

# Mercedes Benz S350 v6 Petrol Review

The S-Class W221 has a solidity and dignity that is perfectly judged for its role – which is usually being parked in front of the smartest hotels across the world.

The way the shoulders of the doors flow backwards into the rear wing and rear light cluster is especially deft.

The boot effectively ‘sits’ on top of the rear wings, with the edges of the lid forming a distinctly odd contrast with the rear wing, but, somehow, it all works as whole.

The addition of LED ‘Christmas tree’ daylight running lights in the lower front bumper is, perhaps, the least successful part of the exterior of the current S-class.

The interior styling carves between being purely sybaritic and giving the driver a sense of being in command. Although it is quite old by automotive industry standards, the cabin of the Mercedes S-class has aged gracefully. For the driver, piloting the S-class is a remarkably refreshing experience.

There are a few quirks: the hood over the display screen is rather heavy-handed and the slim row of centre console switches are a little peculiar. Indeed, the centre console looks rather bereft, lacking the expected bank of climate controls. But the rotary controller is well placed under the driver’s hand, as are the tiny roller-switches that surround it. Mercedes’ column-mounted gear selector may not be very stylish, but it is highly effective. For the rear-seat passenger, the S-class is probably the best of the limos. Mercedes is conscious that most of these cars will be used for transporting VIPs, so the refinement in the rear is excellent and the seats are unashamedly super-plush. However, there’s an argument that rear legroom is not quite as lavish as it should be on a car of this type, though the long wheelbase version gets another 150mm between the wheels, which removes any doubts about rear passenger comfort. Again, the boot, at 560 litres, is hardly small but it could be bigger and a slightly more accommodating shape.

Mastering the vast array of electronic gadgetry is clearly a concern to Mercedes Benz as every page in the short-form handbook (the main one is the size of a small bible) contains a message at the bottom, warning of death and injury if you don’t read it thoroughly before driving - well, words to that effect.

After getting into the car using the optional (£820) Keyless-go system, that lives up to its name, the huge expanse of soft leather welcomes you into the multi-contoured front [seats](#). These are also optional at a cost of £880, as are the comfort headrests at £200. The seats have a 12-way adjustment via a series of buttons on the door panel, which are set out and shaped to mimic the seat.

The extra money, however, also buys a clever internal system that inflates the seat’s side bolsters and backrests for extra cornering support, activated depending on information received, regarding the car’s speed and [steering](#) angle. This takes milliseconds and has another advantage - the chambers can be inflated and deflated to provide a massaging effect with fast/slow, gentle and vigorous settings. It is supposed to help weary drivers but, to be honest, all I got was a strange tingling in my feet.

Pressing the engine stop/start button prompts the multi-functional (heated £220) [steering wheel](#) to sedately move out towards the driver and the blank screen behind comes to life with a colour display of the speedometer with moving needle. The 8-inch screen also has overlays for information from the Trip, Navigation, Audio and Source menus, which are activated via controls on the steering wheel. It has yet another function - the screen is used for the extremely effective Night View Assist (£1,320)

## Mercedes Benz S-Class Road Test Data

**Model Reviewed**

Mercedes Benz S350

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Body Type	4-Door Saloon
Colour	Cubanite Silver
<b>Performance</b> (manufacturers data)	
0 - 62 mph	7.2 Seconds
Top Speed	155 mph
<b>Transmission</b>	7G-Tronic 7-Speed Automatic Transmission with Tipfunction and Speedtronic cruise control
Fuel Type	Unleaded Petrol
CO2 Emissions (NEDC Figures)	g/km

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<b>Economy</b> (NEDC Figures)	
Urban	19.5 mpg
Extra Urban	36.7 mpg
Combined	28 mpg
<b>Insurance Group</b>	19
<b>Euro NCAP Rating</b>	TBA
<b>Warranty</b>	3-Year Unlimited Mileage Warranty MobiloLife is Mercedes Benz's guarantee to keep you mobile for up to 30 years. Renewed after each service performed by a Mercedes Benz authorised dealer and remains valid until the next service is due
<b>Price</b> (when tested on the 08/08/06)	£56,765

After the S-class had been on sale in the UK for six years, Mercedes offered an impressively wide range of engines, though the hybrid and four-cylinder diesel was not on the UK lists and the 250 four-cylinder diesel had been dropped by 2012.

The V6 petrol engine is good for 302bhp and can take this big car from 0-62mph in just 6.9secs. Thanks to the addition of Mercedes' BlueEfficiency technology, this engine is also promising an official combined figure of 37.2mpg, a very impressive mix of performance and economy. The S500 has a 4.6-litre V8 and 429bhp and still offers 30mpg combined, so there's little point in the 510bhp 5.5-litre V12 and its near-supercar 4.6sec 0-60mph sprint time. It can only return a combined 20mpg. Quite simply, the S600 and the two AMG models are exceptionally rapid.

However, it is the 350 CDI, which is the UK's most popular S-class model by far, scooping up more than 80 per cent of sales. And Mercedes-Benz is now giving buyers further reason to choose the S350 CDI, or S350 Bluetec, to give it its full name.

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Changes to the previous-generation 3.0-litre common-rail diesel engine included improved injection efficiency, added turbocharger boost pressure and reduced compression ratio – boost power by 22bhp at 254bhp. Torque rises by 59lb ft to 457lb ft, developed at 1600rpm, as before.

The upshot is added off-the-line performance, even more impressive mid-range shove, relaxed cruising attributes and a level of mechanical refinement that encroaches on that of petrol S-class models.

Mercedes has also fitted its latest urea injection system. Concentrated within the catalytic converter, it turns up to 80 per cent of nitrogen oxides expelled by the engine into harmless nitrogen and water. A 25.7-litre tank for the urea solution is mounted in the spare wheel well and needs re-filling every 15,500 miles.

With the help of the revised seven-speed automatic gearbox and stop-start the S350 Bluetec achieves a combined 41.5mpg and a CO2 rating of 177g/km. It also fires off ratio shifts in a more determined way than before.

Some drivers might have regretted that the 2011 four-cylinder diesel S-class was never offered in the UK. The 2.1-litre diesel engine manages 201bhp and a sturdy 368lb ft of torque; it gives away 53bhp and 89lb ft to the 3.0-litre V6 diesel-powered S350 CDI.

The relatively small engine does a commendable job of hauling the S250 CDI's considerable 1895kg. Theoretically it's capable of travelling up to 900 miles between refills on its 83-litre tank. On an autobahn run Autocar managed a remarkable 55mpg over 200 miles, proving that it can live up to its maker's claim.

There may be nothing radical in the architecture of the S350 CDI's four-link front and multi-link rear suspension with its adaptive air springs, but once out of town it still raises the ride quality standard to new class levels. In certain conditions, a Jaguar XJ or Lexus LS might match the Mercedes, but across all surfaces and through all loads from driver only to fully laden, we can't think of another luxury car that approaches the Merc's blend of steely body control and almost endlessly compliant bump absorption.

Early models could drop a wheel into a medium-sized pothole and the driver would both hear and feel a rather unluxurious thunk, a contrast to the near-uniform brilliance of the ride the rest of the time. Bigger, 18-inch, wheels didn't help, but later models saw this quirk massaged away. This is no sports car, but it can still be hustled down a road with indecent haste. It's all there: precision, poise, balance and even reasonable feel through the slightly too-light steering. It won't have you setting the alarm for 5 o'clock on a Sunday morning, but nor will you greet each country lane with resignation. You'll actually relish the prospect, and that's all you can expect.

For the all-important rear passengers, tyre roar is well suppressed and the ride nicely rounded off. All of which cannot be said of many of the car's luxury segment rivals. Running a Mercedes S-class is not for the financially faint-hearted. Even the best-selling S350 diesel – which has an entry-level price of £62,280 – only retains 43 per cent of its list price after three years. The insurance group – at 48 – is almost at the top of the tree. The servicing costs of around £2200 over three years are stiff for a car that will only need routine items in the first three years of its warrantied life. The upshot is that ownership of the 350 CDI is likely to come out at a whopping 121p per mile. It's an almost identical figure for the petrol-engined 350 model, which has very marginally cheaper servicing costs. Move into the S500 model and, as well as being rewarded with a group 50 insurance bill, and the costs will shoot up to 165 pence per mile, partly because the retained value is just 34 per cent of the £82k price tag.

In terms of day-to-day running costs, the 350 CDI is capable of returning 40mpg – and occasionally more – even when pushed along on busy UK motorways. None of the other S-class models available in the UK will get near that, especially an advantage that gets clearer when you mix in driving in congested urban situations.

There's one thing that is overwhelmingly odd about assessing the Mercedes S-class: it is really designed to transport rear-seat passengers in comfort, rather than provide pleasure for the driver, who is often not even the owner.

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However, it is a very fine long-distance car for both its driver and passengers. You sit high and comfortably, unlike the sports-coupe driving position that marks the Jaguar XJ. The steering may be a little distant, but the seamless shove of all the engines and the car's mix of effortlessness and unstoppableness is quite addictive. The S-class has aged exceptional well and a mark of its abilities is the fact that, at six years old, it does not feel past its sell-by date.

S350 BlueEFFICIENCY 4dr Auto Saloon	6.90secs	155mph	177g/km	37.20mpg	£62 120
S350 BlueEFFICIENCY 4dr Auto [AMG Sport Pack] Saloon	6.90secs	155mph	184g/km	35.80mpg	£67 785
S350 CDi BlueTEC 4dr Auto AMG Sport [Start Stop] Saloon	7.10secs	155mph	168g/km	44.10mpg	£66 260
S350 CDi BlueTEC 4dr Auto [Start Stop] Saloon	7.10secs	155mph	164g/km	45.60mpg	£60 595
S350L BlueEFFICIENCY 4dr Auto Saloon	7.10secs	155mph	179g/km	36.70mpg	£66 120
S350L BlueEFFICIENCY 4dr Auto [AMG Sport Pack] Saloon	7.10secs	155mph	186g/km	35.30mpg	£71 785
S350L CDi BlueTEC 4dr Auto AMG Sport [Start Stop] Saloon	7.10secs	155mph	168g/km	44.10mpg	£70 260
S350L CDi BlueTEC 4dr Auto [Start Stop] Saloon	7.10secs	155mph	164g/km	45.60mpg	£64 595
S500L BlueEFFICIENCY 4dr Auto Saloon	5.00secs	155mph	219g/km	31.90mpg	£82 115
S500L BlueEFFICIENCY 4dr Auto [AMG Sport Pack] Saloon	5.00secs	155mph	224g/km	29.40mpg	£87 780
S600L 4dr Auto Bi-Turbo Saloon	4.60secs	155mph	329g/km	20.00mpg	£113 880
S600L 4dr Auto Bi-Turbo [AMG Sport Pack] Saloon	4.60secs	155mph	332g/km	20.00mpg	£118 585
S63L [544] 4dr Auto Saloon	4.50secs	155mph	244g/km	26.90mpg	£112 255
S65L [630] 4dr Auto Saloon	4.40secs	155mph	334g/km	19.80mpg	£163 385



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**2007[57] MB S350 L 3.5 Litre V6 Petrol, 4 Door LWB Saloon, 7 Speed Automatic. 3.5 Litre v6 24-Valve DOHC, 272BHP/540Nm.** An exquisite 1-owner car with fully documented MB/S/H and warranted 33,000 miles from NEW. This like new 3.5 litre V6 petrol S-Class, drives like new looks like new and is finished in rare unmarked Tanzanite Blue metallic with unblemished Beige Cream soft Nappa leather interior. There is no other high-end car that can impress more in combining sporty comfort with luxury and economy than the facelift generation [W221] S350L LWB Limousine. A recent incarnation within the S-Class range which has been draped with so many tasteful design enhancement features that it is by far the most technologically advanced high-end car you can buy today. The volume of options and extras on this car would easily fill a sizeable novel. There is nothing out there that even comes close to similar in magnitude of spec and stature to this unique beauty. The car has just had a complete Mercedes-Benz-130pt inspection with full Type-D service with all oils changed and stamped by Mercedes-Benz only last September with a full MOT certificate.

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She is smooth and plush, and the ride and handling faithfully combines a cossetting comfort with decent feedback and control through her effortless steering. That is quite a feat in such a big car. She may be grand, but she shrinks around you, hugging you and making you feel as if you are driving a sporty CLS coupe. This six-cylinder cracker, with a burble that is truly addictive, through her **DESIGNER** Quad tail pipe-ends, results in an impressive **0-60mph** that grows her way as soon as you hit passed the firewall in just **7.2** seconds with a top speed reaching **155mph**. Now for a car that is well over two tons in weight you must admit she is no slouch and that is impressively agile performance pure and simple. Furthermore, this hugely capable and talented all-rounder, in this PETROL guise with its Mercedes-Benz's legendary engineering ingenuity and pioneering heritage, with the matching sportiness of its electronically controlled suspension, this new **S350's** modern body construction with its elegant interior and hand stitched leather décor and you then go and add to that ergonomically designed plush seats in beautifully soft black leather and you end up having in this superb **S-Class**, a car that is setting the highest standards in performance, luxury and driving excellence. When you then are comfortably settled behind her new design, re-shaped all-leather steering wheel with her plethora of buttons you cannot help but imagine you are about to pilot a **747** with enough on-board computing power to help you take-off graciously. With a myriad of manufactured options & extras so skillfully placed around the dashboard and centre console all desirably generating confidence instead of rivalry, sensation instead of sensationalizing. These are the real attributes that make the **S-Class**, the true luxury performance saloon of the 21 century. An incredible car with an unbeatable value. That is the ingenious of **SINDELINGEN** in living form, which is what makes an everyday reality of this Beauty with Driving Excellence. Why not be part of this incredibly enjoyable driving experience, and be part of Mercedes-Benz's world of luxury. A unique opportunity of experiencing and owning this stupendous driving machine conceived and built for the special in you!

## SPECIFICATION

<b>MAKE:</b>	<b>Mercedes-BENZ</b>
<b>MODEL:</b>	<b>S350 L V6 3.5 Litre Petrol, 4Dr Saloon, 7-G Tronic Automatic.</b>
<b>Registration NUMBER:</b>	<b>LD57 UNW</b>
<b>Date of First Registration:</b>	<b>16/10/2007</b>
<b>COLOUR [Exterior / Interior]:</b>	<b>TANZANITE Blue Metallic [359U] / Beige Nappa Leather / Semi-Aniline [855A]</b>
<b>Number of Cylinders &amp; TYPE:</b>	<b>v6 24 Valve, DOHC M272 V6-GASOLINE ENGINE M272</b>
<b>Cylinder CAPACITY:</b>	<b>3498 cc</b>
<b>Horse POWER / Torque:</b>	<b>272 BHP [172Kw] @ 3700rpm / 398 Lbf-Ft [540Nm] @ 1600rpm</b>
<b>Chassis/Frame NUMBER:</b>	<b>WDD2211562A178473</b>
<b>Engine NUMBER:</b>	<b>272965 30 710108</b>
<b>OIL Type:</b>	<b>CASTROL Edge TurboDiesel [SAE 10W-60; MB229.31/ MB229.51]</b>
<b>FUEL Type:</b>	<b>Petrol [SHELL v-Power ONLY]</b>

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