



Mercedes-Benz

The new Mercedes-AMG C 63 Coupé

Press Information

The sportiest C-Class ever

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Affalterbach. Mercedes-AMG is setting a further landmark in the brand history: the new C 63 Coupé is the next step on the way to yet more technical and visual distinctiveness. The profound technical modifications are evident at first sight: strikingly flared front and rear wheel arches, an increased track width and larger wheels give the Coupé a muscular look while at the same time providing a basis for the highly agile longitudinal and lateral dynamics. The brand's hallmark "Driving Performance" reaches a new level in the C 63 Coupé. The AMG 4.0-litre V8 twin-turbo engine rated at 350 kW (476 hp) or 375 kW (510 hp) is an in-house development from Affalterbach, as is the sophisticated AMG RIDE CONTROL sports suspension with electronically controlled shock absorbers, the set-up of the AMG DYNAMIC SELECT driving modes, the rear-axle limited-slip differential or the dynamic engine mounts.

"Like the AMG GT, the new C 63 Coupé embodies the independence of our brand. It offers longitudinal and lateral dynamics at an extremely high level along with improved fuel economy", says Tobias Moers, Chairman of the Board of Management of Mercedes-AMG GmbH. "In addition, we are making a bold visual statement with the muscular design. Our customers can therefore experience the new Coupé with all of their senses: seeing, hearing, feeling and, above all, driving!"

Fascinating design visualises outstanding performance

The Mercedes-AMG C 63 Coupé fascinates even at first glance with its impressive proportions. The expressive exterior design differs significantly from the standard Mercedes-Benz model, which shares merely the same doors, roof and boot lid. The powerful eight-cylinder engine as well as the wider track of the front and rear axles call for a redesigned front end, a model-specific rear assembly and new side walls. The flared wheel arches make the AMG Coupé 64

millimetres wider at the front and 66 millimetres wider at the rear, enabling the vehicle to hug the road better.

The larger wheel arches allow the use of wider tyres (up to 255 millimetres on the front axle and up to 285 millimetres on the rear axle), contributing to improved lateral acceleration, traction and agility. Under the outer skin, the body structure has been reinforced in key areas to transfer and compensate the extreme longitudinal and lateral forces from the powertrain and suspension. There is also the model-specific rear axle carrier.

The 60-millimetre-longer aluminium bonnet is adorned by two distinctive power domes, which are among the typical distinguishing features and underscore the muscular appearance. The extremely wide front section is characterised by large air inlets and precisely positioned flics. The low, arrow-shaped "twin blade" radiator grille with AMG lettering visually lowers the vehicle's centre of gravity. The typical AMG "A-wing" is serving as an air deflector for the three cooling air intakes. Additional flics ensure an optimal flow of air to the cooling modules. And a front splitter at the bottom of the front apron helps to reduce front-axle lift.

The side line, too, presents an entirely unique face thanks to the large wheels, which finish flush with the body on the far outside, and the special side skirts. The lateral inward step from door to sill lends additional emphasis to the wide base. Added benefit of the newly designed body elements: no compromises were required with regard to the connection of the aprons and other components: every joint and light-catching contour blends in harmoniously with the overall design. In the diagonal view from behind, the muscular line from roof to shoulder via side wall and wheel cut-out looks especially impressive, adding to the impression of an intricately modelled sculpture with alternating light reflections. Refined detail: In typical sports car fashion, the exterior mirrors are mounted on the door rather than in the mirror triangle.

Taking its inspiration from the S-Class Coupé, the completely redesigned rear end includes a diffuser insert that invokes a typical feature from motor sport. The special design of the laterally positioned, optical air outlet openings improves the rear air flow, allowing it to break away with aerodynamically advantageous precision. Features such as the narrow rear reflectors reinforce the impression of width. The two chrome-plated twin tailpipes of the exhaust system are perfectly integrated into the diffuser. The boot lid includes a narrow spoiler lip in the form of a sharp blade. It not only looks elegant, but also produces more downforce on the rear axle.

Interior with high-class appeal

The careful selection of high-class materials, their high-quality touch and feel as well as the meticulous workmanship lend the interior a high-class appeal. The instrument panel is trimmed with black ARTICO man-made leather. Crystal grey topstitching, the wing-shaped aluminium trim and the AMG-specific analogue clock in IWC design (depending on specification) underscore the high-quality impression. Numerous AMG-specific controls underscore the motor sport heritage. As an alternative to the standard sports seats in ARTICO/microfibre DINAMICA man-made leather, Performance seats are also available: these allow the occupants a lower seating position and are more strongly contoured for increased lateral support.

Top performance

Also as regards its engine, the C 63 Coupé occupies an exceptional status among the competition, being the only vehicle in the segment to boast an 8-cylinder biturbo engine. Mercedes-AMG thus precisely meets the wishes of those customers who desire a combination of a highly emotionally appealing, unmistakable engine sound and high-torque power delivery.

The driver also benefits from the impressive performance: the C 63 S Coupé accelerates from 0 to 100 km/h in 3.9 seconds, the C 63 Coupé in 4.0 seconds. The top speed is 250 km/h (electronically limited; 290 km/h with AMG Driver's Package). With a power-to-weight ratio of 3.4 kg/hp (C 63 S) and 3.6 kg/hp (C 63), the new AMG V8 top models likewise head the field in this segment.

The models at a glance:

	Mercedes-AMG C 63 S Coupé	Mercedes-AMG C 63 Coupé
Displacement	3982 cc	3982 cc
Output	375 kW (510 hp) at 5500-6250 rpm	350 kW (476 hp) at 5500-6250 rpm
Peak torque	700 Nm at 1750-4500 rpm	650 Nm at 1750-4500 rpm
Fuel consumption NEDC combined	8.9-8.6 l/100 km	8.9-8.6 l/100 km

CO₂ emissions	209-200 g/km	209-200 g/km
Efficiency class	E	E
Kerb weight (according to DIN/EC)	1725 kg* / 1800 kg**	1710 kg* / 1785 kg**
Acceleration 0-100 km/h	3.9 s	4.0 s
Top speed	250 km/h***	250 km/h***

* Ready-to-drive condition (fuel tank 90% full, without driver and luggage); ** Ready-to-drive condition (fuel tank 90% full, with driver (68 kg) and luggage (7 kg)); *** Electronically limited; 290 km/h with AMG Driver's Package

New V8 biturbo closely related to the engine in the Mercedes-AMG GT

The 4.0-litre eight-cylinder biturbo engine is already used in the C 63 Saloon and the C 63 Estate. It is also installed in the GT sports car with dry sump lubrication. A characteristic feature is that the two turbochargers are positioned not on the outside of the cylinder banks, but between them in the 'V' – experts call this a 'hot inside V'. The main advantages of this design are the compact engine construction, optimal response and low exhaust gas emissions.

A host of measures combines maximum performance with favourable fuel consumption figures. The spray-guided direct petrol injection system ensures clean and efficient combustion with high thermodynamic efficiency. Fast-acting piezo injectors enable multiple injections of fuel to be delivered to the engine on demand and with the utmost precision.

Technology from motor racing

The patented NANOSLIDE cylinder coating, which is also being used in Formula 1 racing today, reduces the friction of the cylinder liners and increases durability. By way of comparison: The surfaces of the cylinder liners of the AMG V8 engine are twice as hard as conventional grey cast liners. The closed deck design of the crankcase is likewise found in motor sport and ensures the crankcase's extreme stability. Lightweight forged pistons lower the engine weight while offering supreme strength.

The large cooling system is comparable to that of the S 65 and thus ensures the engine's performance even under extreme stress - for example during track days on the racetrack. The same is true for the flow-optimised cylinder heads, which are made of a special heat-resistant alloy.

Continuous adjustment of the intake and exhaust camshafts improves power delivery and efficiency. It delivers excellent throttle response and optimises the charge cycle for every operating point. An oil pump with variable control also contributes to low fuel consumption.

Exhaust system with flap technology for variable engine sound

The typical V8 engine sound was likewise a key development goal. A sport exhaust system with exhaust flap comes as standard. It is map-controlled depending on the AMG DYNAMIC SELECT driving mode, the power demanded by the driver and the engine speed. The engine sound varies accordingly between discreet/suitable for long-distance driving and throaty/emotionally appealing.

A Performance exhaust system with three selectable exhaust flaps is optionally available for both engine variants. This gives the driver an even wider sound range: In driving mode "Comfort", the engine is even more comfortable and quiet, while in "Sport +" and "Race" mode the typical sound of an AMG V8 is even more dominant. In any case, the exhaust systems are designed in such a way that all statutory noise limits are complied with at all times irrespective of the flap position.

Variable dynamics: the AMG SPEEDSHIFT MCT 7-speed sports transmission

The transmission plays a major part in the direct and sporty character of the new Mercedes-AMG C 63 Coupé. The AMG SPEEDSHIFT MCT 7-speed sports transmission impresses with its tailor-made dynamics and high variability. Whether automatic or initiated by the driver using the steering wheel shift paddles, upshifts and downshifts are executed noticeably faster than in the previous model. Especially in "Sport+" and in manual mode, the transmission response is now even more prompt. This enhanced spontaneity was made possible by optimising the transmission hardware and software. Furthermore, the aluminium paddle shifters are now able to transmit the driver's commands to change gears even faster than before. The tangible driving dynamics are thus enhanced further.

Model-specific suspension for superior dynamism

The basis for the agile handling of the C 63 Coupé is the specially designed suspension with a high percentage of aluminium, performance-oriented kinematics, electronically controlled shock absorbers and AMG-specific elastokinematics. A four-link front suspension with radial, racing-style brake connections is used. Model-specific steering knuckles and a wider track allow greater lateral acceleration.

The rear axle has also been newly developed from the ground up. The multi-link concept impresses with highly precise wheel control and increased rigidity. All in all, the rear axle uses 12 links for optimising wheel control. The AMG-specific rear axle carrier makes the increased track width possible; the contact surfaces of both wheels were moved a further 25 millimetres towards the outside in comparison with the Saloon. Other measures include discrete wheel carriers, a firmer elastokinematic set-up and a higher negative camber. Additional reinforcement measures in the body shell improve the noise, vibration and harshness characteristics.

Sports suspension with 3-stage adaptive damping

With the AMG RIDE CONTROL sports suspension, the customer is able to choose between maximum sportiness and pronounced long-distance comfort in three stages at the push of a button. The difference between the comfortable and sporty suspension setting is now even more perceptible – depending on the particular driving situation. The damping stages can be selected via the DYNAMIC SELECT driving modes or with a separate button.

As standard, the C 63 runs on multi-spoke light-alloy wheels painted titanium grey with high-sheen finish, in size 9.0 x 18 (front) and 10.5 x 18 (rear), with tyre size 255/40 R 18 (front) and 285/35 R 18 (rear). The C 63 S runs on tyres of sizes 255/35 R 19 (front) and 285/30 R 19 (rear) mounted on 9.0 J x 19 (front) and 10.5 J x 19 (rear) 5-spoke light-alloy wheels painted titanium grey with high-sheen finish.

Other tyre/wheel combinations are optionally available. These include staggered tyres with forged cross-spoke wheels, painted matte black with high-sheen rim flange. The front axle features tyres of size 255/35 R 19 on 9.0 J x 19 wheels. The rear axle is fitted with tyres of size 285/30 R 20 on 10.5 J x 20 wheels.

Rear-axle limited-slip differential: optimal traction, including on the race track

For improved traction and vehicle dynamics, the C 63 Coupé has a mechanical rear-axle limited-slip differential, while the C 63 S Coupé comes with an electronic version. Both differentials reduce the slip on the inside wheel when cornering, without control interventions in the braking system. This allows the driver to accelerate out of corners earlier thanks to the improved traction. The car remains more stable when braking from high speeds, and the limited-slip differential also improves traction when accelerating fast from a standing start. The greatest benefit of the electronic rear-axle limited-slip differential is the even more sensitive and faster control, which pushes the thresholds higher and makes it even easier to drive at the vehicle's limits.

Contrary to conventional differentials, the rear-axle limited-slip differential uses a multi-disc clutch and two compression rings. This ensures that the torque is always sent to the wheel with better traction and that the inside wheel is prevented from slipping because the multi-disc clutch channels the torque as needed. The standard 3-stage ESP[®] with the settings "ESP On", "Sport Handling Mode" and "ESP Off" works in perfect unison with the rear-axle limited-slip differential and is optimally tuned to the outstanding dynamics.

The electromechanical, speed-sensitive sports steering ensures precise, agile handling. The driver benefits from a direct steering ratio and optimum responsiveness. Furthermore, the system features variable power assist that is adapted electronically to the current vehicle speed. It not only responds depending on the given road speed, but also according to the current lateral acceleration and the selected AMG DYNAMIC SELECT drive mode.

The high-performance braking system of the C 63 Coupé ensures short stopping distances and excellent control with cross-drilled and vented brake discs measuring 360 millimetres in diameter at the front and rear. The C 63 S Coupé is fitted with compound brake discs with a diameter of 390 millimetres to account for the increased performance. A high-performance compound braking system with ceramic discs measuring 402 millimetres in diameter on the front axle is optionally available for the C 63 S Coupé. They weigh just half of comparable conventional brake discs and as a result reduce unsprung masses. This in turn improves turn-in, which responds even more spontaneously to the driver's steering commands.

AMG DYNAMIC SELECT driving modes

The four different driving modes "Comfort", "Sport", "Sport+" and "Individual" allow drivers to influence the characteristics of their C 63 Coupé. The C 63 S Coupé has an additional "RACE" driving mode allowing for a completely personalised driving style. The driver selects the driving experience using a controller to the left of the touchpad.

"Comfort" is the well-balanced driving mode with a comfort-oriented suspension and steering set-up as well as a fuel-efficient powertrain configuration – including smooth gearshifts and a discreet exhaust note. The "sailing function" for a further reduction in fuel consumption is completely new: when the driver releases the accelerator in a speed range between 60 and 160 km/h, the clutch of the MCT transmission is disengaged and the engine is decoupled from the powertrain. The electronics reduce the engine speed to idle level, and the driving resistance is reduced by the compression and frictional forces of the engine in overrun mode.

The driving modes "Sport" and "Sport+" enhance the sporty intensity. "RACE" is exclusive to the C 63 S Coupé and the optimal setting for ambitious laps on a racetrack.

AMG DYNAMIC SELECT driving modes:

Driving mode	"Comfort"	"Sport"	"Sport +"	"RACE"	"Individual"
Powertrain	C	126	S+	R	C, S, S+
Suspension	C	S	S+	S+	C, S, S+
Transmission	D	D	D	D	M, D
Exhaust system (C, S+)	C	C	S+	S+	C, S+
ESP®	On	On	On	Sport Handling Mode	On, Sport Handling Mode
ECO start/stop function	On	Off	Off	Off	Dependent on powertrain settings
"Sailing function"	On	Off	Off	Off	Dependent on powertrain settings

C 63 S Coupé with dynamic engine mounts as standard

Unique in its segment, the C 63 S Coupé – like the Saloon and the Estate – is equipped with dynamic engine mounts. These resolve the conflicting aims of

comfort and dynamic performance by reducing vibrations in the engine/transmission unit. These dynamic mounts are instantly and variably able to adapt their rigidity to the driving conditions and style of driving. Soft engine mounts improve comfort, as they provide more effective decoupling of noise and vibration. However, handling and agility benefit from a generally stiffer mount set-up. The driver feels more connected to the vehicle when driving dynamically, as there is more feedback and the steering response is more direct. All in all, the driver benefits from a more precise driving sensation.

Safety of the highest calibre

All assistance systems available for the C-Class Coupé can also be ordered for the C 63 Coupé. It comes as standard with the further advanced ATTENTION ASSIST drowsiness detection system and COLLISION PREVENTION ASSIST PLUS, which helps to prevent rear-end collisions.

The models at a glance:

	Mercedes-AMG C 63 S Coupé	Mercedes-AMG C 63 Coupé
Wheels	9.0 J x 19 front 10.5 J x 19 rear	9.0 J x 18 front 10.5 J x 18 rear
Tyres	255/35 R 19 front 285/30 R 19 rear	255/40 R 18 front 285/35 R 18 rear
Brakes	High-performance compound braking system, 390 mm front brake discs, 360 mm rear brake discs	High-performance braking system, 360 mm brake discs, front and rear
Brake callipers	painted red, with AMG lettering in black	painted silver, with AMG lettering in white
Rear-axle limited-slip differential	electronic	mechanical
Engine mount	dynamic	static
AMG DYNAMIC SELECT driving modes	Five (Individual, Comfort, Sport, Sport +, Race)	Four (Individual, Comfort, Sport, Sport +)
Twin-louvre radiator grille	in silver chrome	in matt iridium silver
Front apron	Front splitter and A-wing in high-gloss black	Front splitter and A-wing in body colour
Side skirt trim	inserts in matt iridium silver	no inserts
Rear apron trim strip	in matt iridium silver	in high-gloss black
Performance steering wheel	in nappa leather/DINAMICA microfibre, 12 o'clock mark in trim	in nappa leather, 12 o'clock mark in black

	colour	
Instrument cluster	with red applications	no applications
Upholstery	crystal grey contrast strips on the seats and door centre panels	no contrast strips
Seatbelts	crystal grey	black

* Ready-to-drive condition (fuel tank 90% full, without driver and luggage); ** Ready-to-drive condition (fuel tank 90% full, with driver (68 kg) and luggage (7 kg)); *** Electronically limited; 290 km/h with AMG Driver's Package

Exclusive optional extras from the Performance Studio

The AMG Performance Studio offers technical and design highlights that make the Mercedes-AMG C 63 Coupé even sportier, more exclusive and more individual. An excerpt:

AMG Night package:

- Silver chrome louvre in the radiator grille
- A-wing of the front bumper and A-wing trim strip in high-gloss black
- Side sill panel inserts in high-gloss black
- Shoulderline trim strip and window surrounds in high-gloss black
- Rear bumper trim strip in high-gloss black
- Exterior mirror housings in high-gloss black
- Heat-insulating, dark tinted glass from the B-pillar
- Sports exhaust system with two chrome-plated twin tailpipe tips

AMG Exterior Carbon-Fibre package I:

- Silver chrome louvre in the radiator grille
- A-wing of the front bumper in carbon
- Side sill panel inserts in carbon
- Upper trim panel of rear bumper in carbon

AMG Exterior Carbon-Fibre package II:

- Exterior mirror housings in carbon
- Spoiler lip in carbon

AMG Performance Studio interior:

- Performance seats for driver and passenger with more heavily contoured seat for enhanced lateral support, integral head restraints and "AMG" badge in the backrests
- Two-tone nappa leather red pepper/black or platinum white/black, perforated
- Carbon-fibre/light aluminium trim with longitudinal grain
- Matte silver glass fibre/aluminium with bright longitudinal grain trim

Edition 1: special model inspired by motor sport for the market launch

The new Mercedes-AMG C 63 Coupé and C 63 S Coupé are also available as "Edition 1" special models from market launch. The extraordinary combination of exclusive design and equipment features is inspired by the appearance of the future Mercedes-AMG C 63 DTM racing coupés, which will compete in the globally popular Deutsche Tourenwagen Masters (DTM) racing series in 2016.

Two exterior designs address different customer wishes. The first variant, available exclusively for the S-Model is particularly striking: The colour scheme in designo magno selenite grey matt paint with yellow film coating borrows the look of the International Motor Show launch version of the 2016 C 63 DTM and thus highlights its proximity to motor sport. Yellow sport stripes adorn the engine bonnet, roof, boot lid as well as the side lines above the rocker panels.

With yellow painted rim flanges, the extremely light and matte black Performance 5-twin-spoke forged wheels also set distinctive accents. Size 9.0 J x 19 with 255/35 R 19 tyres are used at the front, 10.5 J x 20 with 285/30 R 20 tyres at the rear. The custom sports tyres offer a tangibly enhanced level of traction on dry roads. The C 63 S Coupé Edition 1 is standard-equipped with the AMG ceramic high-performance compound braking system offering maximum deceleration and lower unsprung masses, thus likewise enhancing racetrack performance.

The exterior of the second Edition 1 variant is more restrained. The sport stripes are rendered in graphite grey matt and the rim flanges of the matt black forged wheels have a high-sheen cross-spoke design. Sport tyres and the ceramic high-performance compound braking system are available as an option for this variant. In addition, all exterior paint finishes are available for this model.

In both variants, the AMG Aerodynamics package in high-gloss black enhances the racing-inspired appearance. The additional large front spoiler, specific side sills, lateral stall strips integrated into the rear bumper, the specific rear diffuser and the specific stall strip on the boot lid not only reduce lift, but also sharpen the visual impression. The AMG Night package with chrome-plated tailpipe trim is also in the series-production version of the Edition 1.

The genuine racing feel continues in the interior. The AMG Performance seats are upholstered in Nappa leather, including the colour yellow in the contrasting topstitching of the specific diamond pattern. In addition, the more sharply-contoured seat shape enhances lateral support, particularly in curves taken at high speed. Yellow contrasting topstitching is also found on the door centre panels, the armrests, the steering wheel rim and the beltlines.

Additional yellow accents adorn the instrument cluster, the AMG-specific analogue clock in IWC design and the floor mats. With the DINAMICA microfibre Performance steering wheel with flat bottom, the driver always has the C 63 Coupé safely under control. The matte carbon trim in the centre console rounds out the impressive appearance of the Edition 1 model.

History: in the tradition of "The Hammer" (from 1988)

Mercedes-AMG is known making its marks – preferably exclamation marks! In fact, in the form of breath-taking high-performance vehicles. The company history is consequently filled with milestones of mechanical engineering that quickly became icons for car enthusiasts all over the world. A typical example is the 300 CE 5.6 and 6.0 of model series W 124 from 1988 on. The wide-body coupé and the saloon model impressed with thrilling looks and above all sensational performance on the road. The powerful V8 cars were the first AMG special models to reach a top speed in excess of 300 km/h – and as a result made the covers of renowned car magazines around the globe. The Americans lovingly dubbed these models "The Hammer".

CLK 63 AMG Black Series (2007)

The brawny coupé was based on the Official F1™ Safety Car from AMG at the time: it was powered by an updated 6.3-litre V8 engine producing an output of 373 kW/507 hp. The coupé accelerated from rest to 100 km/h in 4.3 seconds and reached an electronically limited top speed of 300 km/h. Newly designed axles, the coil-over sports suspension developed at great cost, 19-inch forged wheels, the newly developed steering system and the bigger high-performance braking system guaranteed driving dynamics of the highest order.

C 63 Coupé Black Series (2011)

In 2011, the C 63 AMG Coupé Black Series marked the pinnacle of the C-Class range with spectacular design, technology transfer from motor sport, an output of 380 kW (517 hp) and driving dynamics at the highest level. Acceleration from

zero to 100 km/h took 4.2 seconds. The adjustable coil-over suspension was also a contributing factor in the exclusive driving pleasure, as was the high-performance compound braking system and the functional standard equipment level. To enhance the driving dynamics even further, an optional Track package with competition tyres and active cooling of the rear differential gear, an Aerodynamics package with flics, functionally tuned front splitter and adjustable carbon rear aerofoil were available.

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