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2014 mercedes c250 sport manual

Mercedes Benz has enjoyed solid sales growth here, setting a new record last year thanks to the A&B class hatches and C-Class range, which has long been the biggest seller in the lineup. Launched here in August 2011 to coincide with the midlife upgrade of the sedan, the five model C-Class coupe series starts at \$59,900 (+ORC) for the entry-level C180 Coupe, and tops out at \$137,000 (+ORC) for the AMG C63, with its barnstorming 6.2-liter V8. For around half the price of a C63, it's the C250 Coupe Sport that still delivers plenty of on-the-road panache and enough dash to suit most buyers. Although it is not a full-blown AMG as its big brother, the 'Benz performance division has taken the C250 Coupe behind closed doors and waved its wand over it so it can legitimately carry the 'Sport' badge. STYLINGAlthough the coupé has been around since 2011, it is still a good looker and updated from all angles. It shares its width and wheelbase with the sedan while being a fraction (9mm) longer, but the main difference is steeply raked front and rear windshields which are far lower, by the (38mm) roof line. The coupé has a wide low front with a full-width air intake under the two bar grills that carry a large triangular star. Wrap around headlights, front spoiler and low set daytime running lights; give it a real presence on the road. Sport wears an AMG body kit that includes a front spoiler, side skirt, high-gloss black door mirror, and a boot lip spoiler and rear diffuser. AMG lowered suspension and 18-inch seven twin-spoke alloy wheels wrapped in low profile Pirelli P-Zero tires, filling some flared guards neatly. The Coupé has a high hip line that extends from the front guards to the large LED taillights and the long hood, short trunk and low ceiling give it a swoopy, fluid, integrated look. Inside there is a mixture of sportiness and elegance to give the interior a rich atmosphere. The red seams on the black seats, steering wheel and gear lever surround are complemented by red seat belts, a nice touch. The electrically adjustable, heated, body clamping sports seats are quite firm, but cossetting with lots of body and thigh support. The electrically adjustable, flat-bottomed, thick steering wheel has a good arc of range and tilt with the mandatory paddle shifts, as well as buttons for the phone, audio and multi-information display. Below are brushed stainless steel Sports pedals with rubber studs for grip. The surfaces are not glare, and the controls and coupling images have a solid and tactile feel for them. Splashed over the dashboard and doors are brushed aluminum panels. The three-dial silver met, black needle instrument cluster also houses the multi information screen and on the left is the screen for audio and phone information and reversing camera. ROOMS AND PRACTICALITIES AT the front, the steeply raked windshield and low roof line robs the ceiling height for taller people, but there are plenty of legs and shoulder compartments and is easily accessible, which can not be said about all two door cars. As you would expect in a coupé with low roof line, the rear passenger head is very tight, but legroom is not to bad. But the small side windows and rising bodyline can make it a little bit of a claustrophobic one. There are aircon/heating valves for the rear passengers as well as two cup holders and a storage area between the two seats. The long doors open wide for easy access to the rear seats and close with a reassuring thunk. The 450-litre boot has a comfortable load height and best of all, no intrusion from hinges. Under the floor is the space-saving deck. Large objects can be easily worn as the rear seats fold down into a 60-40 split. The boot easily swallowed the weekly shop, with nothing falling over on the trip home. When the ignition is switched off, the door mirrors fold in and for a moment a light shines on the ground, which is ideal on dark roads or unlit driveways. BEHIND THE WHEEL C250 Sport's Dynamic Handling package driving system, consisting of efficiency, manual and sport gives the driver three different setup choices at the touch of a button. The default setting is efficiency mode, which was fine for urban and even highway driving. The ride was comfortable, gear shift soft and gas response relaxed. Press the button located next to the gear lever in Sport or Manual modes and the C250 Sport lives up to its namesake. It immediately feels like a completely different animal. The dampers get firmer and give good feedback, and you feel every bump, dip and ripple, that's magic. The throttle response is sharper, the electromechanical power steering is more direct and the seven-speed auto shifts gears with more purpose and at higher rpm. Although firmer cushioning keeps Sport composed and flat through corners, it is never uncomfortable, just pleasant. There is no hint of body roll and it feels planted at all times. The strongly strengthened sports seats keep you in place and well supported even during the most energetic turn. Fade-free stopping power is courtesy of the large disc brakes and fleshy Mercedes branded brake calipers. The steering is very direct and superbly weighted; so you can attack corners with precise accuracy and inspire confidence. We chose manual mode for a windy stretch of coastal roads and played with the steering wheel mounted gearshift paddles. As much as it was funny, the seven-speed box and the electronic brain are so good, we left it in the drive, and it never disappointed. Looking through corners was sometimes a bit challenging with the wide A-pillars and raked windshield, but after a short while it became second nature and the reversing camera was a real help as the raked rear window meant a small aperture to look through. All in all, visibility was pretty good. The power and economy of the four-cylinder 1.8-litre engine was impressive, and its light weight made it feel very balanced. PERFORMANCE C250 Sport has a 1.8-litre direct injection turbocharged engine that delivers 150 kilowatts and 310 newton meters and shoots the coupé to 100km/h in 7.2 seconds, with the top speed electronically limited to 210km/h and 59 litre fuel tank taking 95RON. It also turned out to be quite economical, returning 8.7L/100km overall. Connected to the engine is seven-speed auto transmission with three modes, efficiency, manual and sports. As the name suggests, efficiency mode changes the shift points in the transmission and throttle response for maximum economy, and it sometimes feels a little flat. But choosing manual or sporty modes improves throttle and gearbox response with upshifts accompanied by some turbo flutter and downshifts get a rev boost. At low revs, the exhaust note can be a little flat, but push the throttle a little harder, and it emits a nice sporty rasp most of the time. The engine puts out the same power and torque as standard C250 sedans, wagons and coupes, there are sports and manual modes that make the difference to the passenger's feel and performance. RIDE & ACTION AMG engineers have done an excellent job of adjusting the suspension to provide a gentle ride while in efficiency mode, but make it so composed flat and planted and fun in sports and manual mode. You can really feel a difference between efficiency and the other two modes and given its Sport moniker, it should be the default setting for the car. It's never tiring to drive no matter what mode you're in. The fast ratio control is lightweight at low speeds and superbly weighted as speeds rise and highly communicative. The Pirelli PZero tyres provide an outstanding grip and a comfortable ride, producing only the smallest amount of noise across a variety of surfaces. QUALITYMercedes has long set the quality standard, and as you would expect, the fit, finish and materials used throughout the C250 Sport were first class. The feeling of switches, controls and stems to the operation of the center console lid shows the attention details and quality the brand is known for. PRICES AND EQUIPMENTC250 has hit a sweet spot with customers and is the biggest seller in the C-Class coupé series and building a Coupe Sport goes like this. You start with a \$70,990 C250 coupe then add \$3,990 for the 250 Sports pack that included the sports body kit, 18-inch alloy wheels, sport rate, Mercedes-Benz embossed brake calipers, drilled front brake discs, lowered sports suspension, sports pedals, speed-sensitive sports steering, 'SPORT' badges, sports exhaust system, sport and gearbox sports adjustment and manual mode and black leather seats with red seams. The C250 Coupe Sport also had the \$2,490 'Seat Comfort Pack' which provided power-adjustable and heated front seats with memory, passenger mirrors with reverse parking position and electrically adjustable steering column. Driver Assist package with Active Blind Spot and Active Lane Keeping Assist added And finally the Vision Pack consisting of panoramic glass sunroof with tilt/slide, a superb Harman Kardon surround sound system with 12 speakers and KEYLESS-GO access and drive authorization system that sets you back an additional \$4,990. Warranty – The Mercedes Benz warranty is three years unlimited with kilometers. SAFETYStability control, traction control, ABS, EBD and brake help complete the C 250 Sport electronic safety package, while residents are protected by eight airbags (front, front, back, full-length curtain). The C250 Coupe Sport also had the optional Driver Assist package which included lane keep assist and blind spot monitoring. A small triangle sits in each door mirror. When safe to switch to another lane triangle remained empty, if there was a car nearby they glowed orange and if it was considered unsafe, they glowed red. Venturing out of the path got you an audio warning too. Another feature was brake hold. By pushing the foot onto the brake pedal, it would hold the car until you pressed the accelerator.2014 Mercedes-Benz C250 Coupe SportPRICE AS TESTED \$85,250 (+ORC) WARRANTY Three years, unlimited mileage SAFETY Five-star ANCAPENGINE 1.8-liter direct injection turbocharged four-cylinder petrolPOWER 150kW at 5500rpmTORQUE 310Nm at 2300rpm-4400rpmTRANS seven-speed autoSTEERING Power-assisted rack-and-pinionBRAKES Vakuumas insisted ventilated plates (front); Vakuumasinsisted plates (rear)WHEELS 18-inch X 8-inch alloy TYES Pirelli Pzero F: 225/40; R: 255/35 R18 at 8.5 J x 18SPARE Space Saver WEIGHT 1550kg (CVT)BODY 4590mm (L); 1770mm (W); 1406mm (H)THIRST 6.9L/100km (claimed) 8.7L/100km (tested) (tested)