



Mercedes-Benz

The new 2017 Mercedes-AMG C63 Coupe

Press Information

The sportiest C-Class ever

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Affalterbach. Mercedes-AMG is setting another milestone in the brand's history: the new 2017 AMG C63 Coupe is the next step on the way to more technical and visual distinctiveness. The far-reaching technical modifications are evident at first sight: strikingly flared front and rear wheel arches, an increased track width and larger wheels give the C63 Coupe a muscular look while also providing a basis for highly agile longitudinal and lateral dynamics. The brand's typical "Driving Performance" is also taken to new heights with the C63 Coupe. The AMG 4.0-liter V8 biturbo engine, with 469 hp in standard trim or 503 hp in the C63 S, is a completely in-house development from Affalterbach. In addition, the sophisticated AMG RIDE CONTROL suspension with electronically controlled shock absorbers, the set-up of the AMG DYNAMIC SELECT transmission modes, the rear-axle limited-slip differential and the dynamic engine mounts have all been developed by AMG.

The C-Class is Mercedes-AMG's best-selling model and forms the backbone of the company's success. Since its launch in 2011, the C-Class Coupe has steadily gained significance, culminating with the C63 AMG Coupe Black Series. "The new AMG C63 Coupe embodies our conception of progress: It offers impressive longitudinal and lateral dynamics at an extremely high level along with improved fuel economy," said 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 progress with each of their senses: seeing, hearing, feeling and, above all, driving!" The Mercedes-AMG C63 Coupe will celebrate its world premiere on September 15, 2015 at the Frankfurt International Motor Show (IAA) and will be available in U.S. dealers beginning in the summer of 2016.

	Mercedes-AMG C63 Coupe	Mercedes-AMG C63 S Coupe
Displacement	3982 cc	3982 cc
Output	469 hp at 5500-6250 rpm	503 hp at 5500-6250 rpm
Peak torque	479 lb-ft at 1750-4500 rpm	516 lb-ft at 1750-4500 rpm
Curb weight (European Specification)	3,770 lbs	3,803 lbs
Acceleration 0-60 mph	3.9 s	3.8 s
Top speed	155 mph**	180 mph**

* Ready-to-drive condition (fuel tank 90% full, without driver and luggage); ** Electronically limited;

Fascinating design visualizes outstanding performance

The Mercedes-AMG C63 Coupe already fascinates at first glance with its impressive proportions. The expressive exterior design differs significantly from the Mercedes-Benz C-Class Coupe model, which shares merely the same doors, roof and trunk lid. The powerful 8-cylinder engine, together with the increased track width on the front and rear axles, calls for a redesigned front end and a model-specific rear assembly as well as new front and rear fenders. The flared wheel arches make the AMG Coupe 2.51-inches (64 mm) wider at the front and 2.59-inches (66 mm) wider at the rear, enabling the vehicle to hug the road better.

The larger wheel arches allow the use of wider tires, up to 10 inches (255 millimeters) on the front axle and up to 11.2 inches (285 millimeters) on the rear, 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 for the extreme longitudinal and lateral forces the powertrain and suspension are capable of.

The 2.36-inch (60 mm) longer aluminum hood is adorned by two distinctive powerdomes, which are among the typical distinguishing features and underscore the muscular appearance. The extremely wide front section is characterized by large air inlets and precisely positioned aero flics. The low, arrow-shaped "twin blade" grill with AMG lettering visually lowers the vehicle's center of gravity. The typical AMG "A-wing" front spoiler is three-dimensional, also serving as an air deflector for the three cooling air inlets. Additional aero flics ensure an optimal flow

of air to the cooling modules, while a front splitter at the bottom of the front apron helps reduce front-axle lift.

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As a result of the newly designed body on the C-Class Coupe, 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. The side line of the C63 Coupe presents an entirely unique profile thanks to large wheels which finish flush with the body on the far outside and unique side skirts. In the diagonal view from behind, the muscular line from roof to shoulder via the rear quarter panel and wheel cutout looks especially impressive, lending emphasis to the impression of an intricately modelled sculpture with alternating light reflections. In typical sports car fashion, the exterior rear-view mirrors have been mounted on the door rather than on the A-pillar.

Taking its inspiration from the S-Class Coupe, the completely redesigned rear end includes a diffuser insert, a feature typically seen in the world of motor sport. The two chrome-plated twin tailpipes of the AMG exhaust system are perfectly integrated into the diffuser. The special design of the laterally positioned, optical air outlet openings improves 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 trunk lid includes a narrow spoiler lip in the form of a sharp blade. It not only looks elegant, but also significantly reduces the rear-axle lift.

Interior with superior perceived quality

Carefully selected, high-grade materials with a pleasant touch and precision workmanship produce a level of perceived quality that is rare even in higher vehicle classes. Numerous AMG-specific controls underscore the motor sport heritage. As an alternative to the standard sports seats in ARTICO/microfiber DINAMICA, Performance seats are also available, which offer occupants a lower seating position and more aggressively contoured bolsters for increased lateral support.

Top on performance

The AMG C63 Coupe occupies an exceptional status among the competition, being the only vehicle in the segment to boast an 8-cylinder biturbo engine. Mercedes-AMG thus meets the wishes of those customers who desire a combination of a highly emotional, unmistakable engine sound with torque power delivery.

The driver also benefits from unrivalled performance: the C63 S Coupe accelerates from 0 to 60 mph in 3.8 seconds, and the C63 Coupe in 3.9 seconds. This makes the Coupe just a fraction faster than the Sedan - thanks to the wider tires and shorter-legged rear-axle ratios. The top speed is electronically limited to 155 mph on the C63 Coupe, and 180 mph on the C63 S Coupe.

New V-8 biturbo closely related to the engine in the Mercedes-AMG GT

The 4.0-liter 8-cylinder biturbo engine is already used in the C63 Sedan and in the AMG GT S sports car (with dry sump lubrication). This engine features two turbochargers positioned in-between the engine's cylinder banks, otherwise known as a "hot inside V." The main advantages of this design are the compact engine construction, optimal response and low exhaust gas emissions.

Exhaust system with flap technology for variable engine sound

The iconic V-8 engine sound was specially tailored for the C63 Coupe. A model-specific exhaust system with flap technology is equipped as standard. It is automatically map-controlled depending on the AMG DYNAMIC SELECT transmission mode, the power demanded by the driver and engine speed. The engine sound varies between a discreet note suitable for long-distance driving and more robust and emotional sound. Optionally available is the Performance exhaust system, which allows the exhaust note to be modulated at the press of a button.

Faster gearshifts: the AMG SPEEDSHIFT MCT 7-speed sport transmission

The transmission plays a major part in the direct and sporty character of the new Mercedes-AMG C63 Coupe. The AMG SPEEDSHIFT MCT 7-speed sport 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. This increased response time is made possible by an even sportier set-up of the engine and transmission parameters.

Specially developed suspension for maximum lateral and longitudinal dynamics

The impressive agility and high cornering speed of the C63 Coupe are thanks to the completely redesigned suspension. A four-link front suspension with radial, racing-style brake connections is used with model-specific steering knuckles and a wider

track, allowing for greater lateral acceleration. The rear axle has also been completely redesigned for the Coupe. The multi-link concept impresses with highly precise wheel control and increased stiffness. The AMG-specific rear axle carrier makes the increased track width possible; the contact surfaces of the wheel bearings were moved about an inch (25 mm) further towards the outside when compared with the Sedan. Other measures include AMG-specific wheel carriers, stiffer elastokinematic tuning and higher negative camber.

With the AMG RIDE CONTROL suspension with adjustable damping, the customer can choose between maximum sportiness and excellent long-distance comfort in three stages, all at the press of a button.

Rear-axle limited-slip differential: optimal traction for both road and track

For improved traction and vehicle dynamics, the C63 Coupe is equipped with a mechanical rear-axle limited-slip differential, while the C63 S Coupe comes with an electronic rear-axle limited-slip differential. Both differentials reduce the slip on the inside wheel when cornering without control interventions in the braking system, allowing the driver to accelerate out of corners earlier thanks to the improved traction. Other benefits include increased stability under heavy braking and improved traction upon acceleration. The model-specific, completely redesigned rear axle was specially adapted to the higher vehicle dynamics of the Coupe.

The greatest benefit of the electronic rear-axle limited-slip differential - installed as standard on the C63 S - is the even more precise and faster control, which further raises the critical limit of drivability. The 3-stage ESP® with "ESP ON", "ESP SPORT Handling Mode" and "ESP OFF" settings works in perfect unison with the rear-axle limited-slip differential and is optimally tuned for the C63 Coupe's outstanding driving dynamics.

AMG DYNAMIC SELECT transmission modes

The driver is able to influence the characteristics of the C63 with four different AMG DYNAMIC SELECT transmission modes, with the C63 S receiving the additional "Race" mode. The driver is able to choose a desired driving experience, from comfortable and economical to super-sporty, all from a controller to the left of the touchpad. An "Individual" mode can be configured by the driver, offering maximum customizability.

Unique in its segment, the C63 S Coupe – like the Sedan – is equipped with dynamic engine mounts. These help to further resolve the conflicting aims of comfort and dynamic performance. 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. Dynamic mounts are instantly and variably able to adapt their stiffness to the driving conditions and requirements of the driver. These measures enhance the vehicle's precision when driven dynamically. For example, the steering response and feedback are even more direct.

Safety of the highest caliber

The C63 Coupe offers a supreme level of safety coming standard with ATTENTION ASSIST drowsiness detection system and COLLISION PREVENTION ASSIST PLUS, which helps to prevent rear-end collisions. Many other optional assistance systems are available to increase both comfort and safety.

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