRONIC variable valve timing is also on board. This allows two-stage adjustment of the valve lift on the intake side. In the partial load range this allows a smaller valve lift so that less air is fed to the combustion chamber, thereby avoiding high gas cycle losses. In higher load ranges the system switches to the higher valve lift to achieve the engine's full power delivery. The well-proven BlueDIRECT combustion process and an improved combustion chamber help to ensure low exhaust emissions. In-engine measures to reduce friction round off the efficiency strategy of the new four-cylinder power unit. These include the Mercedes-Benz patented CONICSHAPE® process, known in-house as conical honing: When form-honing the cylinder walls, the cylinder wall is opened out slightly towards the bottom, so as to reduce friction at the piston skirt for lower wear and fuel consumption. Alongside the diesel engines, all the petrol engines are also equipped with a particulate filter in Europe.

The two-litre variant of this engine in the C 300 is likewise new:

* C 300: **190 kW**/258 hp, 370 Nm; (combined fuel consumption   
  7.1-6.9 l/100 km, combined CO2 emissions 163-157 g/km)3

The basic petrol models (initially with 9G-TRONIC) are the

* C 160 (only Saloon and Estate): **95 kW**/129 hp, 210 Nm; (combined fuel consumption 6.8-6.6 l/100 km, combined CO2 emissions   
  155-150 g/km)3
* C 180: **115 kW**/156 hp, 250 Nm; (combined fuel consumption   
  6.8-6.5 l/100 km, combined CO2 emissions 155-149 g/km)3

The top Mercedes-Benz engine variant is the C 400 4MATIC:

* C 400 4MATIC: **245 kW**/333 hp, 480 Nm; (combined fuel consumption 8.7-8.1 l/100 km, combined CO2 emissions 198-186 g/km)3

**State-of-the-art diesel engines**

The new 1.6-litre variant of the current diesel engine family is celebrating its world premiere in the C 180 d with 9G-TRONIC: 90 kW/122 hp, 300 Nm; (combined fuel consumption 4.7-4.6 l/100 km, combined CO2 emissions   
124-122 g/km)3 and in the C 200 d with 6-speed manual transmission (combined fuel consumption 4.7-4.5 l/100 km, combined CO2 emissions   
124-118 g/km)3. In the OM 654 D16, both the bore and stroke (78 x 83.6 mm) are reduced compared to the two-litre version, the OM 654 D20 (82 x 92.3 mm). The main focus of the development work was on further reduction of friction losses by numerous measures:

* lower (-2.65 mm) and lighter (-135 g) steel pistons reduce the hydrodynamic friction between the piston skirt and the cylinder wall, and allow
* 7 mm longer connecting rods as well as
* omission of the Lanchester balancer shafts. This also saves around 10 kg of weight. Other measures include
* slimmer connecting rod bearings (52 mm, -8 mm) and main bearings (12 mm, -2 mm), and
* for the first time in a diesel engine, the Mercedes-Benz patented CONICSHAPE® process known as conical honing (see above).

In addition the new entry-level diesel has all the innovations of the current engine family, and, like its 2-litre brother used for the first time in the C 220 d (combined fuel consumption: 5.1-4.8 l/100 km; combined CO2 emissions:   
136-126 g/km)3 , it opens up new dimensions in efficiency. Technical highlights include:

* the stepped bowl combustion system named after the shape of the combustion recess in the piston
* the combination of an aluminium engine block and steel pistons
* the further improved NANOSLIDE® cylinder wall coating, the improved air ducting on the intake and exhaust sides and
* the use of fourth-generation common-rail injection with pressures up to 2050 bar.

On top of this, the engine is also more compact than its predecessor. All components relevant for efficient emissions reduction are installed directly on the engine. Thanks to the near-engine configuration, exhaust aftertreatment has a low heat loss and excellent operating conditions.

Despite having a lower displacement than its predecessor, reduced to just under two litres, and weighing around 16 percent less, the new diesel powerplant in the C 220 d has an output of **143 kW** (194 hp), precisely 18 kW more than the previous engine, and delivers an NEDC combined consumption of 4.8 - 4.4 litres per 100 kilometres in the Saloon.

**Mercedes-AMG: More performance for the C 43 4MATIC**

The new V6 biturbo engine of the Mercedes-AMG C 43 4MATIC (combined fuel consumption: 9.8-9.3 l/100 km; combined CO2 emissions: 223-213 g/km)3 excels with powerful performance yet low consumption and emission values. Installed close to the engine, the two turbochargers are especially spontaneous in their response.

For the new C-Class, the AMG development engineers have increased the output of the 3.0-litre V6 engine by **17 kW** (23 hp) to **287 kW** (390 hp). The peak torque of 520 Nm is available from 2500 to 5000 rpm. This package allows impressive performance figures: the new C 43 4MATIC Saloon accelerates from a standstill to 100 km/h in 4.7 seconds, and the Estate in 4.8 seconds. The top speed is electronically limited to 250 km/h.

The engine is combined with the AMG SPEEDSHIFT TCT 9G transmission, which the Mercedes-AMG developers have specially configured for a dynamic driving experience. This has a model-specific software application to achieve very short shift times.

**4MATIC all-wheel drive: Traction even in difficult road conditions**

The C 200, C 220 d and C 400 are available with 4MATIC permanent all-wheel drive for improved traction and driving stability, especially in adverse road conditions. The 4MATIC has an active all-wheel torque distribution of 45 % to the front and 55 % to the rear. As ever, the combination of the ESP® driving dynamics control system with the 4ETS electronic traction system makes regular differential locks superfluous. This saves weight and noticeably improves handling safety as well as ride comfort.

The all-wheel drive is standard equipment for the Mercedes-AMG C 43, and features rear-biased torque distribution with a front/rear axle split of 31 to 69 percent.

The following models are available on market launch.

**Petrol models:**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | **C 160** | **C 180** | **C 200** | **C 200 4MATIC** | **C 300** | **C 400 4MATIC** |
| Transmission | 9G-TRONIC | 9G-TRONIC | 9G-TRONIC | 9G-TRONIC | 9G-TRONIC | 9G-TRONIC |
| Cylinders/arrangement | 4/in-line | 4/in-line | 4/in-line | 4/in-line | 4/in-line | 6/V |
| Displacement (cc) | 1595 | 1595 | 1497 | 1497 | 1991 | 2996 |
| Output (kW/hp) Combustion engine | **95/**129 | **115/**156 | **135**/184 | **135**/184 | **190**/258 | **245/**333 |
| at rpm | 5000-6000 | 5300 | 5800-6100 | 5800-6100 | 5800-6100 | 5250-6000 |
| Output of electric motor (kW) Recuperation Boost | **-** | **-** | **12 10** | **12 10** | **-** | **-** |
| Max. torque  Combustion engine (Nm) | 210 | 250 | 280 | 280 | 370 | 480 |
| at rpm | 1200-4000 | 1200-4000 | 3000-4000 | 3000-4000 | 1800-4000 | 1600-4000 |
| Max. torque  Electric motor (Nm) | - | - | 160 | 160 | - | - |
| Fuel consumption  (l/100 km)3 Saloon Estate Cabriolet Coupé | 6,6-6,2 6,8-6,5 - - | 6.5-6.2 6.8-6.5 n.a. 6.7-6.3 | 6.3-6.0 6.6-6.2 6.8-6.4 6.5-6.1 | 6.9-6.5 7.1-6.7 7.2-6.8 7.0-6.6 | 6.9-6.5 7.0-6.6 7.1-6.7 6.9-6.4 | 8.2-7.8 8.3-7.9 8.7-8.2 8.1-7.7 |
| CO2 emissions (g/km)3 Saloon Estate Cabriolet Coupé | 150-141 155-148 - - | 149-141 155-148 n.a. 152-145 | 144-136  151-142 154-145 148-140 | 156-148  162-153 165-156 159-150 | 158-148 160-150 163-153 157-147 | 187-177 189-179 198-187 186-176 |
| Acceleration 0-100 km/h (s)  Saloon Estate Cabriolet Coupé | 9.8 10.2 - - | 8.3 8.5 8.9- 8.5 | 7.7 7.9 8.5 7.9 | 8.1 8.4 8.8 8.4 | 5.9 6.0 6.2 6.0 | 4.9 5.0 5.2 4.9 |
| Top speed (km/h)  Saloon Estate Cabriolet Coupé | 214 208 - - | 225 222 220- 226 | 239 235 235 239 | 234 230 230 234 | 250 250 250 250 | 250 250 250 250 |

n.a.= not yet available

**Diesel models:**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | **C 180 d** | **C 200 d** | **C 200 d** | **C 220 d** | **C 220 d 4MATIC** |
| Transmission | 9G-TRONIC | MT 6 | 9G-TRONIC | 9G-TRONIC | 9G-TRONIC |
| Cylinders/arrangement | 4/in-line | 4/in-line | 4/in-line | 4/in-line | 4/in-line |
| Displacement (cc) | 1.597 | 1.597 | 1950 | 1950 | 1950 |
| max. output (kW/hp) | **90**/122 | **118**/160 | **110**/150 | **143**/194 | **143**/194 |
| at rpm | 3.200-4.600 | 3800 | 3200-4800 | 3800 | 3800 |
| Peak torque (Nm) | 300 | 360 | 360 | 400 | 400 |
| at rpm | 1400-2800 | 1.600-2.600 | 1400-2800 | 1600-2800 | 1600-2800 |
| Fuel consumption  (l/100 km)3 Saloon Estate Cabriolet Coupé | 4.6-4.2 4.7-4.3 - - | 4.5-4.1 4.6-4.2 4.7-4.5 4.7-4.3 | 4,8-4,4 5,0-4,7 - - | 4.8-4.4 5.0-4.7 5.1-4.8 4.9-4.6 | 5,5-4,9 5,3-5,0 - - |
| CO2 emissions (g/km)3 Saloon Estate Cabriolet Coupé | 122-112 124-114 - - | 118-108 121-111 124-118 124-113 | 126-117 132-123 - - | 126-117 133-123 136-126 130-121 | 144-131 139-132 - - |
| Acceleration 0-100 km/h (s)  Saloon Estate Cabriolet Coupé | 9,4 9,6 - - | 8,5 8,7 9,2 8,7 | 8,1 8,4 - - | 6,9 7,0 7,5 7,0 | 6,9 7,4 - - |
| Top speed (km/h)  Saloon Estate Cabriolet Coupé | 207 201 - - | 226 220 220 226 | 222 216 - - | 240 233 233 240 | 233 228 - - |

**Mercedes-AMG models:**

|  |  |
| --- | --- |
|  | **AMG C 43 4MATIC** |
| Transmission | AMG SPEEDSHIFT TCT 9G |
| Cylinders/arrangement | 6/V |
| Displacement (cc) | 2996 |
| Output (kW/hp) Combustion engine | **287**/390 |
| at rpm | 6100 |
| Max. torque  Combustion engine (Nm) | 520 |
| at rpm | 2500-5000 |
| Fuel consumption  (l/100 km)3 Saloon Estate Cabriolet Coupé | 9.3-9.1 9.6-9.4 9.8-9.5 9.5-9.2 |
| CO2 emissions (g/km)3 Saloon Estate Cabriolet Coupé | 213-208 219-214 223-218 217-212 |
| Acceleration 0-100 km/h (s)  Saloon Estate Cabriolet Coupé | 4,7 4,8 4,8 4,7 |
| Top speed (km/h)  Saloon Estate Cabriolet Coupé | 250\* 250\* 250\* 250\* |

\*Electronically limited

3 All stated figures were determined in accordance with the prescribed measuring method. These are the "NEDC CO2 values according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures.

The new Mercedes-Benz C-Class: Driving assistance systems

State-of-the-art active safety

The new C-Class features the latest Mercedes-Benz driving assistance systems offering the driver cooperative support, and therefore provides a higher level of active safety than its predecessor. The C-Class is able to drive semi-autonomously in even more situations. To do this it keeps a close eye on the traffic situation: improved camera and radar systems allow it to see up to 500 m ahead, of which 90 m are in 3D.

The C-Class also uses map and navigation data for assistance functions. For example, **Active Distance Assist DISTRONIC** as part of the Driving Assistance package is able to support the driver in numerous route-specific situations, and predictively and conveniently adjust the speed e.g. when approaching bends, junctions or roundabouts. Other new developments include intuitively understandable **Active Lane Change Assist** and **Active Emergency Stop Assist** as new functions of **Active Steering Assist**.

The new C-Class comes with extended **Active Brake Assist** as standard. Depending on the situation, this can help to mitigate the consequences of rear-end collisions with slow-moving, stopping or stationary vehicles ahead, and even with crossing pedestrians and cyclists, or prevent them altogether.

If the distance drops significantly below the safety threshold, the system issues a visual warning to the driver. If it detects a serious risk of collision, the driver receives an additional, audible warning. It also computes the brake pressure required to prevent a collision, if this is still possible. If, having been warned, the driver then steps on the brake pedal, the system is capable of boosting insufficient braking pressure in line with the needs of the situation. In so doing, it makes the best possible use of the remaining distance in order to leave the vehicles behind room to brake. If the driver fails to respond, Active Brake Assist can go one step further and brake autonomously if the danger of collision persists, so as to mitigate the severity of the accident or in the best case even prevent it.

**ATTENTION ASSIST** with adjustable sensitivity, which can warn the driver of inattentiveness and drowsiness, is also included as standard.

**Modular range of driving assistance systems**

The C-Class offers a modular range of driving assistance systems. In addition to the standard equipment, numerous optional extras make it possible to individually configure the vehicle with respect to driving assistance.

**Traffic Sign Assis**t: Thanks to image recognition and information from the digital road map in COMAND Online, the permitted maximum speed and any restrictions on overtaking for the current route section are shown in the instrument cluster. Additional restrictions such as speed limits in wet conditions (warning when the windscreen wipers are switched on) or speed limits for trucks only are also taken into account or ignored as appropriate in the individual case concerned. The vehicle speed is compared with the speed limit. If set to do so by the driver, a visual/visual-audible warning is given if the speed limit is exceeded. No-entry signs are also recognised and the driver is prompted to check the vehicle's direction of travel. A warning additionally appears in the instrument cluster and on the head-up display if pedestrians are detected in the area of a zebra crossing.

**Car-to-X communication:** Information concerning hazardous situations detected by a vehicle on the road is made available to all other Car-to-X users, thus giving drivers an early warning. As with Live Traffic Information, reports transmitted by Car-to-X are shown on the COMAND Online map display. Depending on the situation, a warning by voice output can be given when approaching a hazard.

**Active Parking Assist:** Active Parking Assist with reversing camera supports the driver in searching for a parking space and when entering or leaving parallel or end-on parking spaces. In the case of end-on parking spaces, it is active in both forward and reverse direction. It manoeuvres the vehicle into the selected parking space and back out again. In vehicles with an automatic transmission, not only acceleration and braking but also gear-changing is automatic. In conjunction with Blind Spot Assist, Rear Cross Traffic Alert can warn the driver of cross traffic when reversing out of end-on parking spaces and can also initiate automatic braking if necessary. In the case of Active Parking Assist with 360° camera, all-round vision is made possible by the reversing camera and three additional cameras. The information is presented clearly in full HD in a choice of different views in the central display of the multimedia system.

**Driving Assistance package: numerous assistance systems usefully combined**

The Driving Assistance package (Code 23P) combines the following safety and assistance systems: Active Distance Assist DISTRONIC with Active Steering Assist: incl. Active Emergency Stop Assist; Active Lane Changing Assist, Active Lane Keeping Assist, Active Blind Spot Assist, Active Brake Assistant with cross-traffic function: incl. Evasive Steering Assist, PRE-SAFE® Plus (for details see p. 30).

The individual functions in detail:

**Active Distance Assist DISTRONIC4**: the speed preset in DISTRONIC is conveniently and predictively reduced according to the route, ahead of bends, junctions, roundabouts or toll booths, then increased again. If the route has been selected using the navigation system, the C-Class also responds accordingly: if the car is in the slow lane, it is decelerated when approaching the desired motorway exit. The same applies to junctions where the navigation route prescribes a turn-off, or ahead of which the driver activates the direction indicators even without route guidance.

The reduction in speed takes place in varying degrees, depending on the selected DYNAMIC SELECT driving mode (e.g. SPORT, COMFORT or ECO). This means that semi-automated driving for longer periods is also a reality on country roads. Active Distance Assist DISTRONIC controls the distance from the vehicle ahead within a speed range from 0 to 210 km/, and keeps the car on track. Coasting characteristics, e.g. on downhill slops, can now also be taken into account.

**Active Speed Limit Assist5**: In conjunction with COMAND Online, Active Speed Limit Assist - an engageable subfunction of Traffic Sign Assist - is able to recognise speed limits via camera, as well as sign gantries and road works signs. Known limits, such as 50 km/h in built-up areas or 100 km/h on country roads, are also adopted from the navigation system. Active Distance Control DISTRONIC adapts the vehicle's speed automatically to the recognised speed limits. The speed when approaching built-up areas can be adapted in anticipation, on the basis of map data. On roads without speed limits, such as stretches on German motorways, the recommended speed – in this case 130 km/h - is adopted as the set speed. This speed can be adjusted by the driver. The desired maximum speed is always adopted in the course of the journey when the speed limit is cancelled. It remains preset until the engine is switched off.

**Driving in tailbacks5**: in stop-and-go traffic on motorways and similar roads, stops of up to 30 seconds are now possible within which the C-Class automatically moves off and follows the traffic ahead.

**Active Lane Changing Assist5**: When the driver wishes to change lanes on multi-lane roads (recognised by the navigation system) at speeds from 80 to 180 km/h, it is now sufficient to nudge the indicator stalk. Within the next ten seconds, the sensor system checks together with the driver whether the next lane is clear in front of, alongside and behind the vehicle, also taking into account the speed of any other vehicles. If there is no other vehicle within the relevant safety zone, the lane-change is initiated and the driver is supported. The initiated lane change is indicated in the instrument cluster and in the head-up display. The system is available in certain countries, depending on certifiability.

**Active Emergency Stop Assist5**: Active Emergency Stop Assist brakes the vehicle to a standstill in its lane if it detects that the driver is no longer actively driving the vehicle while it is on the move with Active Steering Assist switched on. If there is no steering wheel movement over a pre-defined period when Active Steering Assist is active, the system gives the driver a visual and audible prompt to place his/her hands on the wheel. If the driver fails to respond after repeated visual and acoustic warnings by moving the steering wheel, accelerating, braking or operating the touch controls on the steering wheel, the car is slowed down in the identified lane until it comes to a standstill. At speeds below approx. 60 km/h the traffic behind is warned by means of hazard warning lights. When the vehicle comes to a standstill, the parking brake is engaged automatically and the Mercedes-Benz emergency call system is activated. The vehicle is also unlocked, to allow first responders access to the interior. The functions are aborted as soon as the driver takes control of the vehicle again.

**Active Brake Assist with cross-traffic function5**: This assistance system is able to help the driver to avoid impending collisions with vehicles ahead, stationary or crossing vehicles and with pedestrians and cyclists if the driver fails to take any action to defuse the dangerous situation. This assistance takes the form of

* a distance warning from a warning lamp in the instrument cluster, if the distance from a vehicle in front is inadequate,
* an additional acoustic warning if the danger of collision is identified,
* braking assistance appropriate to the given situation as soon as the driver applies the brakes,
* autonomous emergency braking to avoid a collision with moving, stationary or crossing (in combination with Driving Assistance package) vehicles ahead if the driver fails to respond,
* autonomous emergency braking also for stationary or crossing pedestrians and cyclists if the driver fails to react.

**Evasive Steering Assist5**: Evasive Steering Assist can support the driver in taking evasive action when pedestrians are detected in the danger zone in front of the vehicle and the driver initiates such action. The system then applies additional steering torque in the direction of the driver's evasive action. This helps the driver to evade the pedestrian in a controlled manner and to stabilise the vehicle on its evasive course.

**Active Lane Keeping Assist5**: This system is able to warn the driver by means of pulsed vibrations at the steering wheel when the vehicle is unintentionally drifting out of its lane at speeds between 60 and 200 km/h. If the vehicle passes over a continuous line, it can pull the vehicle back into lane by applying the brakes on one side. In the case of a broken line, such intervention also takes place when there is a danger of collision with a vehicle in the next lane (or oncoming traffic).

**Active Blind Spot Assist5**: In the speed range from approx. 10 to 200 km/h, this system is able to provide the driver with a visual alert, plus an audible alarm when a turn indicator is actuated, to warn of a danger of side collisions with other vehicles, including e.g. bicycles - and also when exiting the stationary vehicle. At speeds above 30 km/h, automatic braking on one side of the vehicle can help avoid a side collision at the last moment.

**PRE-SAFE® Plus5**: PRE-SAFE® PLUS can intervene when following traffic presents a danger. To this end the radar sensors in the rear bumper monitor following traffic to detect an impending rear-end collision. If a dangerous situation is recognised, the system warns the driver of the vehicle behind by operating the hazard warning flashers at increased frequency (not in USA/Canada). It also pre-emptively initiates PRE‑SAFE® occupant protection measures, especially the reversible belt tensioners. If the vehicle is at a standstill, PRE-SAFE® PLUS also applies the brakes firmly. This reduces the risk of a forward jolt, considerably lowering the loads acting on the occupants and the risk of whiplash injuries. Moreover, locking the brakes can prevent secondary collisions e.g. on junctions with crossing pedestrians or a vehicle ahead.

4 Description when part of the Driving Assistance package 23P, functions vary if specified as an individual optional feature

5 Description when part of the Driving Assistance package 23P, not available as an individual optional feature

The new Mercedes-Benz C-Class: DYNAMIC BODY CONTROL

Individual driving experience

One suspension – three setups: with DYNAMIC BODY CONTROL, the driver has a choice between maximum agility or high damping comfort suited to the route profile and personal driving style. Elsewhere too, the C-Class equipment range has a wide choice of suspensions and settings for the driving experience.

The optional DYNAMIC BODY CONTROL suspension is equipped with continuous adjustable damping for the front and rear axle. The stepless system controls the damping characteristics individually for each wheel as it interacts with the engine, transmission and steering properties – to suit the driving situation, speed and condition of the road surface.

The individual suspension setup can be determined in three stages via the DYNAMIC SELECT switch: the damping characteristics are tuned more tautly in the two "Sport" and "Sport+" modes. The "Comfort" mode is more comfortably tuned, unevenness is levelled out better and road roar and tyre vibration characteristics are tangibly improved.

In conjunction with DYNAMIC BODY CONTROL the vehicle is equipped with a Sports Direct-Steer system. This combines a variable ratio dependent on the steering angle for highly precise, agile reactions, with speed-dependent electromechanical power assistance for pleasantly smooth handling.

All C-Class models have a suspension system with the selective damping system as standard. This combines well-balanced ride comfort with excellent driving stability: The driving characteristics, damping and stabilisation are automatically and continuously adapted to the current road surface. A sport suspension is also optionally available. Together with lowering by 15 millimetres, the tauter setup of the springs and dampers and the sports Direct-Steer system ensure more direct handling and a more dynamic appearance.

The top suspension for the C-Class is the AIR BODY CONTROL air suspension. With its variable damping control at each wheel, this ensures particularly smooth driving characteristics resulting in remarkable comfort. The suspension also adapts itself automatically to different load conditions.

**DYNAMIC SELECT: Handling characteristics at the touch of a button**

DYNAMIC SELECT provides different driving modes beyond the suspension itself. It can also change the characteristics of the engine, transmission and steering. There is a choice of two dynamic Sport modes, the relaxed Comfort mode or the particularly economical ECO mode, as well as Individual mode in which the settings can be combined to suit personal preferences. In the Mercedes-AMG C 43 4MATIC the system is named AMG DYNAMIC SELECT and offers the same choices for a very individual driving experience.

The new Mercedes-Benz C-Class up close:   
MULTIBEAM LED headlamps

Outstanding light in any situation

On request, MULTIBEAM LED headlamps with ULTRA RANGE high beam are available for the C-Class for the first time. These allow extremely quick and precise, electronically controlled adjustment of the headlamps to suit the current traffic conditions. The non-dazzling high beams (partial high beam) brightly illuminate the road ahead over a long distance, and can remain permanently switched on. The intelligent technology automatically excludes oncoming road users or traffic ahead from the light beam by partially switching off individual LEDs.

84 high-performance LED chips are housed in each of the high-resolution precision LED modules. Via individually controllable LEDs, the light is always switched on exactly where it is needed. 100 times per second, a total of four control units calculate the ideal lighting using information from the camera behind the windscreen as well as from the navigation system.

In main beam mode, Adaptive Highbeam Assist Plus allows permanent long-range road illumination without dazzle. If no other road user is detected, the road ahead is straight and the vehicle speed is above 40 km/h, the supplementary ULTRA RANGE high beams are automatically switched on. This produces the maximum light intensity permitted by law, which results in the brightness of the main beam headlamps only falling below the reference value of one lux after a distance of more than 650 metres. When there are oncoming vehicles or vehicles ahead, the LEDs of the main beam modules are partially switched off, masking out a U-shaped area of the light beam. The other areas of the road continue to be illuminated with the high beam (partial high beam). The ULTRA RANGE high beams are always active only if high beam mode has been manually switched on.

The other functions of MULTIBEAM LED:

* Country mode illuminates the vehicle's side of the road more brightly and widely than conventional low beam headlamps.
* When a motorway situation is recognised, motorway mode is activated for a higher lighting output. Motorway high beam reduces the risk of dazzling oncoming drivers, and focusses the attention of the driver on the road ahead. Depending on the traffic situation, motorway partial high beam is activated to avoid dazzling other road users by specifically masking out areas of light.
* Cornering lights improve road illumination by additional lighting on the inside of the turn.
* With the Active Light System, the headlamps are able to swivel the light beams into the bend on the basis of camera data, illuminating the road much more effectively. This means that bends can be lit up even before turning the steering wheel.
* When turning off and on tight bends, the cornering lights are activated and deactivated by a gradual dimming process. Moreover, the cornering lights can use data from the navigation system to adapt the light distribution to the surroundings even before reaching roundabouts and junctions.
* With the extended fog light function, the outer half of the carriageway is more brightly illuminated – yet the driver is less affected by back-glare.
* On locking and unlocking the vehicle, the locator lighting bids farewell or welcomes the driver with its special Mercedes light show.

The new Mercedes-Benz C-Class: The display concept

Fully digital instrument display available as an option

The C-Class has a new display concept which includes an optional, fully-digital instrument cluster with the three visually distinguishable styles "Classic", "Sport" and "Progressive".

The screen options at a glance:

|  |  |
| --- | --- |
| **Standard equipment** | **Optional** |
| Instrument cluster | |
| Classic two-tube instrument cluster.  Between the tubes there is a  5.5-inch colour display (resolution:  383 x 600 pixels). The display style here is "Classic". | Fully digital instrument display.  The screen has a 12.3-inch diagonal and offers high resolution of 1920 x 720 pixels. The cutting-edge screen design offers the three very different display styles "Classic", "Sport" and "Progressive". |
| Media display | |
| The multimedia screen above the centre console, in combination with Audio 20, has a 7-inch screen diagonal and a resolution of 960 x 540 pixels. The display style here, meanwhile, is "Classic". | In combination with Audio 20, a high-resolution media display with a 10.25-inch screen diagonal and a resolution of 1920 x 720 is available for the first time (standard in conjunction with the optional COMAND and optional with Audio 20). As with the instrument cluster, a choice of three display styles is also available here. |

The C-Class has touch-sensitive controls in the steering wheel. They respond to swiping motions like the screen of a smartphone. They enable the driver to control the functions of the instrument cluster and of the entire infotainment system without having to take their hands off the steering wheel. The operation of DISTRONIC and cruise control with controls directly on the steering wheel is another new feature.

The infotainment system can additionally be operated via the touchpad with controller (new: haptic feedback) in the centre console or by means of LINGUATRONIC voice control. Vehicle functions such as the seat heating can now also be voice controlled. The optional head-up display is now adjustable over an even wider range.

The new Mercedes-Benz C-Class: ENERGIZING comfort control

Wellness while driving

ENERGIZING comfort control (optional) links various comfort systems in the vehicle. It systematically uses the functions of the air conditioning system (including fragrancing) and the seats (heater, ventilation, and in the Saloon and Estate also massage) as well as musical moods, and allows a specific wellness set-up tailored to the mood and need of the customer.

Rather than just sporadically using a few (favourite) systems, customers with ENERGIZING comfort control are able to benefit even more from the multi-faceted comfort features in the C-Class.

Depending on the equipment level, up to six programs are available:

|  |  |  |  |
| --- | --- | --- | --- |
| **Programme** | **Freshness** | **Vitality** | **Warmth** |
| **Main function** | Air pulsation | Fast beat music | Heating of seats and steering wheel |
| **Other functions\*** | Fragrancing, ionisation | Fragrancing, ionisation | Fragrancing, ionisation |
| **Additional extras** | Seat ventilation | Active workout, seat ventilation | Seat heater, steering wheel heater |

|  |  |  |  |
| --- | --- | --- | --- |
| **Programme** | **Comfort** | **Joy** | **Training** |
| **Main function** | Multicontour seat massage | Multicontour seat massage | Video training: 1st Muscle stimulation 2. Muscle relaxation 3. Balance |
| **Other  functions** | Fragrancing, ionisation, slow beat music | Fragrancing, ionisation, mid-tempo music | Fragrancing, ionisation |
| **Additional extras** | Seat heater |  |  |

The programmes all run for ten minutes. They are visualised on the media display with colour graphics, and backed by suitable music. Five songs are already stored in the programme. The key function in the "Vitality" program, for example, is fast music with many beats per minute. If personal music selections are available, e.g. via the Media Interface, the system analyses them in the background and assigns them to a programme based on the beats per minute (bpm). Individual functions of the programmes can be deactivated.

The new Mercedes-Benz C-Class: Infotainment system

Extensive entertainment and information programme

The C-Class comes as standard with the Audio 20 multimedia system featuring two USB ports, an SD card reader, Bluetooth® connection and media interface. There is now an additional sound system as a new optional extra. With nine speakers and an output of 225 W (2 x Frontbass with 50 W, remaining five channels each with 25 W), it is positioned between the standard sound system and the Burmester® surround sound system.

The features of Audio 20 include a radio with twin tuner, LINGUATRONIC voice control, a Bluetooth® interface with hands-free function for two mobile phones usable in parallel, SMS reading function and audio streaming for music transfer, two USB 2.0 connectors and an SDHC card slot. The last-named connectors are located in the compartment below the armrest in the centre console.

Audio 20 is online-capable: internet pages can be accessed while the vehicle is stationary. In addition Mercedes-Benz apps – for example to ascertain the weather conditions – can also be shown on the move.

If required Audio 20 can be extended with SD card navigation, into a fully-fledged navigation system with 3D map display and dynamic route guidance with Live Traffic Information (traffic data in real time). Live Traffic Information allows the reception of precise traffic information which is updated by the system every two minutes while driving. Taking the current vehicle location into account when requesting traffic information also ensures that the enquiring vehicles receive all the traffic information of relevance to them. The traffic information received is based on so-called "Floating Car Data" – the key technology for precise acquisition of traffic data.

The latest-generation COMAND Online available as optional equipment offers fast 3D hard-disc navigation with topographical map display, photo-realistic 3D buildings and 3D map rotations. Comprehensive information is displayed on the navigation map: in addition to real-time traffic density information it can e.g. include Car-to-X warning messages, the weather, filling stations including current fuel prices and free parking spaces.

**LINGUATRONIC: Extended voice control system**

LINGUATRONIC voice control has been extended to include a number of vehicle functions. Voice commands can now also be used to control the air conditioning and seat heating/ventilation, interior lighting (ambience lighting, reading lights, lighting in the rear), fragrancing/ionisation, seat massage function and head-up display. Depending on the language version and equipment level, up to 450 individual voice commands are now possible – among them e.g. commands such as "Ambience lighting violet" or "Fragrancing medium level". If the voice command is spoken without the addition of "front passenger", it refers only to the driver's side.

Also new with LINGUATRONIC 2.0: The driver is able to request a wealth of information – e.g. the next service date, the current speed limit, the remaining range or the date.

Another new feature lends a friendly, almost human touch to the voice control system of Mercedes-Benz. Initially only in the German and English versions, LINGUATRONIC uses so-called "Varying Voice Prompts", by virtue of which the system no longer responds to commands with the same acknowledgement each time, but rather with a variation and uses up to four sentences with a similar meaning.

**Smartphone: Wireless charging and extended messaging**

The features relating to smartphone connectivity have also been expanded: With the Smartphone Integration package, Apple's smartphone-based infotainment system CarPlay™ and Google's Android Auto can be used. If a corresponding smartphone is connected by USB, the customer can, if desired, switch to the CarPlay™ or Android Auto interface.

On request, mobile phones can be charged wirelessly and without a phone cradle. Wireless charging works with all mobile devices that support or can be retrofitted to support the Qi standard. The charging surface in the stowage tray at the front of the centre console is also suitable for large smartphones.

Front and rear passengers now have more text messaging options. They can now receive, send, forward and use voice-to-text to dictate text messages. Telephone numbers from text messages and embedded URLs can be used for further actions. Notifications appear as pop-up messages in the media display.

**Anti-theft alarm system: Also recognises parking damage and sends a message**

Another new feature is the automatic notification if the vehicle suffers an impact caused by another vehicle when parked, is towed away or there is a break-in attempt. The highly sensitive sensors of the optional "Anti-theft alarm system (ATA)" can detect such situations and immediately send a "push notification" message to the Mercedes me App. As soon as the customer starts the vehicle again, he/she is also informed by a corresponding message in the COMAND Online media display. In the Mercedes me App and in the COMAND Online display, the customer is also shown when (at what time) and where (e.g. front left) the impact occurred. The optional feature includes the new sensors and the corresponding software.

**Concierge service: Personal assistance**

With the Concierge service (available as a subscription service), Mercedes me connect customers have a host of individual services at their disposal: from making restaurant reservations and obtaining tips about tourist routes, to gathering information on cultural or sporting events and sending navigation destinations directly to the vehicle.

**In-car office: Access to office functions and Important data**

With the Mercedes me connect service "In-Car Office", C-Class drivers can use office functions directly in the vehicle and access important data. For example, the service uses the locations of calendar entries and automatically transfers these to the car's navigation system. The user can also dial into a telephone conference on the basis of a calendar entry. The system can also automatically detect the required PIN access code and simultaneously dial it.

**Mobility with the digital key: NFC technology**

The optional digital vehicle key uses Near Field Communication (NFC) to turn the customer's smartphone into a vehicle key. However, not every smartphone has an NFC interface that complies with Mercedes-Benz security standards. For the new C-Class, and initially in Germany, there is a special digital vehicle key sticker with a built-in microcontroller. Customers can order this sticker from the Mercedes me portal. Delivery is through a Mercedes-Benz sales partner.

With the digital vehicle key sticker, the vehicle can be unlocked, locked and started remotely. To start the engine, the driver simply needs to place the smartphone with the sticker in the centre console stowage tray. Mobile devices corresponding to the Qi standard can be charged conveniently while on the move with the optional wireless charging system. NFC also includes the optional multifunction telephony, which additionally pairs the smartphone with the vehicle's exterior aerial. This equips the vehicle for the best possible telephone connections and data transfer.

The new Mercedes-Benz C-Class: The Saloon and Estate

The classics in this high-volume series

A long bonnet, a passenger compartment set well back and short overhangs characterise the classic, well-balanced saloon proportions of the C-Class. The boot has a total capacity of 455 litres and a maximum length of over one metre (1067 millimetres). As a lifestyle estate car with a special aura, the Estate is of course even more generous in its load capacity. Its sporty rear section has a maximum load capacity of 1480 litres.

The new-look C-Class combines emotionality with intelligence. The focus of the facelift is particularly on the front section and the design of the headlamps and tail lights.

With the model facelift, the AMG line features the diamond radiator grille as standard. The front bumpers have been redesigned for all lines. These new designs render the EXCLUSIVE exterior even more expressive, and lend the AVANTGARDE exterior a yet more dynamic character. The front bumper features either a silver trim strip (standard), a chrome-plated trim strip (in combination with AVANTGARDE exterior) or a three-part chrome trim strip (EXCLUSIVE exterior). in combination with AMG Line Exterior, the vehicle sports an AMG front apron with a new geometry and at the rear the insert in diffuser-look comes in a new design. The rear bumper of these models has a new lower section; geometry, trim and tailpipe trim vary according to the selected equipment and engine variant.

The design of the front and rear lamps is defined by clear-lined contours. Exquisitely crafted details add highlights and underscore the modern character. The C-Class comes with halogen headlamps incorporating LED daytime running lamps as standard. LED High Performance headlamps featuring a particularly purist interior design are optionally available. For the first time in this model series, MULTIBEAM LED headlamps with ULTRA RANGE high beam are additionally available (see separate chapter for details).

The colour spectrum has been broadened with the AMG Line. Mojave silver metallic and emerald green metallic are newly available for the Saloon.

**Interior design: exquisite fine-tuning**

The sporty interior exudes class, featuring flowing forms in a new interpretation of modern luxury.

The centre console is characterised by an elegant flowing trim element - optionally with new materials: open-pore brown walnut or open-pore anthracite oak. The 3D real wood veneer in the centre console combines a hand-crafted character with a modern feel. Newly available interior colours include magma grey/black, plus saddle brown for the AMG Line interior. A change of colour also applies to the option of seat belts in a special colour, which now come in magma grey instead of crystal grey.

The KEYLESS-GO starting function is standard. The start/stop button comes in a new turbine-look design. The vehicle key also features a new design. Customers have a choice between three variants: black with high-gloss chrome surround, white with high-gloss chrome surround or white with matt chrome surround.

The Multicontour Seat package for the front seats is new. With this package, the side bolsters and lumbar support can be individually adjusted by means of an electrically driven pneumatic pump. A massage effect in the lumbar area is provided by air chambers which are inflated and deflated in a pulsing or wave-like motion when the function is activated. The seat's pneumatic functions are operated via the multimedia system.

**Estate: A stylish and sporty model with plenty of space**

Practical details ensure that the large load compartment is even more versatile and easier to use, and as a result it can be conveniently tailored to individual transport needs. The rear seat now comes with a 40:20:40 split. The electric unlocking of the rear seat backrests at the push of a button provides a flat, larger load compartment where necessary using the Singlefold function for the rear seat backrest. Four load-securing rings in the load compartment floor ensure the cargo is stowed securely. Side recesses between the wheel arch and tail lamp also provide stowage space. To protect the cargo an integrated combined luggage compartment cover and retaining net which is firmly attached to the bodyshell can be pulled upwards over the load and the safety net.

Profile of the C-Class Saloon:

* Equipment lines: standard model, AVANTGARDE Interior, AVANTGARDE Exterior, EXCLUSIVE Interior, EXCLUSIVE Exterior, AMG Line Interior, AMG Line Exterior
* Engine variants on market launch in July: C 160, C 180, C 200,   
  C 200 4MATIC, C 300, C 400 4MATIC, AMG C 43 4MATIC, C 180 d, C 200 d, C 220 d, C 220 d 4MATIC
* Price: from € 35,033.60[[1]](#footnote-2) (C 160)
* Length/width/height: 4686/1810/1442 mm
* Wheelbase: 2840 mm
* Cd figure: 0.26 (C 200)
* Luggage capacity: 435/455 l (according to VDA)
* Production: Bremen (Germany), East London (South Africa),   
  Peking (China) and Tuscaloosa (USA).

Profile of the C-Class Estate:

* Equipment lines: standard model, AVANTGARDE Interior, AVANTGARDE Exterior, EXCLUSIVE Interior, EXCLUSIVE Exterior, AMG Line Interior, AMG Line Exterior
* Engine variants on market launch in July: C 160, C 180, C 200,   
  C 200 4MATIC, C 300, C 400 4MATIC, AMG C 43 4MATIC, C 180 d, C 200 d, C 220 d, C 220 d 4MATIC
* Price: from € 36,699.606 (C 160)
* Length/width/height: 4702/1810/1457 mm
* Wheelbase: 2840 mm
* Cd figure: 0.28 (C 220 d)
* Luggage capacity: 440/460–1460/1480 l (according to VDA)
* Production: Bremen (Germany).

The new Mercedes-Benz C-Class: Cabriolet and Coupé

Two models with character

The C‑Class Cabriolet has been the entry-level model to the world of Mercedes-Benz convertibles since 2016. The four-seater with a classic fabric soft top is the embodiment of the Mercedes-Benz design philosophy: sensual purity as the definition of modern luxury – hot & cool. At the same time the Cabriolet shows independence of character with a visibly sporty expression and youthfully fresh appeal. The Coupé introduced in 2015 appeals to both the heart and mind.

The tightly stretched Cabriolet soft top with a glass window transitions harmoniously into the distinctively styled rear end, which has a highly sporty look with its wide shoulders and flat LED tail lights. Depending on the engine variant, the boot capacity is up to 360 litres. For a convertible, the C-Class Cabriolet accommodates an unusually large amount of luggage and therefore provides excellent conditions for high day-to-day suitability.

The Cabriolet is optionally available with the AIRCAP electric draught stop system and AIRSCARF neck-level heating – for exceptional comfort during open-top driving on 365 days of the year. With the roof closed, the Cabriolet excels aerodynamically with a Cd figure of 0.29 (Coupé: 0.26).

**Coupé: Athletic and sporty**

As the sportiest variant of the C-Class, the Coupé displays its driving enjoyment-oriented character in an emotive and at the same time formally distinct design. A sportily striking front section featuring a diamond radiator grille and long bonnet gives way to a low greenhouse whose lines flow into a bold and powerful-looking rear which carries the genes of Mercedes coupés. A high beltline and frameless doors with free-standing exterior mirrors underscore the sporty character. The optional panoramic sliding sunroof with an electric sunblind and anti-pinch protection directly adjoins the windscreen and spans two thirds of the roof area. It therefore gives all passengers the best possible view, and creates a bright, friendly atmosphere in the interior.

As the suspension is 15 millimetres lower than that of the Saloon, the two-door C-Class models already look sporty with the standard 17-inch wheels, emphasising the sporty overall character. The four-link front axle with wheel suspension decoupled from the spring strut plays a major part in the agile handling characteristics. This allows sporty axle kinematics for plenty of grip and high lateral stability. As a result, the suspension responds more sensitively to steering movements and allows a sporty, agile driving style. A multi-link independent rear suspension with five links ensures excellent wheel location qualities and supreme straight-line stability. Options such as 4MATIC all-wheel drive or the new DYNAMIC BODY CONTROL suspension including the Sport Direct-Steer system further enhance the driving experience and allow thrilling dynamism.

The sharper front end design exudes sportiness and lifestyle at first glance. Powerful styling elements such as the new bumper and the standard diamond radiator grille lend the C-Class Cabriolet and Coupé an individual character. The now standard LED High Performance headlamps in a new design have an especially distinctive, avantgarde appearance. For the first time in this model series, MULTIBEAM LED headlamps with ULTRA RANGE high beam are additionally available (see separate chapter for details).

Thanks to the autonomous design with the dynamic details and standard-fit two-pipe exhaust system (petrol engines), the rear view appears broad and agile. A particular highlight both day and night are the revised, more accentuated all-LED rear lamps.

The sporty design features are heightened with the AMG Line. For example, the AMG Line Exterior includes the diamond radiator grille with pins in chrome plus an AMG-specific front apron with new geometry, sporty air intakes and a chromed trim element. The exterior with the Night package, available for the cabriolet for the first time, sports an even more athletic look with its black design features. These include the black trim elements in the AMG front apron and the AMG rear apron plus exterior mirror housings painted in high-gloss black. A particular highlight both day and night are the redesigned, more accentuated all-LED rear lamps.

The colour spectrum has been broadened with the AMG Line. New colours are mojave silver metallic and – exclusively for the Coupé and Cabriolet – graphite grey metallic.

**Digital cockpit and lounge ambience**

The sporty interior with its autonomous integral-look seats is characterised by further-enhanced perceived quality and flowing shapes and the facelift takes it into the digital era.

The centre console is characterised by an elegant flowing trim element - optionally with new materials: open-pore brown walnut or open-pore anthracite oak. The two-tone colour combination magma grey/black is newly available for the interior.

The KEYLESS-GO starting function is standard. The start/stop button comes in a new turbine-look design. The vehicle key also features a new design. Customers have a choice between three variants: black with high-gloss chrome surround, white with high-gloss chrome surround or white with matt chrome surround.

The soft top of the Cabriolet can be operated from the outside with the vehicle key and the "Open/Close" buttons.

Profile of the C-Class Cabriolet and Coupé (deviating figures in brackets):

* Equipment lines: standard model, AMG Line
* Engine variants on market launch in July: C 180 (only Coupé), C 200, C 200 4MATIC, C 300, C 400 4MATIC, AMG C 43 4MATIC, C 220 d,
* Price: from € 40,066.95[[2]](#footnote-3) (C 180 Coupé), from € 48,070.05 (C 200 Cabriolet)
* Length/width/height: 4686/1810/1409 (1405) mm
* Wheelbase: 2840 mm
* Cd figure: 0.29 (0.26) (C 200)
* Luggage capacity: 360/380 L (Coupé), 260/360 L (Cabriolet;   
  each acc. to VDA)
* Production: Bremen (Germany).

The new Mercedes-Benz C-Class up close

A success story by Mercedes-Benz

The C-Class has been the best-selling Mercedes-Benz model series for over ten years. Since the first full sales year of the new C-Class in 2015, over 400,000 units of the Saloon and Estate have been sold each year. Since its market launch in August 2014, over 300,000 units of the long-wheelbase   
C-Class Saloon, which is only produced and marketed in China, have been sold.

The C-Class in its current generation was Mercedes-Benz's top-selling model once again in its fourth year on sale. The brand sold over 415,000 Saloon and Estate models worldwide in around 120 markets in 2017. The secret of the   
C-Class's success is partly down to the wide model range, also including two sporty two-door versions: the Coupé launched at the end of 2015 and the Cabriolet available since the summer of 2016 address the heart and mind in equal measure. The design of the vehicles is one of the main reasons for purchasing in Europe. Both models are produced at the Mercedes-Benz plant in Bremen (Germany).

The C-Class is produced in four plants on four continents. These are the lead plant in Bremen plus East London (South Africa), Tuscaloosa (USA) and the BBAC joint venture plant in Beijing (China). The Beijing plant also produces the long version of the C-Class Saloon, which is built and sold exclusively in China. China was not only the largest, but also the fastest growing market for the C-Class in 2017.

Since the market launch in 1982, over 9.5 million units of the Mercedes-Benz C-Class Saloon and Estate have been sold. The C-Class first appeared in 1982, at the time with the model designation Mercedes-Benz compact class (W 201). The "Baby Benz" was followed by the 202 series (1993, first Estate model in 1996), 203 series (2000, Saloon and Sport Coupé with hatchback, 2001,   
C-Class Estate) and the 204 series (2007, the C 204 Coupé had its debut in 2011). The 205 series since 2014 for the first time comprises the Saloon (W 205), the Saloon with long wheelbase (V 205, only in China), Estate (S 205), Coupé (C 205) and Cabriolet (A 205).

The new Mercedes-Benz C-Class up close: Heritage

The third model series

The Mercedes-Benz C-Class joined the E-Class and S-Class to add a third model series to the saloon car portfolio. Since the debut of the 190 and 190 E models (W 201 series) in 1982, it has repeatedly set standards with regard to innovative technology, trailblazing design and sportiness in the premium medium class. Since 2014 the 205 model series has taken these strengths further into the future.

As the direct predecessors of today's C-Class, the 190 and 190 E models (201 model series) presented in November 1982 unlocked a new market segment for Mercedes-Benz and at the same time marked the start of a major product initiative by the brand. Since then the C-Class has continued its success story, which is replete with innovations, with four further generations.

Here is an overview of the highlights in the different generations:

**201 series (1982 to 1993)**

* Multi-link independent rear suspension with five independent steering links
* Shock absorber strut independent front suspension with anti-dive geometry, located by individual wishbones
* Optimised forked-member structure of the front end for a higher level of passive safety, in particular in a frontal collision
* Efficiency and aerodynamics (Cd=0.33)
* Anti-lock braking system (ABS) available from market launch, standard initially for the sporty 190 E 2.3-16 model (from late 1984)
* Airbag available from market launch, standard from 1992
* Catalytic converter for petrol engines available from 1985, standard from 1986
* Oxidation catalytic converter for diesel engines available from 1990
* Four-valve technology in large-scale production (190 E 2.3-16, from 1984)
* Encapsulated diesel engine with exemplary soundproofing ("whisper diesel"): 190 D, from 1983)
* Records over 50,000 kilometres, 25,000 miles and 25,000 kilometres as well as nine class records in Nardò with the 190 E 2.3-16 in 1983
* 190 E 2.5-16 Evolution: homologation vehicle for German Touring Car Championship (DTM), 1989
* 190 E 2.5 16 Evolution II: winning car in the German Touring Car Championship, 1992 (Klaus Ludwig)

**202 series (1993 to 2001)**

* A total of four design and equipment lines: Esprit, Elegance and Sport expand the standard equipment line (known as Classic from 1995) as additional lines
* C 220 CDI, 1997: first diesel-powered passenger car with common-rail direct injection
* Petrol engines supercharged by an Eaton compressor (C 230 Kompressor, 1995)
* Four-valve technology and oxidation catalytic converter as standard for diesel engines
* C 36 AMG: first AMG model of the C-Class, 1993
* Estate model (S 202) starts body style diversity in the C-Class in 1996
* Electronic Stability Program (ESP®): optional equipment for V6 models from 1997, standard in the C 43 AMG and standard for all models from 1999
* Keyless drive authorisation system ELCODE, standard from 1997
* Optional car telephone integrated into armrest
* 1997: standard specification with safety innovations such as front sidebags, front belt tensioners with belt-force limiters, electronic brake assist
* First V8 engine in the C-Class in the C 43 AMG, 1997
* Active Service System ASSYST (from 1997) enables need-based engine maintenance with average maintenance intervals of 22,500 instead of 15,000 kilometres
* Automatic door locking from 15 km/h (starting in 1997)
* Winning vehicle in the German Touring Car Championship (DTM) in 1994 (Klaus Ludwig) and 1995 (Bernd Schneider)
* Official Formula 1 Safety Car (C 36 AMG, June to October 1996; first official Safety Car by AMG)
* Official Formula 1 Medical Car of (C 36 AMG Estate from June 1996 to April 1997; first official Medical Car by AMG; C 55 AMG Estate 1998 to 2000)

**203 series (2000 to 2007)**

* Front module with crash boxes of high-strength steel for yet further improved passive safety
* New three-link front axle with McPherson struts
* Optional 7G-TRONIC seven-speed automatic transmission (from 2005)
* Premiere for COMAND Online in the C-Class
* Sport Coupé (CL 203) as the third body variant and entry level to the   
  C-Class
* The technical standard of the model series set benchmarks as the technology leader for the market segment, with more than 20 innovations such as windowbags, adaptive airbags for driver and front passenger, Headlamp Assist, multifunction steering wheel, media display and fibre optic cables
* C 32 AMG (2001 to 2004) and C 55 AMG (2004 to 2007) as top-of-the-line models
* 4MATIC in the C-Class for the first time (from 2002, available in the V6 models with petrol engine)
* Sensor-controlled THERMOTRONIC luxury automatic climate control
* LINGUATRONIC voice-operated control system optionally operates the telephone, navigation system, radio and CD player
* Winning vehicle in the German Touring Car Masters (DTM) 2005   
  (Gary Paffett) and 2006 (Bernd Schneider)
* Official Formula 1 Medical Car (C 32 AMG Estate 2001 to 2003; C 55 AMG Estate 2004 to 2007)
* C 55 AMG Estate as Safety Car of the DTM (2004 and 2005)

**204 series (2007 to 2014)**

* Two different fronts for even more diversity, Mercedes star centred in the radiator grille for the sporty AVANTGARDE design and equipment line
* DISTRONIC PLUS proximity control
* Intelligent Light System with bi-xenon headlamps for five different lighting functions
* PRE-SAFE® system with preventive occupant protection measures
* AGILITY CONTROL package with situation-dependent damper control
* New generation of powerful and efficient diesel engines (OM 651) in the C 250 BlueEFFICIENCY
* New Coupé (C 204) as the most exclusive form of the C-Class from 2011
* Extensive package of assistance systems from 2011, including Active Lane Keeping Assist , Active Blind Spot Assist, ATTENTION ASSIST, DISTRONIC PLUS, Parking guidance with PARKTRONIC, PRE-SAFE®  brake, Lane Keeping Assist and Blind Spot Assist
* Aerodynamic drag of Cd=0.26 sets the benchmark for the market segment
* Lightweight construction: aluminium bonnets, 2011
* Most powerful C-Class: C 63 AMG Coupé *Black Series* with **380 kW** (517 hp)
* Winning vehicle in the German Touring Car Masters (DTM) 2010   
  (Paul di Resta)
* C 63 AMG: Safety Car for the DTM, 2008 to 2011; 2012 to 2014 C 63 AMG Coupé *Black Series*
* C 63 AMG Estate: Official Formula 1 Medical Car, 2008 to 2014

The new Mercedes-AMG C 43 4MATIC models

Extensive update and more performance upgrade the bestseller

With four body variants, three output levels and two drive types, the   
C-Class is the most versatile and most successful model series from Mercedes-AMG. Extensive measures now make the C 43 4MATIC models (combined fuel consumption: 9.8-9.3 l/100 km; combined CO2 emissions:   
223-213 g/km)\* even more attractive. The AMG radiator grille in a twin-louvre design, the powerfully sculpted front apron and the new rear apron with round twin tailpipe trim elements visibly enhance the new C 43 models and give them an even more distinct positioning. The interior benefits from an optional, fully digital cockpit with distinctive AMG displays and the new generation of steering wheels. The 3.0-litre V6 biturbo engine now delivers 287 kW (390 hp). Together with the fast-reacting AMG SPEEDSHIFT TCT 9G transmission and rear-biased AMG Performance all-wheel drive, it has been possible to further enhance the driving dynamics and agility.

"As the most successful model series for Mercedes-AMG, the C-Class family has made a major contribution to our corporate success. One major component in this success story was the implementation of the 43-series models, which have thrilled our customers worldwide since the market launch in 2015. The high demand and positive feedback have encouraged us to sharpen up not only the appearance of the facelift, but also its performance, efficiency and dynamism in true AMG style," says Tobias Moers, Chairman of   
Mercedes-AMG GmbH.

For this the AMG development engineers have increased the output of the   
3.0-litre V6 engine by 17 kW (23 hp) to 287 kW (390 hp). The peak torque of 520 Nm is available from 2500 to 5000 rpm. This package guarantees impressive performance figures: the Saloon and Coupé accelerate from standstill to 100 km/h in 4.7 seconds, the Estate and Cabriolet in 4.8 seconds. The top speed is electronically limited to 250 km/h.

**Sporty and distinctive: the exterior design**

The exterior of the C 43 4MATIC is considerably more expressive, even more strongly identifying the new models as members of the family. New distinguishing features include the AMG radiator grille with twin louvre in matt iridium silver and the powerfully sculpted front apron with additional flics. The side air curtains in the front apron help with optimum guidance of the front airstream. The attachment on the cross fins plus the trim element on the front splitter are finished in silver chrome.

**More efficiency: aerodynamically optimised AMG light-alloy wheels**

When viewed from the side, eye-catching features include the sporty side skirts plus new, aerodynamically optimised AMG light-alloy wheels. Their specifically designed outer aero rings and spoke geometry which has been optimised in the wind tunnel help to improve air flow around the wheels and thus increase aerodynamic efficiency. As part of this the developers aimed for the optimum combination of aerodynamics, weight and brake cooling, together with maximum performance and reduced fuel consumption.

There is a choice of two aerodynamically optimised wheel designs: as standard equipment, the AMG wheel with five twin spokes is painted in tremolite grey with a high-sheen finish. Optionally there is also a five-twin-spoke design in tantalum grey, high-gloss black or matt black with high-sheen finish.

The rear view also conveys a sporty impression with two round twin tailpipe trim elements in high-gloss chrome. The rear apron with side air curtain look and the significantly more expressive diffuser improve air flow characteristics at the rear. The spoiler lip is painted in the vehicle colour.

The optional AMG styling package creates highlights which are even sportier: a more expressive front splitter, the standard-fit spoiler lip, broader side skirt inserts and flics in the rear bumper are finished in high-gloss black.

The further equipment options include the Carbon Fibre package II, where the exterior mirror housings and the spoiler lip on the boot lid are faced in black carbon-fibre. The Night package includes a trim strip in the front splitter of the AMG front apron in high-gloss black, inserts in the louvres of the AMG front apron in high-gloss black, black-chromed exhaust tailpipes and dark-tinted thermal insulation glass from the B-pillar to the rear (exception: Cabriolet).

**Sporty look with model-specific details: the interior design**

The interior reinforces the dynamic calibre of the new C 43 4MATIC with numerous individual details. Sporty materials such as leather, DINAMICA microfibre and aluminium in a high-quality finish continue the expressive exterior design in the interior.

The optional AMG Performance seats provide optimum lateral support when adopting a dynamic driving style thanks to the special design of the seat side bolsters of the seat cushion and backrest. As an option in conjunction with leather upholstery, the seat side bolsters can be perfectly adjusted by means of built-in air cushions. The Performance seats with integrated head restraints emphasise the sporty character of the cockpit. For the first time in the   
C 43 4MATIC, the Performance seats can not only be heated, but now also climatised in three levels in conjunction with leather upholstery. In the Cabriolet, they can also be optionally equipped with AIRSCARF neck-level heating.

The upholstery in ARTICO man-made leather / DINAMICA microfibre in black with red topstitching equally underscores the dynamic driving character of the C 43 4MATIC. Matching the seat design, the door centre panels, the dashboard finished in ARTICO man-made leather and the AMG steering wheel have red topstitching. Aluminium sports pedals with black studs, trim elements in black piano lacquer with light longitudinal-grain aluminium, the black roof liner and the red seat belts create further sporty highlights.

**Interior with innovative control and display concept**

Whether with touchpad and Controller, touch control buttons on the steering wheel or by voice control: the operating system of the C 43 4MATIC is just as versatile as it is flexible. All options are aimed at enabling the control tasks to be carried out as conveniently, quickly and appropriately to the situation as possible in this sporty environment.

Just as flexible is the display of the optional, fully digital instrument cluster with 31.2 cm (12.3-inch) screen diagonal, which brings the vehicle functions directly to life with the three AMG-specific display styles of "Classic", "Sport" or "Supersport".

**A host of additional AMG information**

Via the specific AMG menu, the driver is able to call up a host of additional information to make the driving experience even sportier:

* Warm-up: engine and transmission oil temperature plus charge pressure as Boost display
* Setup: current status of systems such as the drive system, suspension, exhaust system, ESP®, transmission
* G-Force: display of current g-forces in a coordinate system and ability to save maximum values
* Race Timer: manual stopwatch for lap times and colour display of fastest and slowest laps, plus average speed and distance
* Engine data: engine torque / rated output in a bar chart plus charge pressure as Boost display

In addition there is a digital display of the current speed and the currently engaged gear. The manual transmission mode is marked with a yellow "M".

The visualisations in the central media display likewise enable further vehicle functions to be experienced even better, e.g. with animated presentation of the driving assistance, vehicle and communication systems.

**New generation of AMG steering wheels**

Extremely sporty design, a grippy shape with a heavily contoured rim and intuitive operation are the key attributes of the new AMG steering wheel in nappa leather, which comes as standard equipment. It has a flattened bottom section and is perforated in the grip area. The galvanised steering wheel gearshift paddles support a sporty driving style with manual gear shifting. As an option it is also available in nappa leather / DINAMICA microfibre and in nappa leather with trim in black piano lacquer.

The integrated touch controls are a new feature. These can be used to control the functions of the instrument cluster (left) and the multimedia system (right) by means of horizontal and vertical swiping movements of the finger. As in the S-Class, the settings for Active Distance Assist DISTRONIC and cruise control are made in the left control panels. The control panels on the right are used to activate the voice control and telephone, and to regulate the sound volume, music selection and other functions of the multimedia system.

**Well-proven and powerful: the AMG 3.0-litre V6 biturbo engine**

The V6 biturbo engine boasts a high power output combined with low fuel consumption and emissions. The high power output is in part courtesy of separate, larger turbochargers (max. charge pressure 1.1 bar). Installed close to the engine, the two turbochargers are especially spontaneous in their response. The AMG power unit can be identified by the engine cover with red aluminium insert and AMG lettering.

**AMG SPEEDSHIFT TCT 9G transmission with shorter shift times**

The C 43 4MATIC makes use of the AMG SPEEDSHIFT TCT 9G transmission, which the Mercedes-AMG developers have tuned specifically for a dynamic driving experience. This has a model-specific software application to achieve very short shift times.

The multiple downshift function allows more spontaneous bursts of speed, while the double-declutching function in "Sport" and "Sport+" drive programs makes for an even more emotional driving experience. Defined ignition adjustments also provide faster gear shifts in the other modes.   
In all modes moving off occurs in first gear in order to always guarantee a dynamic driving experience.

"Manual" mode can be selected using a separate button in the centre console. The gear changes are based on the selected drive program, and the driver can now change gear using the paddles on the steering wheel. Moreover, the transmission stays in the selected gear and does not automatically shift up when the engine speed reaches the limit.

**Characteristics at the touch of a finger: AMG DYNAMIC SELECT**

With the proven DYNAMIC SELECT drive programs "Comfort", "Sport", "Sport+" and "Individual", the characteristics of the C 43 4MATIC+ can be customised at the tap of a finger. The available range extends from efficient and comfortable to very sporty. This modifies key parameters, such as the response of the engine, transmission, suspension and steering. Independently of the DYNAMIC SELECT drive modes, the driver has the option of pressing the "M" button to switch directly to manual mode, in which gearshifts are executed exclusively using the shift paddles on the steering wheel. The suspension set-ups can also be selected specifically as needed.

The fifth mode "Slippery" is new, and is identified by means of the snowflake symbol. The moderate and even power delivery is specially programmed for slippery or snow-covered road conditions.

**Rear-biased and agile: AMG Performance 4MATIC all-wheel drive**

The standard-specification AMG Performance 4MATIC four-wheel drive features rear-biased torque distribution with a front/rear axle split of 31 to 69 percent. This configuration provides for enhanced driving dynamics and higher lateral acceleration on the road as well as improved traction when accelerating. The single-stage transfer case of the four-wheel drive system is flange-mounted to the transmission as a separate system.

This configuration makes it easier to modify the torque split for each particular model, allowing even more individual characteristics for the respective model series. Its compact design means that it does not entail any space restrictions for passengers or luggage.

**With adaptive damping adjustment: AMG RIDE CONTROL suspension**

With its adjustable, electronically controlled damping system, the AMG RIDE CONTROL steel suspension of the C 43 4MATIC provides both sporty driving dynamics and brand-typical comfort on long journeys. The basis for this is formed by the 4-link front axle and independent multilink rear suspension.   
The AMG-specific kinematics and elastokinematics with newly developed components result in very high camber stability when cornering at speed. The axial brake connection on the front axle supports the agile and precise handling.

The adaptive adjustable damping comes as standard. This fully automatic, electronically controlled system adjusts the damping at each wheel to the current requirements. This improves driving safety and ride comfort. The damping is adjusted individually for each wheel, and depends on the driving style, the road surface and the selected suspension setting. The ideal operating point can be selected at all times on the basis of a broad scope of information relating to acceleration or vehicle speed, for example. Via a switch on the centre console, the driver can select between three different sets of damper characteristics, namely "Comfort", "Sport" and "Sport+", and thus individually influence the driving experience — from highly comfortable to sporty.

**Direct and with clear feedback: the AMG speed-sensitive steering**

The electromechanical speed-sensitive power steering has a variable ratio. It impresses with its precise, authentic feedback. The steering servo assistance is reduced at high speeds, and continuously increases at lower speeds. This means that comparatively little steering force is required at low speeds, and that the best possible control over the vehicle is maintained at high speeds. The steering servo assistance depends on the selected suspension setting. In "Sport" mode, more feedback is conveyed about the driving conditions.

**Data logger for use on the race track: AMG TRACK PACE**

As the virtual race engineer for recording data when driving on closed-off race tracks, AMG TRACK PACE provides a significantly extended and even more precise scope of functions. TRACK PACE can be ordered as an option for the COMAND Online infotainment system.

When this function is activated, a wealth of vehicle-specific data (e.g. speed, acceleration) are recorded ten times per second while driving. On top of this there are displays of lap and sector times, as well as of the respective difference for a reference time. Certain display content lights up in green or red: this means that by peripheral vision, and without reading any figures, the driver is able to see whether the car is faster or slower than the best time.

After fast laps on the racetrack, driving skills can be analysed and improved on the basis of the data. In addition, acceleration and deceleration values (e.g.   
0-100 km/h, ¼ mile, 100-0 km/h) can be measured and saved. Thanks to a new developed algorithm which determines the vehicle position as precisely as possible, TRACK PACE even detects when the circuit is departed from or shortened. Alongside GPS data, the sensors available in the vehicle (acceleration, gyroscope, steering angle, wheel speeds) are used.

The data are displayed in the multimedia display, instrument cluster and head-up display. Known race tracks, for example the Nürburgring, are already stored. Furthermore, it is also possible to record your own circuits. The map display can be switched from 2D to 3D and updated online. A suitable iPhone app can also be connected via WLAN. Customers can use it to share their experiences and data from the race track with other AMG drivers via Facebook, YouTube or the AMG Private Lounge.

**Wellness on long-distance journeys: ENERGIZING comfort control**

The optional ENERGIZING comfort control is also available for the new   
C 43 4MATIC. It networks together the various comfort systems in the vehicle and uses specific functions of the air conditioning and seats (heating, ventilation) plus lighting and music moods. Depending on the mood or requirement of the driver, it generates a special wellness set-up to enhance well-being and performance.

**Technical data at a glance**

|  |  |  |
| --- | --- | --- |
|  | Mercedes-AMG C 43 4MATIC Saloon | Mercedes-AMG C 43 4MATIC  Estate |
| Engine | 3.0-litre V6 with two turbochargers | 3.0-litre V6 with two turbochargers |
| Displacement | 2996 cc | 2996 cc |
| Output | 287 kW (390 hp) at 6100 rpm | 287 kW (390 hp) at 6100 rpm |
| Peak torque | 520 Nm at 2500-5000 rpm | 520 Nm at 2500-5000 rpm |
| Drive system | AMG Performance 4MATIC all-wheel drive with rear-biased torque distribution | AMG Performance 4MATIC all-wheel drive with rear-biased torque distribution |
| Transmission | AMG SPEEDSHIFT TCT 9G | AMG SPEEDSHIFT TCT 9G |
| Fuel consumption,  combined | 9.3-9.1 l/100 km\* | 9.6-9.3 l/100 km\* |
| Combined CO2 emissions | 213-208 g/km\* | 219-214 g/km\* |
| Efficiency class | F | F |
| Acceleration 0-100 km/h | 4.7 s | 4.8 s |
| Top speed | 250 km/h\*\* | 250 km/h\*\* |

\* The stated figures were determined in accordance with the prescribed measuring method. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. \*\* electronically limited

|  |  |  |
| --- | --- | --- |
|  | Mercedes-AMG C 43 4MATIC Coupé | Mercedes-AMG C 43 4MATIC  Cabriolet |
| Engine | 3.0-litre V6 with two turbochargers | 3.0-litre V6 with two turbochargers |
| Displacement | 2996 cc | 2996 cc |
| Output | 287 kW (390 hp) at 6100 rpm | 287 kW (390 hp) at 6100 rpm |
| Peak torque | 520 Nm at 2500-5000 rpm | 520 Nm at 2500-5000 rpm |
| Drive system | AMG Performance 4MATIC all-wheel drive with rear-biased torque distribution | AMG Performance 4MATIC all-wheel drive with rear-biased torque distribution |
| Transmission | AMG SPEEDSHIFT TCT 9G | AMG SPEEDSHIFT TCT 9G |
| Fuel consumption,  combined | 9.5-9.2 l/100 km\* | 9.8-9.5 l/100 km\* |
| Combined CO2 emissions | 217-212 g/km | 223-218 g/km |
| Acceleration 0-100 km/h | 4.7 s | 4.8 s |
| Top speed | 250 km/h\*\* | 250 km/h\*\* |

\* The stated figures were determined in accordance with the prescribed measuring method. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated based on these figures. \*\* electronically limited

Mercedes-Benz C 200 Saloon

|  |  |  |
| --- | --- | --- |
| Number of cylinders/arrangement |  | 4/in-line, 4 valves per cylinder |
| Displacement | cc | 1497 |
| Bore x stroke | mm | 80.4 x 73.7 |
| Rated output | kW/hp | 135 (184) at 5800-6100 rpm |
| Rated torque | Nm | 280 at 3000-6100 rpm |
| Compression ratio |  | 10.5: 1 |
| Mixture formation |  | High-pressure injection |

Power transmission

|  |  |  |
| --- | --- | --- |
| Drive system |  | Rear-wheel drive |
| Transmission |  | 9G-TRONIC |
| Gear ratios | Final drive ratio  1st gear  2nd gear  3rd gear  4th gear  5th gear  6th gear  7th gear  8th gear  9th gear  Reverse gear | 3.07  5.35  3.24  2.25  1.64  1.21  1.00  0.86  0.72  0.60  4.80 |

Suspension

|  |  |
| --- | --- |
| Front axle | Multi-link suspension, coil springs, gas-filled shock absorbers |
| Rear axle | | Multi-link independent suspension, coil springs, gas-filled shock absorbers |
| Braking system | front: internally ventilated 305 mm disc brakes, floating callipers;  Rear: solid 300 mm disc brakes, floating callipers;  electric parking brake, ABS, Brake Assist , ESP® |
| Steering | | Electromechanical power steering with steering rack, linear ratio 15.5:1 |
| Wheels | | 7.0 J x 17 |
| Tyres | | 225/50 R17 W |

Dimensions and weights

|  |  |  |
| --- | --- | --- |
| Wheelbase | mm | 2840 |
| Track, front/rear | mm | 1588/1570 |
| Overall length | mm | 4686 |
| Overall width | mm | 1810 |
| Overall height | mm | 1442 |
| Turning circle | m | 11.22 |
| Boot capacity\* | l | 435 |
| Kerb weight acc. to EC\*\* | kg | 1505 |
| Payload (based on kerb weight acc. to EC) | kg | 580 |
| Perm. GVW | kg | 2085 |
| Tank capacity/of which reserve | l | 41/7 |

Performance and fuel consumption

|  |  |  |  |
| --- | --- | --- | --- |
| Acceleration 0-100 km/h | s | | 7.7 |
| Top speed | km/h | | 239 |
| Fuel consumption NEDC\*\*\* urban/extra-urban/combined | l/100 km | | 8.2-7.9/5.2-4.9/6.3-6.0 |
| Combined CO2 emissions | g/km | 144-136 | |
| Emission class |  | Euro 6d-TEMP | |

\*acc. to VDA measuring method; \*\* kerb weight ready to drive acc. to EC, including driver (75 kg);   
\*\*\* The stated figures were obtained using the prescribed measuring procedure. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated on the basis of these figures.

Mercedes-Benz C 300 Saloon

|  |  |  |
| --- | --- | --- |
| Number of cylinders/arrangement |  | 4/in-line, 4 valves per cylinder |
| Displacement | cc | 1991 |
| Bore x stroke | mm | 83.0 x 92.0 |
| Rated output | kW/hp | 190 (258) at 5800-6100 rpm |
| Rated torque | Nm | 370 at 1800-4000 rpm |
| Compression ratio |  | 10.5: 1 |
| Mixture formation |  | High-pressure injection |

Power transmission

|  |  |  |
| --- | --- | --- |
| Drive system |  | Rear-wheel drive |
| Transmission |  | 9G-TRONIC |
| Gear ratios | Final drive ratio  1st gear  2nd gear  3rd gear  4th gear  5th gear  6th gear  7th gear  8th gear  9th gear  Reverse gear | 3.27  5.35  3.24  2.25  1.64  1.21  1.00  0.86  0.72  0.60  4.80 |

Suspension

|  |  |
| --- | --- |
| Front axle | Multi-link suspension, coil springs, gas-filled shock absorbers |
| Rear axle | | Multi-link independent suspension, coil springs, gas-filled shock absorbers |
| Braking system | front: internally ventilated 330 mm disc brakes, floating callipers;  rear: internally ventilated 300 mm disc brakes, floating callipers;  electric parking brake, ABS, Brake Assist , ESP® |
| Steering | | Electromechanical power steering with steering rack, linear ratio 15.5:1 |
| Wheels | | 7.0 J x 17 |
| Tyres | | 225/50 R17 W |

Dimensions and weights

|  |  |  |
| --- | --- | --- |
| Wheelbase | mm | 2840 |
| Track, front/rear | mm | 1563/1546 |
| Overall length | mm | 4686 |
| Overall width | mm | 1810 |
| Overall height | mm | 1447 |
| Turning circle | m | 11.22 |
| Boot capacity\* | l | 455 |
| Kerb weight acc. to EC\*\* | kg | 1555 |
| Payload (based on kerb weight acc. to EC) | kg | 580 |
| Perm. GVW | kg | 2135 |
| Tank capacity/of which reserve | l | 66/7 |

Performance and fuel consumption

|  |  |  |  |
| --- | --- | --- | --- |
| Acceleration 0-100 km/h | s | | 5.9 |
| Top speed\*\*\* | km/h | | 250 |
| Fuel consumption NEDC\*\*\* urban/extra-urban/combined | l/100 km | | 9.3-8.9/5.5-5.1/6.9-6.5 |
| Combined CO2 emissions | g/km | 158-148 | |
| Emission class |  | Euro 6d-TEMP | |

\*acc. to VDA measuring method; \*\* kerb weight ready to drive acc. to EC, including driver (75 kg);   
\*\*\* electronically limited; \*\*\*\* The stated figures were obtained using the prescribed measuring procedure. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated on the basis of these figures.

Mercedes-Benz C 220 d Estate

|  |  |  |
| --- | --- | --- |
| Number of cylinders/arrangement |  | 4/in-line, 4 valves per cylinder |
| Displacement | cc | 1950 |
| Bore x stroke | mm | 82.0 x 92.3 |
| Rated output | kW/hp | 143 (194) at 3800 rpm |
| Rated torque | Nm | 400 at 1600-2800 rpm |
| Compression ratio |  | 15.5: 1 |
| Mixture formation |  | Common-rail high-pressure injection |

**Power transmission**

|  |  |  |
| --- | --- | --- |
| Drive system |  | Rear-wheel drive |
| Transmission |  | 9G-TRONIC |
| Gear ratios | Final drive ratio  1st gear  2nd gear  3rd gear  4th gear  5th gear  6th gear  7th gear  8th gear  9th gear  Reverse gear | 2.47  5.35  3.24  2.25  1.64  1.21  1.00  0.86  0.72  0.60  4.80 |

**Suspension**

|  |  |
| --- | --- |
| Front axle | Multi-link suspension, coil springs, gas-filled shock absorbers |
| Rear axle | | Multi-link independent suspension, coil springs, gas-filled shock absorbers |
| Braking system | front: internally ventilated 305 mm disc brakes, floating callipers;  Rear: solid 300 mm disc brakes, floating callipers;  electric parking brake, ABS, Brake Assist , ESP® |
| Steering | | Electromechanical power steering with steering rack, linear ratio 15.5:1 |
| Wheels | | 6.5 J x 16 |
| Tyres | | 205/60 R16 W |

**Dimensions and weights**

|  |  |  |
| --- | --- | --- |
| Wheelbase | mm | 2840 |
| Track, front/rear | mm | 1588/1570 |
| Overall length | mm | 4702 |
| Overall width | mm | 1810 |
| Overall height | mm | 1457 |
| Turning circle | m | 11.22 |
| Boot capacity\* | l | 460-1480 |
| Kerb weight acc. to EC\*\* | kg | 1645 |
| Payload (based on kerb weight acc. to EC) | kg | 590 |
| Perm. GVW | kg | 2235 |
| Tank capacity/of which reserve | l | 41/7 |

**Performance and fuel consumption**

|  |  |  |  |
| --- | --- | --- | --- |
| Acceleration 0-100 km/h | s | | 7.0 |
| Top speed | km/h | | 233 |
| Fuel consumption NEDC\*\*\* urban/extra-urban/combined | l/100 km | | 5.8-5.5/4.7-4.2/5.0-4.7 |
| Combined CO2 emissions | g/km | 133-123 | |
| Emission class |  | Euro 6d-TEMP | |

\* acc. to VDA measuring method; \*\* kerb weight ready to drive acc. to EC, including driver (75 kg);   
\*\*\* The stated figures were obtained using the prescribed measuring procedure. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated on the basis of these figures.

Mercedes-Benz C 300 Coupé

|  |  |  |
| --- | --- | --- |
| Number of cylinders/arrangement |  | 4/in-line, 4 valves per cylinder |
| Displacement | cc | 1991 |
| Bore x stroke | mm | 83.0 x 92.0 |
| Rated output | kW/hp | 190 (258) at 5800-6100 rpm |
| Rated torque | Nm | 370 at 1800-4000 rpm |
| Compression ratio |  | 10.5: 1 |
| Mixture formation |  | High-pressure injection |

Power transmission

|  |  |  |
| --- | --- | --- |
| Drive system |  | Rear-wheel drive |
| Transmission |  | 9G-TRONIC |
| Gear ratios | Final drive ratio  1st gear  2nd gear  3rd gear  4th gear  5th gear  6th gear  7th gear  8th gear  9th gear  Reverse gear | 3.27  5.35  3.24  2.25  1.64  1.21  1.00  0.86  0.72  0.60  4.80 |

Suspension

|  |  |
| --- | --- |
| Front axle | Multi-link suspension, coil springs, gas-filled shock absorbers |
| Rear axle | | Multi-link independent suspension, coil springs, gas-filled shock absorbers |
| Braking system | front: internally ventilated 330 mm disc brakes, floating callipers;  rear: internally ventilated 300 mm disc brakes, floating callipers;  electric parking brake, ABS, Brake Assist , ESP® |
| Steering | | Electromechanical power steering with steering rack, linear ratio 15.5:1 |
| Wheels | | 7.0 J x 17 |
| Tyres | | 225/50 R17 W |

Dimensions and weights

|  |  |  |
| --- | --- | --- |
| Wheelbase | mm | 2840 |
| Track, front/rear | mm | 1563/1546 |
| Overall length | mm | 4686 |
| Overall width | mm | 1810 |
| Overall height | mm | 1405 |
| Turning circle | m | 11.22 |
| Boot capacity\* | l | 380 |
| Kerb weight acc. to EC\*\* | kg | 1600 |
| Payload (based on kerb weight acc. to EC) | kg | 495 |
| Perm. GVW | kg | 2095 |
| Tank capacity/of which reserve | l | 66/7 |

Performance and fuel consumption

|  |  |  |  |
| --- | --- | --- | --- |
| Acceleration 0-100 km/h | s | | 6.0 |
| Top speed\*\*\* | km/h | | 250 |
| Fuel consumption NEDC\*\*\* urban/extra-urban/combined | l/100 km | | 9.3-8.9/5.5-5.0/6.9-6.4 |
| Combined CO2 emissions | g/km | 157-147 | |
| Emission class |  | Euro 6d-TEMP | |

\*acc. to VDA measuring method; \*\* kerb weight ready to drive acc. to EC, including driver (75 kg);   
\*\*\* electronically limited; \*\*\*\* The stated figures were obtained using the prescribed measuring procedure. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated on the basis of these figures.

Mercedes-Benz C 400 4MATIC Coupé

|  |  |  |
| --- | --- | --- |
| Number of cylinders/arrangement |  | 6/V, 4 valves per cylinder |
| Displacement | cc | 2996 |
| Bore x stroke | mm | 88.0 x 82.1 |
| Rated output | kW/hp | 245 (333) at 5250-6000 rpm |
| Rated torque | Nm | 480 at 1600-4000 rpm |
| Compression ratio |  | 10.5: 1 |
| Mixture formation |  | High-pressure injection |

Power transmission

|  |  |  |
| --- | --- | --- |
| Drive system |  | Permanent all-wheel drive |
| Transmission |  | 9G-TRONIC |
| Gear ratios | Final drive ratio  1st gear  2nd gear  3rd gear  4th gear  5th gear  6th gear  7th gear  8th gear  9th gear  Reverse gear | 2.82  5.35  3.24  2.25  1.64  1.21  1.00  0.86  0.72  0.60  4.80 |

Suspension

|  |  |
| --- | --- |
| Front axle | Multi-link suspension, coil springs, gas-filled shock absorbers |
| Rear axle | | Multi-link independent suspension, coil springs, gas-filled shock absorbers |
| Braking system | front: internally ventilated and perforated 342 mm disc brakes, floating callipers;  rear: internally ventilated 300 mm disc brakes, floating callipers;  electric parking brake, ABS, Brake Assist , ESP® |
| Steering | | Electromechanical power steering with steering rack, linear ratio 15.5:1 |
| Wheels | | 7.0 J x 17 |
| Tyres | | 225/50 R17 W |

Dimensions and weights

|  |  |  |
| --- | --- | --- |
| Wheelbase | mm | 2840 |
| Track, front/rear | mm | 1.565/1.543 |
| Overall length | mm | 4686 |
| Overall width | mm | 1810 |
| Overall height | mm | 1.413 |
| Turning circle | m | 11.22 |
| Boot capacity\* | l | 380 |
| Kerb weight acc. to EC\*\* | kg | 1720 |
| Payload (based on kerb weight acc. to EC) | kg | 495 |
| Perm. GVW | kg | 2.215 |
| Tank capacity/of which reserve | l | 66/7 |

Performance and fuel consumption

|  |  |  |  |
| --- | --- | --- | --- |
| Acceleration 0-100 km/h | s | | 4.9 |
| Top speed\*\*\* | km/h | | 250 |
| Fuel consumption NEDC\*\*\* urban/extra-urban/combined | l/100 km | | 11,2-10,8/6,3-5,9/8,1-7,7 |
| Combined CO2 emissions | g/km | 186-176 | |
| Emission class |  | Euro 6d-TEMP | |

\*acc. to VDA measuring method; \*\* kerb weight ready to drive acc. to EC, including driver (75 kg);   
\*\*\* electronically limited; \*\*\*\* The stated figures were obtained using the prescribed measuring procedure. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated on the basis of these figures.

Mercedes-Benz C 300 Cabriolet

|  |  |  |
| --- | --- | --- |
| Number of cylinders/arrangement |  | 4/in-line, 4 valves per cylinder |
| Displacement | cc | 1991 |
| Bore x stroke | mm | 83.0 x 92.0 |
| Rated output | kW/hp | 190 (258) at 5800-6100 rpm |
| Rated torque | Nm | 370 at 1800-4000 rpm |
| Compression ratio |  | 10.5: 1 |
| Mixture formation |  | High-pressure injection |

Power transmission

|  |  |  |
| --- | --- | --- |
| Drive system |  | Rear-wheel drive |
| Transmission |  | 9G-TRONIC |
| Gear ratios | Final drive ratio  1st gear  2nd gear  3rd gear  4th gear  5th gear  6th gear  7th gear  8th gear  9th gear  Reverse gear | 3.27  5.35  3.24  2.25  1.64  1.21  1.00  0.86  0.72  0.60  4.80 |

Suspension

|  |  |
| --- | --- |
| Front axle | Multi-link suspension, coil springs, gas-filled shock absorbers |
| Rear axle | | Multi-link independent suspension, coil springs, gas-filled shock absorbers |
| Braking system | front: internally ventilated 330 mm disc brakes, floating callipers;  rear: internally ventilated 300 mm disc brakes, floating callipers;  electric parking brake, ABS, Brake Assist , ESP® |
| Steering | | Electromechanical power steering with steering rack, linear ratio 15.5:1 |
| Wheels | | 7.0 J x 17 |
| Tyres | | 225/50 R17 W |

Dimensions and weights

|  |  |  |
| --- | --- | --- |
| Wheelbase | mm | 2840 |
| Track, front/rear | mm | 1563/1546 |
| Overall length | mm | 4686 |
| Overall width | mm | 1810 |
| Overall height | mm | 1.409 |
| Turning circle | m | 11.22 |
| Boot capacity\* | l | 285-360 |
| Kerb weight acc. to EC\*\* | kg | 1735 |
| Payload (based on kerb weight acc. to EC) | kg | 465 |
| Perm. GVW | kg | 2200 |
| Tank capacity/of which reserve | l | 66/7 |

Performance and fuel consumption

|  |  |  |  |
| --- | --- | --- | --- |
| Acceleration 0-100 km/h | s | | 6.2 |
| Top speed\*\*\* | km/h | | 250 |
| Fuel consumption NEDC\*\*\* urban/extra-urban/combined | l/100 km | | 9,5-9,1/5,8-5,3/7,1-6,7 |
| Combined CO2 emissions | g/km | 163-153 | |
| Emission class |  | Euro 6d-TEMP | |

\*acc. to VDA measuring method; \*\* kerb weight ready to drive acc. to EC, including driver (75 kg);   
\*\*\* electronically limited; \*\*\*\* The stated figures were obtained using the prescribed measuring procedure. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated on the basis of these figures.

Mercedes-Benz C 400 4MATIC Cabriolet

|  |  |  |
| --- | --- | --- |
| Number of cylinders/arrangement |  | 6/V, 4 valves per cylinder |
| Displacement | cc | 2996 |
| Bore x stroke | mm | 88.0 x 82.1 |
| Rated output | kW/hp | 245 (333) at 5250-6000 rpm |
| Rated torque | Nm | 480 at 1600-4000 rpm |
| Compression ratio |  | 10.5: 1 |
| Mixture formation |  | High-pressure injection |

Power transmission

|  |  |  |
| --- | --- | --- |
| Drive system |  | Permanent all-wheel drive |
| Transmission |  | 9G-TRONIC |
| Gear ratios | Final drive ratio  1st gear  2nd gear  3rd gear  4th gear  5th gear  6th gear  7th gear  8th gear  9th gear  Reverse gear | 2.82  5.35  3.24  2.25  1.64  1.21  1.00  0.86  0.72  0.60  4.80 |

Suspension

|  |  |
| --- | --- |
| Front axle | Multi-link suspension, coil springs, gas-filled shock absorbers |
| Rear axle | | Multi-link independent suspension, coil springs, gas-filled shock absorbers |
| Braking system | front: internally ventilated and perforated 342 mm disc brakes, floating callipers;  rear: internally ventilated 300 mm disc brakes, floating callipers;  electric parking brake, ABS, Brake Assist , ESP® |
| Steering | | Electromechanical power steering with steering rack, linear ratio 15.5:1 |
| Wheels | | 7.0 J x 17 |
| Tyres | | 225/50 R17 W |

Dimensions and weights

|  |  |  |
| --- | --- | --- |
| Wheelbase | mm | 2840 |
| Track, front/rear | mm | 1.565/1.543 |
| Overall length | mm | 4686 |
| Overall width | mm | 1810 |
| Overall height | mm | 1.416 |
| Turning circle | m | 11.22 |
| Boot capacity\* | l | 285-360 |
| Kerb weight acc. to EC\*\* | kg | 1.860 |
| Payload (based on kerb weight acc. to EC) | kg | 465 |
| Perm. GVW | kg | 2.325 |
| Tank capacity/of which reserve | l | 66/7 |

Performance and fuel consumption

|  |  |  |  |
| --- | --- | --- | --- |
| Acceleration 0-100 km/h | s | | 5.2 |
| Top speed\*\*\* | km/h | | 250 |
| Fuel consumption NEDC\*\*\* urban/extra-urban/combined | l/100 km | | 11,8-11,3/6,9-6,4/8,7-8,2 |
| Combined CO2 emissions | g/km | 198-187 | |
| Emission class |  | Euro 6d-TEMP | |

\*acc. to VDA measuring method; \*\* kerb weight ready to drive acc. to EC, including driver (75 kg);   
\*\*\* electronically limited; \*\*\*\* The stated figures were obtained using the prescribed measuring procedure. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated on the basis of these figures.

Mercedes-AMG C 43 4MATIC Saloon

|  |  |  |
| --- | --- | --- |
| **Engine**  Number of cylinders/arrangement |  | 6/V, 4 valves per cylinder |
| Displacement | cc | 2996 |
| Bore x stroke | mm | 88.0 x 82.1 |
| Rated output | kW/hp | 287 kW (390 hp) at 6100 rpm |
| Rated torque | Nm | 520 Nm at 2500-5000 rpm |
| Compression ratio |  | 10.7: 1 |
| Mixture formation |  | Microprocessor-controlled petrol injection, twin turbocharging |

Power transmission

|  |  |  |
| --- | --- | --- |
| Drive system |  | AMG Performance 4MATIC all-wheel drive with rear-biased torque distribution |
| Transmission |  | AMG SPEEDSHIFT TCT 9G |
| Gear ratios | Final drive ratio  1st gear  2nd gear  3rd gear  4th gear  5th gear  6th gear  7th gear  8th gear  9th gear  Reverse gear | 3.07  5.35  3.24  2.25  1.64  1.21  1.00  0.86  0.72  0.60  -3,42 |

Suspension

|  |  |
| --- | --- |
| Front axle | AMG RIDE CONTROL suspension with three-link axle, coil springs, gas-filled shock absorbers and adaptive adjustable damping |
| Rear axle | | AMG RIDE CONTROL suspension with multi-link axle, coil springs, gas-filled shock absorbers and adaptive adjustable damping |
| Braking system | Hydraulic dual-circuit braking system;  Front: internally ventilated and perforated 360 mm disc brakes, 4-piston aluminium fixed callipers;  rear: internally ventilated 320 mm disc brakes, 1-piston aluminium floating callipers;  electric parking brake, ABS, Brake Assist, three-stage ESP® |
| Steering | | Electromechanical speed-sensitive power steering with steering rack, linear ratio of 15.5:1 and variable power assistance |
| Wheels | | front: 7.5.J x 18; rear: 8.5 J x 18 |
| Tyres | | front: 225/45 ZR 18; rear: 245/40 ZR 18 |

Dimensions and weights

|  |  |  |
| --- | --- | --- |
| Wheelbase | mm | 2840 |
| Track, front/rear | mm | 1602/1558 |
| Overall length | mm | 4699 |
| Overall width | mm | 1810 |
| Overall height | mm | 1429 |
| Turning circle | m | 12.10 |
| Boot capacity\* | l | 455 |
| Kerb weight acc. to DIN\*\* | kg | 1630 |
| Kerb weight acc. to EC\*\*\* | kg | 1705 |
| Payload (based on kerb weight acc. to EC) | kg | 520 |
| Perm. GVW | kg | 2225 |
| Tank capacity/of which reserve | l | 66/7 |

Performance and fuel consumption

|  |  |  |  |
| --- | --- | --- | --- |
| Acceleration 0-100 km/h | s | | 4.7 |
| Top speed | km/h | | 250\*\*\*\* |
| Fuel consumption NEDC\*\*\*\*\* urban/extra-urban/combined | l/100 km | | 12.6-12.2/7.5-7.2/9.3-9.1 |
| Combined CO2 emissions | g/km | 213-208 | |
| Emission class |  | Euro 6d-TEMP | |

\*acc. to VDA measuring method; \*\* kerb weight ready to drive acc. to EC, without driver; \*\*\* kerb weight ready to drive acc. to EC, including driver (75 kg); \*\*\*\*electronically limited; \*\*\*\*\* The stated figures were obtained using the prescribed measuring procedure. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated on the basis of these figures.

Mercedes-AMG C 43 4MATIC Estate

Engine

|  |  |  |
| --- | --- | --- |
| Number of cylinders/arrangement |  | 6/V, 4 valves per cylinder |
| Displacement | cc | 2996 |
| Bore x stroke | mm | 88.0 x 82.1 |
| Rated output | kW/hp | 287 kW (390 hp) at 6100 rpm |
| Rated torque | Nm | 520 Nm at 2500-5000 rpm |
| Compression ratio |  | 10.7: 1 |
| Mixture formation |  | Microprocessor-controlled petrol injection, twin turbocharging |

Power transmission

|  |  |  |
| --- | --- | --- |
| Drive system |  | AMG Performance 4MATIC all-wheel drive with rear-biased torque distribution |
| Transmission |  | AMG SPEEDSHIFT TCT 9G |
| Gear ratios | Final drive ratio  1st gear  2nd gear  3rd gear  4th gear  5thgear  6th gear  7th gear  8th gear  9th gear  Reverse gear | 3.07  5.35  3.24  2.25  1.64  1.21  1.00  0.86  0.72  0.60  -3,42 |

Suspension

|  |  |
| --- | --- |
| Front axle | AMG RIDE CONTROL suspension with three-link axle, coil springs, gas-filled shock absorbers and adaptive adjustable damping |
| Rear axle | | AMG RIDE CONTROL suspension with multi-link axle, coil springs, gas-filled shock absorbers and adaptive adjustable damping |
| Braking system | Hydraulic dual-circuit braking system;  Front: internally ventilated and perforated 360 mm disc brakes, 4-piston aluminium fixed callipers;  rear: internally ventilated 320 mm disc brakes, 1-piston aluminium floating callipers;  electric parking brake, ABS, Brake Assist, three-stage ESP® |
| Steering | | Electromechanical speed-sensitive power steering with steering rack, linear ratio of 15.5:1 and variable power assistance |
| Wheels | | front: 7.5.J x 18; rear: 8.5 J x 18 |
| Tyres | | front: 225/45 ZR 18; rear: 245/40 ZR 18 |

Dimensions and weights

|  |  |  |
| --- | --- | --- |
| Wheelbase | mm | 2840 |
| Track, front/rear | mm | 1602/1558 |
| Overall length | mm | 4714 |
| Overall width | mm | 1810 |
| Overall height | mm | 1440 |
| Turning circle | m | 12.10 |
| Boot capacity\* | l | 460-1480 |
| Kerb weight acc. to DIN\*\* | kg | 1685 |
| Kerb weight acc. to EC\*\*\* | kg | 1760 |
| Payload (based on kerb weight acc. to EC) | kg | 560 |
| Perm. GVW | kg | 2320 |
| Tank capacity/of which reserve | l | 66/7 |

Performance and fuel consumption

|  |  |  |  |
| --- | --- | --- | --- |
| Acceleration 0-100 km/h | s | | 4.8 |
| Top speed | km/h | | 250 \*\*\*\* |
| Fuel consumption NEDC\*\*\*\*\* urban/extra-urban/combined | l/100 km | | 12,7-12,5/7,8-7,5/9,6-9,3 |
| Combined CO2 emissions | g/km | 219-214 | |
| Emission class |  | Euro 6d-TEMP | |

\*acc. to VDA measuring method; \*\* kerb weight ready to drive acc. to EC, without driver; \*\*\* kerb weight ready to drive acc. to EC, including driver (75 kg); \*\*\*\*electronically limited; \*\*\*\*\* The stated figures were obtained using the prescribed measuring procedure. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated on the basis of these figures.

Mercedes-AMG C 43 4MATIC Coupé

Engine

|  |  |  |
| --- | --- | --- |
| Number of cylinders/arrangement |  | 6/V, 4 valves per cylinder |
| Displacement | cc | 2996 |
| Bore x stroke | mm | 88.0 x 82.1 |
| Rated output | kW/hp | 287 kW (390 hp) at 6100 rpm |
| Rated torque | Nm | 520 Nm at 2500-5000 rpm |
| Compression ratio |  | 10.7: 1 |
| Mixture formation |  | Microprocessor-controlled petrol injection, twin turbocharging |

Power transmission

|  |  |  |
| --- | --- | --- |
| Drive system |  | AMG Performance 4MATIC all-wheel drive with rear-biased torque distribution |
| Transmission |  | AMG SPEEDSHIFT TCT 9G |
| Gear ratios | Final drive ratio  1st gear  2nd gear  3rd gear  4th gear  5th gear  6th gear  7th gear  8th gear  9th gear  Reverse gear | 3.07  5.35  3.24  2.25  1.64  1.21  1.00  0.86  0.72  0.60  -4,80 |

Suspension

|  |  |
| --- | --- |
| Front axle | AMG RIDE CONTROL suspension with three-link axle, coil springs, gas-filled shock absorbers and adaptive adjustable damping |
| Rear axle | | AMG RIDE CONTROL suspension with multi-link axle, coil springs, gas-filled shock absorbers and adaptive adjustable damping |
| Braking system | Hydraulic dual-circuit braking system;  Front: internally ventilated and perforated 360 mm disc brakes, 4-piston aluminium fixed callipers;  rear: internally ventilated 320 mm disc brakes, 1-piston aluminium floating callipers;  electric parking brake, ABS, Brake Assist, three-stage ESP® |
| Steering | | Electromechanical speed-sensitive power steering with steering rack, linear ratio of 15.5:1 and variable power assistance |
| Wheels | | front: 7.5.J x 18; rear: 8.5 J x 18 |
| Tyres | | front: 225/45 ZR 18; rear: 245/40 ZR 18 |

Dimensions and weights

|  |  |  |
| --- | --- | --- |
| Wheelbase | mm | 2840 |
| Track, front/rear | mm | 1602/1558 |
| Overall length | mm | 4693 |
| Overall width | mm | 1810 |
| Overall height | mm | 1402 |
| Turning circle | m | 12.10 |
| Boot capacity\* | l | 400 |
| Kerb weight acc. to DIN\*\* | kg | 1675 |
| Kerb weight acc. to EC\*\*\* | kg | 1750 |
| Payload (based on kerb weight acc. to EC) | kg | 435 |
| Perm. GVW | kg | 2185 |
| Tank capacity/of which reserve | l | 66/7 |

Performance and fuel consumption

|  |  |  |  |
| --- | --- | --- | --- |
| Acceleration 0-100 km/h | s | | 4.7 |
| Top speed | km/h | | 250\*\*\*\* |
| Fuel consumption NEDC\*\*\*\*\* urban/extra-urban/combined | l/100 km | | 12,7-12,4/7,7-7,3/9,5-9,2 |
| Combined CO2 emissions | g/km | 217-212 | |
| Emission class |  | Euro 6d-TEMP | |

\*acc. to VDA measuring method; \*\* kerb weight ready to drive acc. to EC, without driver; \*\*\* kerb weight ready to drive acc. to EC, including driver (75 kg); \*\*\*\*electronically limited; \*\*\*\*\* The stated figures were obtained using the prescribed measuring procedure. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated on the basis of these figures.

Mercedes-AMG C 43 4MATIC Cabriolet

Engine

|  |  |  |
| --- | --- | --- |
| Number of cylinders/arrangement |  | 6/V, 4 valves per cylinder |
| Displacement | cc | 2996 |
| Bore x stroke | mm | 88.0 x 82.1 |
| Rated output | kW/hp | 287 kW (390 hp) at 6100 rpm |
| Rated torque | Nm | 520 Nm at 2500-5000 rpm |
| Compression ratio |  | 10.7: 1 |
| Mixture formation |  | Microprocessor-controlled petrol injection, twin turbocharging |

Power transmission

|  |  |  |
| --- | --- | --- |
| Drive system |  | AMG Performance 4MATIC all-wheel drive with rear-biased torque distribution |
| Transmission |  | AMG SPEEDSHIFT TCT 9G |
| Gear ratios | Final drive ratio  1st gear  2nd gear  3rd gear  4th gear  5th gear  6th gear  7th gear  8th gear  9th gear  Reverse gear | 3.07  5.35  3.24  2.25  1.64  1.21  1.00  0.86  0.72  0.60  -4,80 |

Suspension

|  |  |
| --- | --- |
| Front axle | AMG RIDE CONTROL suspension with three-link axle, coil springs, gas-filled shock absorbers and adaptive adjustable damping |
| Rear axle | | AMG RIDE CONTROL suspension with multi-link axle, coil springs, gas-filled shock absorbers and adaptive adjustable damping |
| Braking system | Hydraulic dual-circuit braking system;  Front: internally ventilated and perforated 360 mm disc brakes, 4-piston aluminium fixed callipers;  rear: internally ventilated 320 mm disc brakes, 1-piston aluminium floating callipers;  electric parking brake, ABS, Brake Assist, three-stage ESP® |
| Steering | | Electromechanical speed-sensitive power steering with steering rack, linear ratio of 15.5:1 and variable power assistance |
| Wheels | | front: 7.5.J x 18; rear: 8.5 J x 18 |
| Tyres | | front: 225/45 ZR 18; rear: 245/40 ZR 18 |

Dimensions and weights

|  |  |  |
| --- | --- | --- |
| Wheelbase | mm | 2840 |
| Track, front/rear | mm | 1602/1558 |
| Overall length | mm | 4693 |
| Overall width | mm | 1810 |
| Overall height | mm | 1405 |
| Turning circle | m | 12.10 |
| Boot capacity\* | l | 285-360 |
| Kerb weight acc. to DIN\*\* | kg | 1810 |
| Kerb weight acc. to EC\*\*\* | kg | 1885 |
| Payload (based on kerb weight acc. to EC) | kg | 430 |
| Perm. GVW | kg | 2315 |
| Tank capacity/of which reserve | l | 66/7 |

Performance and fuel consumption

|  |  |  |  |
| --- | --- | --- | --- |
| Acceleration 0-100 km/h | s | | 4.8 |
| Top speed | km/h | | 250\*\*\*\* |
| Fuel consumption NEDC\*\*\*\*\* urban/extra-urban/combined | l/100 km | | 12,9-12,7/7,9-7,6/9,8-9,5 |
| Combined CO2 emissions | g/km | 223-218 | |
| Emission class |  | Euro 6d-TEMP | |

\*acc. to VDA measuring method; \*\* kerb weight ready to drive acc. to EC, without driver; \*\*\* kerb weight ready to drive acc. to EC, including driver (75 kg); \*\*\*\*electronically limited; \*\*\*\*\* The stated figures were obtained using the prescribed measuring procedure. These are the "NEDC CO2 figures" according to Art. 2 No. 1 Implementing Regulation (EU) 2017/1153. The fuel consumption figures were calculated on the basis of these figures.

1. MSRP for Germany including 19% VAT [↑](#footnote-ref-2)
2. MSRP for Germany including 19% VAT [↑](#footnote-ref-3)