

2012 Mercedes-BENZ S350 CDI BlueTEC 7-GTronic REVIEW

The balance between looks, performance and economy make this sleek S-class the pick of the High-end range within the 4-Marques of Distinction



What is it? - It's 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 new name. Changes to the 3.0-litre common-rail diesel engine – including improved injection efficiency, added turbocharger boost pressure and reduced compression ratio – boost power by 25bhp at 258bhp. Torque rises by 59lbft to 457lbft/620Nm, developed at 1600rpm.

What is she like? - 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 the high-end 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 topping up every 15,500 miles. The engine changes are backed by a revised seven-speed automatic gearbox with stop-start. It helps make the S350 BlueTEC achieve a combined 41.5mpg and a CO2 rating of 177g/km. It also fires off shifts in a more determined way than before. With the introduction of the S350 BlueTEC, Mercedes is rolling out a number of innovative new options, including Active Lane Keeping Assist and Active Blind Spot Assist.

Should I buy one? Absolutely - Although not exactly cheap at £68,440 for the vanilla Long Wheel Base version without its expensive toys, the car represents excellent value when you consider the S350 BlueTEC's balance between good looks, performance and economy which continue to remain the pick from the range of High-End German Marques of distinction. If you're looking for a car that carries passengers in supreme comfort in magic-carpet class while being engaging to drive with relative efficiency, the Mercedes-Benz S-Class 350 L BlueTEC would definitely be the ideal choice.

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Effectively a long-wheelbase version of this venerable [S-Class saloon](#) is powered by a 3.0-litre V6 diesel producing 258bhp and a substantial 620Nm of pulling power. Primarily thanks to the latter figure this two-tonne+ car can go from zero to 60mph in 6.8 seconds, while its top speed is electronically limited to 155mph. This car picks up speed in a linear and urgent fashion, helped by the excellent seven-speed twin-clutch gearbox. Gear changes are quick, effortless as well as seamless, which makes the car easy to drive yet also very versatile thanks to the paddle-shifters behind the steering wheel. To switch from automatic to manual mode you just flick one of the paddles and the car puts itself into manual configuration immediately. Despite its size, this [S-Class](#) is extremely agile on the road. The steering is particularly impressive, with a good turning circle making parking manoeuvres much easier than you'd expect. The ride quality is exceptional; as it effortlessly soaks up all bumps and divots on the road for an incredibly smooth drive. Furthermore, the large dimensions mean you'd usually expect fuel economy to suffer. However, there's a raft of 'BlueTEC' efficiency-boosting technology – like stop/start and brake energy regeneration - installed in an effort to cut down on fuel consumption while keeping CO2 emissions at a relatively moderate 164g/km. That means you'll only pay just £165 per year in [road tax](#), not bad for a two-tonne + car generating 258bhp.

[Mercedes-Benz](#) claims it'll manage an average of 45.6mpg on the combined cycle, but in the real world the trip computer indicates somewhere around 38-40mpg over a weekend of mixed driving. The fuel tank holds 90 litres of fuel, meaning our theoretical maximum range would have been nearly 700 miles, while if you managed to hit the company's claimed fuel economy figure you could expect 866 miles from a full tank.

As you might expect from a large, long-wheelbase car, one of its strengths is practicality. There's a 560-litre boot and a huge amount of head- and leg-room in the cabin for both front- and rear-seat passengers.

Mercedes-Benz's excellent COMAND multimedia system comes as standard, and includes an eight-inch colour display in the dash along with radio, a hard drive, 3D satellite navigation and 'Linguatronic' voice control. This is all operated using the rotary selector roughly placed where the gear lever is in other cars.

The car we tested had a list price of £75,005. You can pick up a BMW 7 Series diesel for around the same price, though an Audi A8 could cost around £5,000 less. An equivalent Jaguar XJ long-wheelbase weighs in at just under £70,000.

However, our car came with an eye-watering £42,570 worth of optional extras - pushing the overall price to £117,575. Some options were effective as well as incredible, others impressive and some were verging on fairy land. For instance, the white paintjob, although quite attractive, costs £3,395. The special leather upholstery costs £5,395 and the Maple Grain wood trim a further £1,895. The stereo system, with its 15 speakers and premium branding, costs another £6,700. You can see how all of this quickly snowballs into a very large on-the-road price.

Some of the more impressive options include Night View Assist (£1,690). Which at the flick of a switch replaces the dash with a screen showing what's in front of the car using infrared, making things easier to spot at night when there isn't much light around. The 'Driving Assistance' package (£2,065) is another option that comes in

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very useful. This includes a blind spot warning system, lane-keeping assist and Mercedes-Benz's excellent radar-guided DISTRONIC Plus - which keeps you at a pre-determined distance from the vehicle in front of you when the cruise control system is active. This means you always move at the speed of the traffic in front and lowers the risk of running into the back of people.

So, if you're budgeting for a large, safe and comfortable saloon with sports car pace and an impressive list of high-end extras, you could not better the Mercedes-Benz S-Class 350 CDI BlueTEC. You cannot but love this 2012 Mercedes-Benz S350 BlueTEC. The S-class is our favourite of the big German luxury cars, followed closely by the Audi A8 and the BMW 7-series. We like the S because it offers, to me, the best overall combination of looks, quality and smoothness. Adding this nifty little six-cylinder diesel enhances the package. The engine might want a little for horsepower, but not torque--there's plenty of that, more than enough to haul this baby around town and up the motorway. Except, under heavy acceleration, there was nothing to indicate that we were driving a diesel, all quiet and smooth--really smooth. And returning mid-40s mpg on the way home and back to work, plus noodling around town last night, is awesome. Refined is the word we kept thinking of. The interior is your typical S: beautiful materials, unreal build quality and tons of cool gadgets with which to play.

One drive in this car and it could convince even the most avid diesel hater to change their tune. This car is smooth, and quiet, and yes, extremely fuel-efficient. This is the pinnacle of the German luxury cars. The 620Nm of torque is sweet to have underfoot, and the 42 mpg is superb. Cruising at 80 mph up the motorway there is no hint of engine noise. And you get all of the beautiful, comfortable, and, yes, luxurious interior of the S-class. The 2012 Mercedes-Benz S350 BlueTEC diesel--is a true winner - without doubt. Having just spent part of a day driving the similarly diesel-powered ML350 BlueTEC SUV earlier in the week, we were surprised at how much stronger the engine felt in the full-size saloon. The S-class checks in at some 400 pounds lighter than the M-class, and the weight savings makes a huge difference. We found the S350 BlueTEC strong not only off the line, but also in that key 50- to 80-mph range, where a lot of motorway driving takes place. Punching up power at speed in the S350 BlueTEC was promptly rewarded with instant response and action. This thing flies, and seemingly without effort.

CONCLUSION. A car of choice by any standard of the modern CEO and for those who enjoy their toys. A tremendous value for money - well recommended. *****

Options CODE

Options Description

[218] - REAR-VIEW CAMERA

[218R] - FRONT-VIEW CAMERA

[218A] - LEATHER - LIGH GRAY NAPPA

[223] - REAR BACK REST ADJUSTMENT AND HEAD RESTRAINTS, ELECTRIC

[230] - SENSOR CONTROLLED PARKING GUIDANCE SYSTEM

[236] - DAY DRIVING LIGHT

[249] - INSIDE AND OUTSIDE MIRROR AUTOMATIC DIMMING

[255B] - MB MOBILO WITH DSB AND GGD

[413] - PANORAMIC SLIDING SUNROOF/GLASS SUNROOF

[436] - COMFORT HEADREST DRIVER AND FRONTPASSENGER

[477] - TIRE PRESSURE LOSS WARNER

[513] - TRAFFIC SIGN RECOGNITION

[518] - UNIVERSAL COMMUNICATIONS INTERFACE (UCI)

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[5RFT] - DIGI TV

[5RFR] - DIGI DAB Radio

[527] - COMAND DVD APS WITH HDD NAVIGATION

[538] - ATTENTION ASSIST (FATIGUE DETECTION)

[540] - ROLLER BLIND, ELECTRIC, FOR REAR WINDOW

[551] - ANTI-THEFT/ANTI-BREAK-IN WARNING SYSTEM

[581] - AUTOMATIC CLIMATE CONTROL

[600] - HEADLAMPS - CLEANING EQUIPMENT

[608] - AUTOMATIC HIGH BEAM SWITCH (IHC)

[814] - DVD CHANGER

[81P] - COMAND WITH NAVIGATION with 2014 UPDATES

[872] - REAR SEAT BENCH HEATING LEFT UND RIGHT

[873] - SEAT HEATER FOR LEFT AND RIGHT FRONT SEATS

[883] - POWER CLOSING SYSTEM

[885] - HIGHTEN THEFT PROTECTION

[910] - DYNAMO WITH HIGHER CAPACITY (FFO)

[927] - EURO 6 TECHNOLOGY EXHAUST GAS CLEANING

[A20] - DIRECT START

[B03] - DIRECT START / ECO START/STOP FUNCTION

[F221] - SERIES W221 S-Klasse

[FV] - SEDAN ELONGATED - [Long Wheel Base]

[GA] - AUTOMATIC TRANSMISSION

[H15] - TRIM PIECES - WOOD EUCALYPTUS DARK

[K11] - ADAPTIVE STOP LIGHT FLASHING

[M014] - ENGINE INCREASED PERFORMANCE

[M020] - BLUETEC

[M30] - DI SPLACEMENT 3.0 LITER

[M642] - V6 DIESEL ENGINE OM642

[P35] - LIGHT PACKAGE (FFO)

[P54] - THEFT PROTECTION PACKAGE

[P70] - INFOTAINMENT PACKAGE

[P70R] - iPod + iPad + iPhone Audio/VIDEO Playback connections

[U42] - DIESEL EXHAUST TREATMENT BLUETEC SCR GENERATION 1

[U60] - PEDESTRIAN PROTECTION - ACTIVE ENGINE HOOD

[U72] - DVD PLAYER WITH REGIONAL CODE 2, EUROPE, JAPAN

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2012[62] MB S350 CDI BlueTEC Turbo-Diesel, 4 Door Saloon, 7 Speed Automatic. 3.0 Litre v6 24-Valve DOHC Turbo-DIESEL, 258BHP/620Nm. One Owner with F/MB/S/H and with what can only be described as 31200 caring miles. This exquisite S-Class oil burner, has been finished in rare unmarked **BRIGHT Silver** metallic with unblemished Light-Grey 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 **S350 CDI BlueTEC Turbo-Diesel**. This latest incarnation within the S-Class range has been draped with so many tasteful design enhancement features that it would easily fill a sizeable novel. The S-Class is the flagship luxury saloon within the Mercedes-Benz range. As such it rivals models such as the **BMW's 7-Series**, **Audi's A8**, and of course the unassuming **VW Phaeton**. In this country, **nine out of ten** S-Class buyers opt for the diesel option, so here is the good news - the latest version of Mercedes' 3.0-litre V6 oil burner slashes CO2 emissions to an incredibly low **164 g/km**, becoming their biggest seller and accounting for almost **60%** of its sales in this country. She is tough and she is strong. This extremely refined and frugal diesel is the most sensible choice by far when making a decision to purchase, resulting in the highest residual values of any luxury saloon. The modern diesel is now the undisputed king, powering the luxury car market as well as the **Le Mans 24hr race circuit**. The performance potential of this **turbo-charged 3.0 litre V6 24valve DOHC** diesel power plant will induce sweat into the most able **A8** and/or the **740d** driver. It packs such a bracing punch with its **258-BHP** by courtesy of its staggeringly fierce a là **620-Nm** torque that it gives her an exhilarating pace of **0-60mph** in less than **7** seconds which is simply breathtaking. She is smooth and plush, and the ride and handling faithfully combines a cosseting 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 **C350CDI** saloon. This six-cylinder cracker, with a burble that is truly addictive, results in an impressive **0-60mph** that growls her way as soon as you hit passed the firewall in just **6.8 seconds** with a top speed reaching in excess of **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, particularly in this DIESEL guise is arguably the best diesel luxury car today providing you with an excellent all round fuel economy of around **42mpg**. Combine this with Mercedes-Benz's legendary engineering ingenuity and pioneering heritage, with the matching sportiness of its electronically controlled suspension, the new **S350 CDI BlueTEC'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 **S350**, 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 **S350 CDI BlueTEC**, the true luxury performance saloon of the 21st century. An incredible car with an unbeatable value. That is the ingenious of **SINDELFINGEN** 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

MAKE:	Mercedes-BENZ
MODEL:	S350 CDI BlueTEC Turbo-Diesel, 4Dr Saloon, 7 Speed Automatic.
Registration NUMBER:	OY62 ENU
Date of First Registration:	21st September 2012
COLOUR [Exterior / Interior]:	BRIGHT Silver Metallic [775U] / Light Grey Leather [218A]
Number of Cylinders & TYPE:	v6 24 Valve, DOHC Turbo Diesel [OM642]
Cylinder CAPACITY:	2987 cc
Horse POWER / Torque:	258 BHP [192Kw] / 457 Lbf-Ft [620Nm]
Chassis/Frame NUMBER:	WDD2211262A461152
Engine NUMBER:	642862 41 238811
OIL Type:	CASTROL Edge TurboDiesel [SAE OW-30; MB229.31/ MB229.51]
FUEL Type:	DIESEL Fuel OIL [SHELL v-Power Diesel ONLY]

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