



2009[59] MERCEDES-BENZ [W211] E63 AMG Estate V8 [514] 6.2 Litre 6208 cc V8 32v DOHC Naturally Aspirated / 514-BHP[384kW] / 630-Nm [465 lbs-ft] with 7-Speed & 7-GTRONIC SpeedSHIFT Automatic. One previous owner. F/MB/S/H. 22K warranted miles. Finished in Bright Silver metallic with lavishly sumptuous Two-tone Special AMG Anthracite black soft NAPPA Leather. This brutal yet beautiful, lively and sybaritic phantom-in-motion with a unique style with elegance is the true and undisputed Sindelfingen Flagship Estate of all-time. It has a distinct image of exclusiveness that goes far beyond the imagination. The E63 AMG is, of course, by any measurement, a mighty, mighty car. Everything about it is defiantly un-PC, from the way its big V8 cuts through the air like a demented jackhammer, to the way it eats up other traffic like a road-going basking shark. You should love this car. But, and this is another guess, you're not really that bothered, because Mercedes has done the implausible: made 500bhp normal, run-of-the-mill, predictable and safe. Taken in isolation, though, the stats are drool-inducing. The new, bespoke, normally aspirated 6.2-litre V8 (which replaces the supercharged 5.5-litre V8 of the E55 of previous era) produces a mammoth 514bhp and backs it up with enough torque to fill the air with thick white smoke almost at will. The 1840kg E63 warps to 60mph in just 4.3sec, and were it not for the usual 155mph limiter it would comfortably knock on the door of 200mph. The E63 AMG is therefore anything but boring. In fact it's utterly, wonderfully, intoxicatingly, barking mad. It pulls from nowhere to infinity with a savagery that is totally at odds with its conventional appearance, attacks corners with enthusiasm and menace in equal measure, and simply demands that you get involved with channelling its 500+ BHP through its manic High Performance 265/25 ZR20 extremely Low Profile rear rubber. It combines awesome power with velvet-like refinement, provides ride comfort that is in the magic carpet class and offers more standard equipment than you would find in a top 7 star hotel. It seems almost churlish to mention such standard fitments as air-conditioning, automatic transmission and remote central locking when it has creature comforts that extend to seats with air-conditioning, heating and ventilating, three memory settings together with steering wheel and the mirrors all automatically moving to your pre-set requirements as soon as you sit in your driving seat. Find an open stretch of motorway, floor the gas-pedal of this E63 and you'll soon know what it means to travel through time/space continuum. There's a miniscule pause and a gentle jerking sensation as the 7-GTronic gearbox kicks down and the V8 comes alive. And then this AMG-fettled estate launches itself like a ballistic cruise missile at the horizon with a single, seamless blast of forward thrust. Any doubt that this elegant E63 can obliterate time with acceleration dissipates the moment you watch the speedo arc gracefully past 140mph, and keep on going until it stops at the computer controlled max speed of 155mph. I guess that's what happens when *Sindelfingen* decide to stuff 514 horses and 630Nm of brutal torque under the bonnet of an E-class. Even in these horsepower mad times, it's enough shove to put Mercedes' 6.3-litre V8-powered station-wagon on a par with a Porsche 911 Turbo-S (both sprint from 0 to 60mph in around 4.0 seconds.) No wonder the technician who builds the E63's power plant signs his name on the engine; "Guido Nordheim" wants you to know as to who owns your adrenal glands. The list of high cost extras in this car is extensive and includes Satellite NAVIGATION, TRACKER System, Telephone System. ParkTRONIC SYSTEM with Front Rear & Side Sensors and displays, AMG Dual Twin Stainless Steel Exhaust Pipes, Active Body Control (ABC) with special AMG parameters. Multi-Function AMG Steering Wheel with Tiptronic Gear Shifting, Electronic Stability Programme (ESP) with ASR. Driving Dynamic Front Seats Remote Boot Lid Closing. Closing AIDS to all doors and Boot-Lid. Electric Glass Sun-Roof, Infra-Red glass, Interior Motion Sensors. Lumbar Support in front seat backrests. SpeedTRONIC Cruise Control, Extensive Designo AMG Badging internally and externally, so the list goes on and on. With superior build integrity, masses of airbags, features such as traction control, anti-lock brakes and Mercedes-Benz' own Brake Assist system highly tuned by AMG, it is hard to imagine being in any safer form of transport. In driving terms, this Mercedes-Benz is absolutely impeccable. AMG has successfully created a drawing-room feel like no other. This, when coupled to impeccable German efficiency and pure functionality, is the creation of the superlative E63 AMG Estate. The car has acres of room to transport five adults and their luggage halfway around the globe and still enable them to emerge as fresh as daisies. It is a car that you are reluctant to stop driving. Despite its sheer potency, it remains entirely unruffled thanks to a superb AMG suspension set-up, which delivers wonderful ride comfort even in the hardest of driving circumstances. This magnificent piece of artistic engineering creation can now be yours today at an incredible value indeed. AMG is obviously very keen that we enjoy their cars to the full, and I can unreservedly say that with the E63 AMG you will do just that.

<b>MAKE &amp; MODEL:</b>	Mercedes-Benz E63 AMG Estate, 7-GTRONIC SpeedSHIFT Automatic.
<b>Registration NUMBER:</b>	LJ59 PDK
<b>Date of First Registration:</b>	19th October 2009
<b>COLOUR [Body / Interior]:</b>	Bright Silver - METALLIC [775U]/AMG Anthracite NAPPA Leather[851A]
<b>Number of Cylinders &amp; TYPE:</b>	V8 32v DOHC Naturally Aspirated.
<b>Cylinder CAPACITY:</b>	6208 cc
<b>Horse POWER / Torque:</b>	514 BHP[384kW] @ 6800 rpm / 630-Nm [465 lbs-ft] @ 5200 rpm
<b>Chassis/Frame NUMBER:</b>	WDB221277 2B 028711
<b>Engine NUMBER:</b>	156983 60 028711
<b>Fuel TYPE:</b>	PETROL [Shell V-Power ONLY]
<b>Oil TYPE:</b>	CASTROL [Edge FST 10W-60, [API SJ/CF, ACEA A3/B3] ONLY]

# 2009 Mercedes-Benz E63 AMG Estate REVIEW



## What is it?

The quickest way of getting you, plus your family/friends/furniture/anything else or a combination of each around. The E63 is available as a saloon, but we kind of like the idea of an estate with 514bhp. As there's no BMW M5 alternative and an Audi RS6 is still some way off then it's on its own in providing supercar pace in a large sensible estate body. It's also the largest capacity estate car on the market - not in boot size even though it's likely to be right up there – but in engine size. 6.3-litres, or 6,208cc if we're being pedantic. That's a monster of a powerplant to put into an estate car, and here it enables the E-Class to sprint to 62mph in just 4.6 seconds and easily reach its 155mph electronic limiter.

## Where does it fit?

On any suburban driveway, school run or as a hack for when it's too wet and too inconvenient to dig a supercar out of your collection. Some might think a 514bhp super estate is utterly pointless, but if you're used to big performance from everything else you own then why shouldn't your family car have similar pace? In the E-Class range it's the absolute range topper, particularly as in estate guise it's even more money than the saloon. Rivals include cars like the BMW M5, hot Audi Avants and cars like the Cayenne Turbo S and the Range Rover Sport.

## Is it for you?

If you like your Benzes fast and focused then, absolutely. There's little out there to touch it for performance, and it really is a practical package. The boot is huge, and it's as happy being a relaxed daily driver as it is blasting down the autobahn straining at its electronic speed limiter. If you've a family and a yearning for a supercar and only one parking place then the E63 wagon is the perfect solution. It's not as in your face as mega power SUVs either so you'll not attract the attention of the greenies – despite it packing a 6.3-litre V8.

## What does it do well?

Opt for manual control of the seven-speed automatic transmission and you'll be frustrated when it doesn't let you punch down through several gears at a time. That high revving V8, fully developed by AMG, while delivering huge

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bhp actually has less outright torque than its E55 predecessor, and it's noticeable at low revs. As a result the AMG flagship has lost some of its unruliness at low speeds, the linear spread of power and torque allowing the adoption of the seven-speed transmission. Fuel consumption is never going to be good with such a big engine under the bonnet, but if that's really your concern then they also do a big range of diesels. An M5 handles better, too.

## What doesn't it do well?

Opt for manual control of the seven-speed automatic transmission and you'll be frustrated when it doesn't let you punch down through several gears at a time. That high revving V8, fully developed by AMG, while delivering huge bhp actually has less outright torque than its E55 predecessor, and it's noticeable at low revs. As a result the AMG flagship has lost some of its unruliness at low speeds, the linear spread of power and torque allowing the adoption of the seven-speed transmission. Fuel consumption is never going to be good with such a big engine under the bonnet, but if that's really your concern then they also do a big range of diesels. An M5 handles better, too.

## What's it like to live with?

License threatening. With all that power it's easy to cruise up to big numbers on the motorway without noticing. On other roads having so much grunt makes overtaking swift and sure and it's unlikely you'll ever tire of the noise it makes. It's a good looking thing too, the AMG add-ons giving it a really muscular look without being brash. The huge brakes stop it phenomenally well, the gearbox is smooth when left alone and it's very comfortable inside. Even the ride on Merc's Airmatic suspension is good and there are enough toys inside as standard to keep you occupied for years. When you'll ever find an occasion to use the RACETIMER clock among the trip computer is unlikely, as although it's obviously a performance car it's not one that you're likely to rock up to in a track day in. More likely is you'll go to one with a trailer behind it and your track-day car on it.

## How green is it?

Let's be serious here, a 6.3-litre V8 is never going to be the first choice of propulsion among the green fraternity. Never mind that it's able to produce its 514bhp and still return a relatively impressive 19.5mpg on the official combined consumption cycle. Such a figure from such an output would have been inconceivable as recently as a decade ago. CO<sub>2</sub> emissions of 345g/km isn't exactly what you'd call planet hugging either. Buy a forest if you feel guilty about the emissions, after all if you can afford the E63, you can afford a bit of woodland to soak up the CO<sub>2</sub>.

## Would we buy it?

If we were having an E63 we'd have to have the estate. It's such an appealing mix of power and usefulness to make you wonder why you'd want anything else in your garage. Sure, it's not as sharp as an M5, but the BMW isn't available in estate guise. There are plenty of more sensible Merc E-Class estates available, and if you're after power the E500 is pretty far from slow, but the E63 and its like will always appeal to buyers wanting the fastest, most expensive model in the range. And if we're being honest we fall into that category.

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It's only a guess, but I think this might be one of the last pages you've read in this issue of evo. I can understand why. Yep, it's another madly fast Mercedes. The E63 AMG is, of course, by any measurement, a mighty, mighty car. Everything about it is defiantly UN-PC, from the way its big V8 cuts through the air like a demented jackhammer, to the way it eats up other traffic like a road-going basking shark. You should love this car. But, and this is another guess, you're not really that bothered, because Mercedes has done the implausible: made 500bhp normal, run-of-the-mill, predictable.

Taken in isolation, though, the stats are drool-inducing. The new, bespoke, normally aspirated 6.2-litre V8 (which replaces the supercharged 5.5-litre V8 of the E55) produces a mammoth 507bhp and backs it up with enough torque to fill the air with thick white smoke almost at will. The 1840kg E63 warps to 62mph in just 4.5sec, and were it not for the usual 155mph limiter I'm sure it would comfortably knock on the door of 200mph.

No great surprise, right? Maybe not, but just re-read that last sentence again: 200mph, easy sub-5 to sixty... Believe me, when you're in the hot seat, the E63 AMG is anything but boring.

In fact it's utterly, wonderfully, intoxicatingly, barking mad. It pulls from nowhere to infinity with a savagery that is totally at odds with its conventional appearance, attacks corners with enthusiasm and menace in equal measure, and simply demands that you get involved with channelling its 500bhp through relatively modest 265/35 R18 rear rubber. Of course, there's ESP acting as a silent and almost undetectable guardian angel – isn't there always in 2006? – but it has an off switch. And although it'll still cut-in should it think you've run out of talent, by then there's a good chance you'll have just punted two-tons of Benz through a hedge. Backwards.

Let's get back to that engine, the heart and soul of the E63 AMG. Mercedes, or more accurately AMG, has turned its back on supercharging and instead looked to displacement and revs to unleash the sort of big numbers that have come to define Benz's in-house tuning arm. Peak power is produced at 6800rpm (the old supercharged V8's 476bhp was achieved at 6100rpm), and the torque figure is both lower (507lb ft versus 516lb ft) and produced higher up the rev range (5200rpm versus just 2650rpm). Ultimately, the E63 is still a torque-fest, but the engine delivery is very different to the fearsome old supercharged V8.

In one sense it's less exciting. The new engine simply can't match the angry, instant torque of the outgoing one, and as a result the E63 feels slightly slower when you give the throttle a prod. The traction control is much less busy too,

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giving the impression that the engine isn't such a struggle to contain. But the pay-off is much crisper and more accurate throttle response, a chassis that can exploit what's on offer rather than simply try to stave-off the engine's excesses, and a wonderful charge up to the 7200rpm red line. It may not have quite the reach of the M5's V10, but it's still an eye-widening, buttock-clenching experience at full charge. And when the BMW is just beginning to climb its torque curve, the E63 is already thumping you forcefully in the chest.

New to the E63 are proper gearshift paddles (the E55 had buttons mounted behind the steering-wheel spokes). The seven-speed Speedshift 'box punches upshifts through with an almost DSG-like quality; downshifts are a little less successful – the 'box lacks the electronically controlled blip of something like a Jaguar XKR – but you can smooth any shunt with a bit of heel and toeing, something that is actually very satisfying when you learn to judge the shift speed.

Dynamically, the weak link is the steering, which is both too light and too slow to respond to small inputs. It makes the E63 feel a little reluctant to turn-in, and gives the impression that there's more understeer than there really is. Pushed hard, the E63 does start to drift wide, but in the main it's very neat and tidy, and surprisingly agile. The brakes are strong, too. However, it's less composed and less pointy than its suave CLS sibling. The ride is very well judged, though, and I'm sure that on a day-to-day basis it'd be more cossetting than an M5.

Like an M5, the E63 is a great entertainer should you remove the first layer of ESP. In fact, it's a two-ton hoot, kicking its tail wide with ease and allowing more than enough slip to make you work hard to keep everything pointing straight. It seems that AMG has slackened the electronic reins slightly with the E63, perhaps because the more linear delivery of the normally aspirated motor allows much finer control.

Whatever, it's reason to celebrate. AMG is obviously very keen that we enjoy its cars to the full, and I can unreservedly say that with the E63 AMG we did just that.

## Technical Specs

[Collapse All](#) [Expand All](#)

### • Engine. Click to collapse.

Standard Engine	6.2L V8
Standard Transmission	7 Speed Automatic
Cylinders	8
Horsepower @RPM	507@6800
Fuel Economy Cty/Hwy	13/20
Combined Fuel Economy	15
EPA Class	Mid-Size
Number of Valves	32
Torque @RPM	N/A
Fuel Type System	Gas Engine / Sequential Electronic Fuel Injected, Sequential Port Fuel Injected Sequential, Multi-Port Fuel Injected
Turbo (Yes/No)	No
Overdrive Transmission	Yes
Battery Output	N/A

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Compression	11.3:1
Displacement	6208/379
Bore X Stroke	4.02X3.72
Cruising Range	316.5 miles
Final Drive Gear Ratio Opt	N/A
Power to Weight Ratio	8
Final Drive Ratio	No
Valves Configuration	Dual Overhead Cam/Twin Overhead Cam
Supercharged	No
Electric HorsePower RPM	N/A
Electric Torque Feet Per Pound	N/A
Electric Torque RPM	N/A
Electric HorsePower BHP	N/A

## • Capacity and Volume. Click to collapse.

Cargo Volume (EPA)	14 cu. ft.
Cargo Volume (MFR)	14 cu. ft.
Fuel Capacity	21.1
Passenger Volume (EPA)	97
Passenger Volume (MFR)	97.2 cu. ft.
Box/Cargo Height	N/A
Box/Cargo Length	N/A
Box/Cargo Width (Wheel)	N/A
Box/Cargo Width (Wall)	N/A
GVWR Standard	N/A
GVWR Maximum	N/A
Payload Standard	N/A
Payload Maximum	N/A

## • Brakes, Steering, Suspension and Tires. Click to collapse.

Brakes (Front)	Disc
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Brakes (Rear)	Disc
Driveline	Rear Wheel Drive
Driveline (Opt)	N/A
Steering	Rack & Pinion
Steering Diameter Left	37.4
Steering Diameter Right	37.4
Suspension (Front)	Independent
Suspension (Rear)	Independent
Tire Type	Passenger
Tire Width	245 mm.
Tire Aspect Ratio	40
Tire Construction	Radial
Tire wheel Diameter	18 in.

## • Interior Dimensions. Click to collapse.

Seating (Standard)	5
Seating (Optional)	N/A
Tow Capacity (Standard)	NR
Tow Capacity (Maximum)	NR
Headroom (Front)	39.1
Headroom (Row 2)	37.8
Hiproom (Front)	57.2
Hiproom (Row 2)	57.2
Legroom (Front)	41.9
Legroom (Row 2)	35.6
Shoulder Room (Front)	56.4
Shoulder Room (Row 2)	56.1
Seating (Maximum)	5
Headroom (Row 3)	N/A
Hiproom (Row 3)	N/A
Legroom (Row 3)	N/A

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Shoulder Room (Row 3)	N/A
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- Exterior Dimensions and Weight. Click to collapse.**

Curb Weight MT	N/A
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Curb Weight AT	4035
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Ground Clearance	5.5
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Height	58.4
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Length	191.0
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Top Type (Standard)	Hard Fixed
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Top Type (Optional)	N/A
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Track (Front)	61.3
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Track (Rear)	61.1
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Weight Distribution AT (Front)	52
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Weight Distribution AT (Rear)	48
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Weight Distribution MT (Front)	N/A
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Weight Distribution MT (Rear)	N/A
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Wheelbase	112.4
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Width	71.7
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Doors (Standard)	4
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Doors (Maximum)	4
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- Crash Test Ratings, Sales and Origin. Click to collapse.**

Crash Test Rating	4*/4*
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