

## 2015[65] Mercedes-Benz [W222] S500e L AMG Line Executive Pack [PHEV PlugIN HYBRID] Review

Late 2015, Mercedes-Benz S500e Plug-in Hybrid ~ Hushed, flexible and remarkable value for money by far! It could also be said that it is far more fit-for-purpose than any other S-Class, arguably even then any other Luxury Plug-in Hybrid in production today.



**What is it?** The Mercedes-Benz S500e Plug-in Hybrid offers as near to something for nothing as you can get, in theory anyway!.

As well as being the latest addition to the S-Class range, it looks like a bit of a no-brainer for the company CEOs, chauffeurs and fleet drivers which are likely to make up the majority of the car's current customer base.

The list price of the car may be £90k plus, but with this car saving your typical 40 per cent BIK-rated company car driver just over £300 per month compared with the S300 Bluetec Hybrid; the S500e Plug-in Hybrid works out level on price with the cheapest-to-run diesel on a monthly basis – and quite a lot cheaper if you happen to live in London and regularly pay the congestion charge.

It's powered by a 329bhp twin-turbo 3.0-litre V6 petrol engine working in tandem with a 114bhp electric motor giving a total of on demand horse power of 443bhp. The former may come as a disappointment to Merc's traditional customer if they're expecting the S500 badge to grace them with a V8-powered limousine as it always has before. But don't be! They really won't have much to moan about when they learn of the S500e's vitals. The 443bhp combined output is as much power as any non-AMG-branded V8 might provide, while the hybrid system's combined 820Nm of torque – available from just 1600rpm – is considerably greater.

The new S500e has an 8.7kWh lithium ion battery that can be charged via a seven-pin Mennekes-style cable or from a three-pin domestic outlet, the latter taking five hours from flat. It weighs 180kg more than the Bluetec Hybrid, but it's still 2.6sec faster to accelerate from rest to 62mph, and when run on electric- mode only, it has a range of 20 miles.

### What's it like?

The market appears to be filling up with plug-in hybrids that make a lot of sense on paper, but whose appeal slowly erodes as you become familiar with their real-world capabilities. **The S500e is NOT one of those cars. It's as driveable and easy to use as any S-class in the range, but more refined and impressively frugal within its comfort zone.**

## 2015[65] Mercedes-Benz [W222] S500e L AMG Line Executive Pack [PHEV PlugIN HYBRID] Review

Once the battery's flat, in normal mixed-road commuter use, it'll return around 30 plus to-the-gallon. Most owners are expected to tackle shorter trips and a greater proportion of city roads than that usage pattern contains, and our test route suggests that doing so could add at least 50% more to that real-world return.

The car's four drive modes allow it to juggle electric and petrol power in 'hybrid' mode, to run exclusively on battery power, to maintain the current battery charge level in 'Save' mode, or to return the battery to full charge via the combustion engine in 'Charge'.

The controls are light and undemanding, just as they are in any other S-Class – designed to be easy to modulate for unerringly smooth progress. The inconsistent pedal response of the lesser hybrids would never do for an S-Class, and this one most certainly does not suffer with it. There's pleasing progressiveness to the initial brake pedal travel, and while you can just about hear the petrol engine starting and stopping as you vary your accelerator inputs, the engine response is always predictable.

Having an 604 lb-ft (820 Nm) of torque available so far below 2000rpm makes an exhilarating contribution to flexibility. You can make supremely laid-back progress in this car without dawdling along or holding anyone up, simply because all that torque will always allow you to slip away from standing so effortlessly.



Refinement in this car is truly outstanding. If anything, the absence of combustion noise just gives you a greater sense of awe about the cabin's suppression of road and wind noise, barely a whisper of air or rumble of tyres being allowed to disturb the onboard calm. The car's ride is pillow-soft and quiet, taking the edge off both gentle and sharp intrusions brilliantly.

The S500e's luxurious bubble can be burst should you decide to hurry it – not that you ever feel remotely inclined to. This car's dynamic brief is about as single-minded as they come: be comfy. It's wonderful if you drive it with the dignified restraint you'd need to keep a knight of the realm in the back seat from looking up from his iPad.

## 2015[65] Mercedes-Benz [W222] S500e L AMG Line Executive Pack [PHEV PlugIN HYBRID] Review

From the outside, it looks like any other S-Class, aside from the “e” at rear and the blue “Plug-In Hybrid” badges on side front wings and an additional filler cap on the rear bumper. This car is only available in AMG Line trim, and our particular S500e sits proudly on its optional 20-inch AMG diamond cut anthracite alloy wheels. Given the car’s sporty styling and twin exhausts, there’s little to tell this super-frugal model from the standard V8 petrol version. Inside you get the same luxurious interior, with plush leather seats and Merc’s beautiful 12.3-inch TFT colour display. There’s a little button on the centre console to flick through the various driving modes, but again, there are very few details around the cabin to hint at the S500e’s eco credentials. There’s even a pair of steering-wheel-mounted paddles to control the Plug-In’s standard seven-speed automatic gearbox. Push the starter button and instead of a big V6 or a V8 firing into life, you’re greeted by the sound of silence. Put it into drive, and providing the batteries are fully charged, you can waft along in electric-only “E-Mode” for up to 20 miles.

However, as soon as the batteries run dry, or you require a sudden surge of power, the petrol engine kicks in seamlessly. It never pins you back in your seat, but the smooth wave of torque means it builds speed quickly and effortlessly. It’s only 0.4 seconds slower to 62mph than the thirsty V8-powered S500, despite weighing 200kg more. We had a chance to try all four of the S500e’s driving modes. E-Mode allows for smooth and silent electric progress – at speeds of up to 87mph. Hybrid mode works well, offering the best of both worlds by using the petrol engine in conjunction with the electric motor.

E-Save mode holds the battery’s charge for use in stop-start traffic, while the Charge function uses the petrol engine to generate electricity and can top up the battery as you drive along. We found this to be particularly effective, filling up surprisingly quickly at motorway speeds.

Mercedes says this Plug-In S-Class will do 100.9mpg and emit just 65g/km of CO<sub>2</sub>, but in reality it really depends on your driving style, and of course, your ability to charge the batteries from the mains. However, there’s plenty of clever tech to ensure maximum fuel economy. If you use the adaptive cruise control and the S-Class senses a slower moving vehicle in front, it’ll kill the engine and coast, before seamlessly building speed again when the path ahead clears. Unlike many electric cars and plug-in hybrids, there’s no feeling of grabby regenerative brakes, so the S500e feels like a normal S-Class to drive.

Pushing the brake pedal actually reverses the electric motor to slow the car, before engaging the conventional brakes if you require more stopping power. It feels completely natural and totally unnoticeable. Information from the car’s GPS data is also fed into a computer to deplete the battery while driving uphill, in the knowledge that it can recharge as the car coasts back down the other side. However, for many, the exemption from road tax and the London Congestion Charge – itself worth more than £3,000 a year – will be the deal-winner. Within four years you’ll have recouped the £12,000 premium over the cheaper S350, and that’s without considering the money you’ll save on fuel. Nothing this side of a Bentley or Rolls-Royce can match it for comfort and luxury, and neither of those come close to a Toyota Prius at the pumps. This car comes into its own if you travel a lot within a city environment where stop & start are the order of the day, this new PHEV may save you a small fortune... the same small fortune Mercedes are asking from you to make the initial purchase! The S500e Plug-in Hybrid range starts at around £90K but is eligible for the government’s plug-in car grant scheme which removes a healthy £5,000 off. However, as with all S-Classes it is the optional extras that really set the car apart. Unfortunately, extras are on the pricey side with a simple rear arm rest fridge costing more than £1,000. It is with this in mind that you must approach an S-Class and be wary that the optional toys inside will likely cost a small fortune, yet offer the best the automotive world has to offer. The test car, an AMG Line L variant, came to a figure in excess of an eye watering £112K after all the bells and whistles had been attached. These include the very helpful 360° overhead view camera, which is a god send when aiming to park such a long car, and a plethora of comfort options such as fragrancing for the interior and even more cossetting seating.



### ***What's the S500e PHEV like to drive?***

Quiet. Extremely quiet. It's like a church in fact. On the moon.... You don't so much head for a destination as drift serenely through the scenery passing by your window.

The reason for this is the hybrid power system, which mates a twin-turbo 3.0-litre V6 engine with an electric motor mounted inside the automatic gearbox. There are numerous modes for your chauffeur to get the hang of – one gives all-electric power, another gives a hybrid mode which mixes petrol and electric oomph as the car sees fit, and another uses the petrol engine to save battery power.

In town, you'll most likely use electric power only (if you've plugged in the car to charge it up the night before), and this really shows off the car to its best. It's easily quick enough to keep up with the most bustling of rush-hour traffic and, of course, goes about its business silently. The only noise you hear is very slight road noise, and even then that is minimal.

Up the pace out of town and the V6 engine cuts in and out utterly unobtrusively. There's no vibration and only a faint V6 growl to let you know that fossil fuel is being consumed, albeit gently.

Indeed, if you have slightly farther to go, it's best to enter your destination into the sat-nav, because the car 'knows' the route, including topography, and will constantly adjust the hybrid system so it's working at its most efficient for the conditions.

The car can even give your foot a gentle nudge through the accelerator pedal to let you know when it would be best to ease off the throttle in the interest of efficiency.

It's clever, and it certainly seems to work. What Car? had the chance to put the system through its paces on the road and the numbers at the end suggest that a real-world average mpg figure of at least high-50s mpg should be possible. That's deeply impressive for a vast, heavy, petrol-powered, long-wheelbase luxury car.

Everything else is as you'd expect from an S-Class. The steering is light but accurate and the ride at speed is very comfortable indeed. The air suspension does get caught out occasionally by sharp bumps and ridges in town though. It's a shame that Merc's Magic Body Control suspension, which keeps the car level over all bumps, is unavailable on this model.

### ***What's the S500e PHEV like inside?***

Ease yourself into the front seat of your S-Class and no matter the fact that you've just shelled out nearly £90K for the base model (plus whatever options you choose, and there are many) you'll feel like you've

**2015[65] Mercedes-Benz [W222] S500e L AMG Line Executive Pack [PHEV PlugIN HYBRID] Review** got a pretty good deal. It's put together with the sort of care and materials that make Blenheim Palace feel a little 'slung together'.

Should you prefer to occupy the rear seat while someone else does the tedious driving bit for you, you'll be pleased that the S500e Plug-in Hybrid comes in long-wheelbase form only, so there are acres of space to stretch out in.



It all feels beautiful, too. The leather for the seats appears to have come from cows that have never had to do a hard day's work in their lives, and there's loads of standard equipment, including climate control, a front-seat memory package and online connectivity. The rear seats are also heated, and you can even warm or cool the car's interior via a smartphone app before you get into it.

Of course, Mercedes will always be happy to relieve you of thousands more for various options, such as a deeply powerful Burmester audio system or a vast glass roof so you can see more of the sky you're helping to keep clear. Fortunately, our S500e has already all those features built-in and in fact comes with a lot more to leave you in a great deal of awe.

**Driving and Performance** ~ Driving a car like this, one should remember that a passenger in the rear of the car may be present, so an exuberant driving style is more likely to get you sacked rather than be applauded. As such, smooth driving is what this car should achieve, and it does so with ease. In slow and heavy traffic, the electric motor offers the driver plenty of pace to keep up with all but the most eager undertaking obsessed cyclist. As progress improves however, the 3.0 litre V6 cuts in with a subtle burble and assists the electric motor in achieving torque fuelled acceleration akin to a much larger capacity V8. The engine choice is perhaps a slightly odd one, given the S500 name badge yet makes complete sense when you get into performance figures and look at the point of the cars existence. 329hp (245kW) is produced from the twin-turbo six, in tandem with the electric motor's 114hp (85kW). These when combined offer you an awesome 820Nm of torque which is enough to propel the S500e PHEV, a 2.2 tonnes car, from 0-60mph in 5.0 seconds and continue to glide onwards to a computer limited top speed of 155mph. There is a neat and easy to read gauge on the dashboard which helpfully informs the driver as to what the status of the power-train is; **electric** only, **regen** and **engine revs**. A little grey bar and an obvious step in the accelerator peddle ensure electric only driving can be achieved without the vulgar cutting in of a petrol unit too. Press beyond the step and the petrol engine seamlessly kicks into life and the vehicles total power is revealed.

## 2015[65] Mercedes-Benz [W222] S500e L AMG Line Executive Pack [PHEV PlugIN HYBRID] Review

The S-Class controls are unhindered by the additional battery weight and the sure-footed stance of the wide body make the cars presence on the road assured. Manoeuvring is kept reasonably light thanks to its efficient all-electric power steering, and controls fall to hand without so much as having to bend your elbow.

As is typical in most PHEV's, the S500e, sports four driving modes; "**EV**", "**Hybrid**", "**Charge**" and "**Save**" – or words to that effect. EV mode does what it suggests, and prioritises electric driving over the petrol engine but as aforementioned, should you press the pedal beyond the step, the engine power can still be accessed. Hybrid mode simply asks the car to decide which power delivery is best for the moment and for the most part I found it got it right, with only a couple of occasions in traffic where the engine breathed life unexpectedly. Charge and Save are two mostly pointless modes which are perhaps only good for a chauffeur driving to collect their passenger and wanting to show off the electric drive without having first depleted the power en-route. Charge mode simply uses the petrol unit to charge the battery and Save mode aims to use the petrol unit to maintain whatever level of charge remains in the battery. The thing is, it is a plug-in hybrid vehicle, so why would you use expensive petrol to charge the battery when electricity is that much less expensive?

**Charging** ~ Charging the S-Class is a slightly odd experience. Mercedes have located the charging socket in a corner of the rear bumper. Once the hatch is open, you're presented with a seven-pin Mennekes socket much like you would find on most German EVs. CCS socket accompanies the seven-pin one as this enables the PHEV to charge that much faster when on the road. Although in truth it is unlikely to see an S-Class driver at a motorway service station sat waiting while they charge their 20-mile range, the future proofing element of it would be advantageous. Even in the scenario where the car is being charged at a home or garage environment, the seven-pin socket will generally only ever see a maximum of 7kW pumped through it using a wall box.



This should charge the 8.7kWh lithium-ion battery from 0-100% in a little over an hour. Had that been using CCS on the other hand, that time would tumble down to 15-20 minutes. The car is supplied with all the cables necessary and the massive boot has plenty of space within which to hide them when not in use too.

## 2015[65] Mercedes-Benz [W222] S500e L AMG Line Executive Pack [PHEV PlugIN HYBRID] Review

Prices at a GLANCE~**Basic starts from around £90K–Price as Tested £112K +**, The question then is, Should I buy one? On the evidence **thus far**, and assuming you're a company car tax payer and a city dweller, **or if you are a company executive** - definitely yes. The Mercedes S500e Plug-in Hybrid is a true all-rounder: fast, comfortable and efficient all at once. The Mercedes S-Class is now a limousine you can buy with your heart and your head. If your commute is less than 20 miles and you can charge at home, you could run the S500e Plug-In Hybrid for mere pennies. It's astonishingly quiet in E-Mode, and every bit as luxurious as its petrol and diesel-powered siblings.

Expect further coverage and a more detailed verdict before too long on this extremely capable High-Tech wonder. But on the face of it, this could be the definitive version of what, for many, is the world's definitive luxury car bar none!

Apparently, uncompromised to drive and to use, it will deliver peerless luxury, fine urban economy and remarkable relative value to a good proportion of heartland S-class buyers who've been ill-served by noisy diesels and thirsty petrols for decades.

The S500e Plug-in Hybrid doesn't render other versions of the car pointless, and there are limousines with other blend of dynamic talents for owner-drivers. But this is an outstanding example of electric powertrain technology intelligently applied and thoroughly executed. The question is – Should you have one. The answer is a no-brainer especially this stunner is competitively priced at ONLY £77,500 nearly at 60% of its value only some 12 months ago. Why not give HiCalibreCars.Com a call now and organize your test drive of this technological master-piece.

**CONCLUSION:** S500e AMG Executive Plug-in Hybrid is the latest addition to the Mercedes well received top-of-the-line executive range delivering sumptuous luxury with the kind of running costs you'd more readily associate with a pet hamster than a two-ton car that can race from a standstill to 60mph in 5.0sec. The clever bit isn't so much how the boffins have made a petrol engine work so seamlessly with an electric motor, itself mounted within the automatic gearbox. Nor is it the lump of lithium-ion batteries that take up 20 per cent of the boot but in return allow you to drive on electric power alone for 20 miles and thus help to deliver a CO2 figure of just 65g/km. No, the ingenious thing is that it's all modular and in this car it's a twin-turbo V6 petrol, but in something else it could be a frugal four-cylinder, or a mighty V8. Surely though none will be as serene as an S500e in full electric mode, where the only noise is a gentle thrum of tyres on road. As far as relaxing experiences go, it's up there with having a cold beer in a hot bath. It only takes 2 hrs to charge the batteries fully. Naturally, you can switch between various driving modes, but for the most part it's best to let the S500e figure out what you need and when you need it. Plan your route in the satnav and this will even take into account any hills so that the car can save fuel by giving you an electric boost on the way up, thus creating storage capacity for the energy generated as the car coasts on the way back down.. In conclusion therefore, the S500e achieves the potential to do 100mpg with consummate luxury of a car in the magic-carpet class and a blistering performance of a Porsche.

On sale in the UK from:	November 2014
Engine (Petrol/Electric)	2996cc 24v bi-turbo V6 Petrol, 329bhp(245kW) @ 5250-6000rpm, 354 lb ft(480Nm) @ 1600-4000rpm and electric motor: 114bhp(85kW), 340Nm(250lb-ft), lithium ion battery. Total system power output: 443 bhp / Total system torque output: 604 lb ft
Transmission:	Seven-speed automatic, rear-wheel drive
Performance:	5.0sec 0-60mph, 155mph (limited), 100.9mpg, 65g/km CO2
Weight / material:	2215kg / Steel and aluminium
Dimensions:	
length/width/height in mm	5246 mm / 1899 mm / 1494 mm
Wheelbase/Luggage/Fuel/Turning circle	3165 mm / 395 litres / 80 litres / 12 metres



2015[65] MB S500e L AMG-Line Executive Petrol/Electric [PHEV] Plug-in HYBRID 4 Door, 7 Speed Automatic. Powered by a 3.0 Litre V6 24-Valve DOHC Twin-TURBO 329BHP petrol with 114BHP electric motor, delivering a combined power of 443BHP with 604Lbf-Ft of torque. She is one owner from new with F/MB/S/H and warranted 27000 miles. This exquisite S500e Petrol/Electric Plug-IN HYBRID, has been finished in unmarked Anthracite Blue Metallic with unblemished cream/white Beige soft Nappa/Semi-Aniline leather interior. It is believed that no other high-end car that can impress more in combining sporty comfort with luxury and economy than the S500e L Petrol/Electric Plug-IN HYBRID. 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 S500e is the flagship luxury saloon within the Mercedes-Benz range. This magnificent, beautiful, brilliant stunner is at the pinnacle of efficient luxury motoring. She is such an impressive vehicle that even cynical motoring journalists start reaching for their Advanced Superlatives Handbook. 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 Arabian Gulf Hotel. It's powered by a 329bhp twin-turbo 3.0-litre V6 petrol engine working in tandem with a 114bhp electric motor giving you a total of 443bhp on demand with a gigantic torque of 820Nm. Couple this to a typically exquisite Mercedes auto-box it makes a drive-train that redefines the phrase "effortless thrust". It is aurally delicious with a refined burble from its exhaust when under load. Fuel consumption averages anything in between of an incredible 50 to up to 102 mpg. For the grunt on tap however, it is astonishing. Build quality is the stuff of legend. It feels as if it had been hewn from solid rock. Doors thunk shut with tiny, perfectly even panel gaps, the interior is silent and uses materials of beautiful quality, and the leather seats support and cosset you like no other. This, when coupled to impeccable German efficiency and pure functionality, is the creation of the superlative S500e. The car has acres of room to transport five adults and their luggage halfway around the globe economically 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 suspension set-up, which delivers wonderful ride comfort even in the hardest of driving circumstances. Despite a kerb weight of just under three tones this big Merc can pick its petticoats up and really get a move on if you ask it to, the V6 making a pleasant muted growl as it does so. It packs such a bracing punch with its combined 443-BHP via its Petrol / Electric motor by courtesy of its 820 Nm of practically instant torque gives her an exhilarating punch of 0-60mph in less than 5.0 seconds which is simply breathtaking. She is smooth and plush, and the ride and handling faithfully combines a cossetting comfort with decent feedback and control through her effortless all-electric 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 500SL coupe. This Techno marvel, with its impressively agile performance combined with its legendary engineering ingenuity and pioneering heritage, with the matching sportiness of its electronically controlled suspension, the new S500e L PHEV'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 beige leather and you end up having in this S500e Limousine, a car that is setting the highest standards in performance, luxury and driving excellence. The S500e AMG Executive Plug-in Hybrid is the latest addition to the Mercedes well received top-of-the-line executive range delivering sumptuous luxury with the kind of running costs you'd more readily associate with a pet hamster than a two and a half ton car that can race from a standstill to 60mph in 5.0sec. The clever bit isn't so much how the boffins have made a petrol engine work so seamlessly with an electric motor, itself mounted within the automatic gearbox. Nor is it the lump of lithium-ion batteries that take up 20 per cent of the boot but in return allow you to drive on electric power alone for 20 miles and thus help to deliver a CO2 figure of just 65g/km. No, the ingenious thing is that it's all modular and in this car it's a twin-turbo V6 petrol, but in something else it could be a frugal four-cylinder, or a mighty V8. Surely though none will be as serene as an S500e in full electric mode, where the only noise is a gentle thrum of tyres on road. As far as relaxing experiences go, it's up there with having a cold beer in a hot bath. It only takes 2 hrs to charge the batteries fully. Naturally, you can switch between various driving modes, but for the most part it's best to let the S500e figure out what you need and when you need it. Plan your route in the SatNav and this will even take into account any hills so that the car can save fuel by giving you an electric boost on the way up, thus creating storage capacity for the energy generated as the car coasts on the way back down. In conclusion, therefore the S500e achieves the potential to do 100mpg with consummate luxury of a car in the magic-carpet class with a blistering performance of a Porsche.

**SPECIFICATION**

<b>MAKE:</b>	<b>Mercedes-BENZ</b>
<b>MODEL:</b>	<b>S500€ L PHEV AMG-Line EXECUTIVE Plug-IN HYBRID 4Dr Sal, 7 Spd Auto</b>
<b>Registration NUMBER:</b>	<b>LT65 JFF</b>
<b>Date of First Registration:</b>	<b>07th September 2015</b>
<b>COLOUR [Exterior / Interior]:</b>	<b>Anthracite Blue METALLIC [998U]/Beige Leather NAPPA Semi-Aniline [201A]</b>
<b>Number of Cylinders &amp; TYPE:</b>	<b>M002/M014/M276/ v6 24 Valve, DOHC Bi-Turbo Petrol</b>
<b>Cylinder Capacity/ΣPower/Torque:</b>	<b>2996 cc / 443 BHP - 330 kW / 604 lb ft / 820 Nm</b>
<b>Horse POWER / Torque (Petrol):</b>	<b>329 BHP / 245 kW - 480 Nm / 354 lbf-ft @ 5250-6000rpm</b>
<b>Horse POWER / Torque (Electric):</b>	<b>114 BHP / 85kW] - 340Nm / 250 lbf-ft</b>
<b>Chassis/Frame NUMBER:</b>	<b>WDD2221632A216643</b>
<b>Engine NUMBER:</b>	<b>276824 30 277244</b>
<b>OIL Type:</b>	<b>CASTROL Edge Titanium [SAE OW-40; FST A3/B4]</b>
<b>FUEL Type:</b>	<b>Petrol [SHELL v-Power ONLY]</b>

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2015[65] Mercedes-Benz [W222] S500e L AMG Line Executive Pack  
Plug-IN HYBRID [PHEV] 4Dr Saloon 7-Speed Automatic LT65 JFF



DATA Card

No. owners: **1 Owner**  
Reg No. **LT65 JFF**  
Date of Registration: **07/09/2015**  
Vin No. **WDD2221632A216643**  
Engine number: **276824 30 277244**  
Fuel Type: **Petrol-Electric / PHEV / Plug-in HYBRID**  
Power (Petrol): **2996cc / V6 / Twin-Turbo / Petrol**  
Power/Torque (Petrol) : **[329BHP[245kW]/480Nm[354lbf-ft]@5250-6000rpm**  
Power (Electric): **Electric Motor**  
Power/Torque (Elect) : **114BHP[85kW] / 340Nm[250lbf-ft]**  
Total HYBRID Power: **443 BHP / 330 kW**  
Total HYBRID Torque: **604 lb ft / 820 Nm**  
Acceleration: **0 to 60 mph in 5.0 seconds**  
Top Speed: **155 mph** (Limited by COMAND)  
Mileage: **26977** (Warranted)  
Colour: **Anthracite Blue Metallic [998U]**  
Interior: **Beige Leather Nappa / Semi-Aniline [815A]**  
VAT Type: **VAT Qualifying**

Code-OPTIONS

05U - MBCONNECT - REMOTE ONLINE  
06U - MBCONNECT - BASIC SERVICES  
223 - REAR BACK REST ADJUSTMENT & HEAD RESTRAINTS ELECT  
233 - AUTONOMOUS INT. CRUISE CONT. PLUS (DISTRONIC PLUS)  
235 - ACTIVE PARK ASSIST RADAR CONTROL SYSTEM  
237 - ACTIVE BLIND SPOT ASSIST  
238 - ACTIVE LANE KEEPING ASSIST (FAP)  
249 - INSIDE AND OUTSIDE MIRROR AUTOMATIC DIMMING  
253 - REAR-END COLLISION WARNING AND PROTECTION SYSTEM  
255B- MB MOBILIO WITH DSB AND GGD  
266 - DISTRONIC PLUS CROSS SUPPORT (DTR+Q)  
268 - EXPANDED BRAKE ASSIST (BAS+)  
269 - BRAKE ASSIST PLUS CROSS TRAFFIC (BAS+Q)  
26A - EFTI ELECTRIC MOTOR 50-80 KW  
271 - AUTONOMOUS BRAKE INTERVENTN/WARN. FOR PED. PROT.  
275 - MEMORY PACKAGE (DRIVER SEAT, STRG. COL., MIRROR)  
276 - MEMORY REAR SEAT  
277 - SPORTS STEERING WHEEL  
297 - ELECTRIC ROLLER SUN BLINDS IN REAR DOOR LH AND RH  
300 - COLLISION MINIMISATION BRAKE INTERV/WARNING (CMS)  
350 - MBCONNECT - ECALL EUROPE EMERG. CALL SYS. GEN. 2  
3U1 - EUROPE/CIS COUNTRIES/MONGOLIA HEAD UNIT  
401 - FRONT SEAT CLIMATE CONTROL  
402 - REAR SEAT CLIMATE CONTROL  
413 - PANORAMIC SLIDING SUNROOF/GLASS SUNROOF  
427 - AUTOMATIC TRANSMISSION 7-SPEED  
432 - DYNAMICS SEAT,FRONT LEFT AND RIGHT  
439 - FRONT INTELLIGENT/FOLDING COMFORT HEAD RESTRAINT  
448 - TOUCHPAD WITH ROTARY PUSHBUTTON  
452 - FRONT PASSENGER SEAT CHAUFFEUR SETTING  
453 - SEAT WITH BUNK FUNCTION  
475 - TYRE PRESSURE MONITOR (TPM) HIGH LINE / MID LINE  
501 - 360 DEGREE VIEWING SYSTEM (SURROUND VIEW)  
502 - 3 YEARS OF MAP UPDATES FREE OF CHARGE  
513 - TRAFFIC SIGN RECOGNITION  
518 - UNIVERSAL COMMUNICATIONS INTERFACE (UCI)  
531 - COMAND APS NTG5/NTG5.5  
537 - DIGITAL RADIO STANDARD DAB (DIGI. AUDIO BROADC.)  
540 - ROLLER BLIND, ELECTRIC, FOR REAR WINDOW  
551 - ANTI-THEFT/ANTI-BREAK-IN WARNING SYSTEM  
581 - AUTOMATIC CLIMATE CONTROL

582 - AIR CONDITIONER IN THE REAR  
596 - HEAT INSULATING+IR REFLECTING SAFETY GLASS ALLROUND  
610 - NIGHT VIEW ASSIST  
628 - AUTOMATIC HIGH BEAM SWITCH PLUS (IHC+)  
641 - DYNAMIC LED HEADLAMPS, LEFT-HAND TRAFFIC  
729 - TRIM PIECES - WOOD POPLAR  
769 - AMG 20" SPOKED DIAMONDCUT ANTHRACITE ALLOYS  
772 - AMG STYLING PACKAGE-FRONT SPOILER, SIDE SKIRT  
776 - WHEEL ARCH ENLARGEMENT  
800A- LEATHER/NAPPA/SEMI-ANILINE  
810 - PREMIUM SND SYSTEM - BURMESTER SURROUND SND  
815 - DVD SINGLE DRIVE  
815A- LEATHER/NAPPA/SEMI-ANILINE - BEIGE  
840 - DARK TINTED GLASS  
865 - DIGITAL TV TUNER (DIGI. TV FREEVIEW BROADC.)  
871 - SENSORS FOR TRUNK LID OPENING/CLOSING  
874 - AQUABLADE INCL. HEATED WINDSCREE WASHER SYSTEM  
877 - AMBIENCE ILLUMINATION  
881 - REMOTE TRUNK LOCKING  
883 - POWER CLOSING SYSTEM  
882 - INTERIOR SAFEGUARD SYSTEM  
885 - HIGHTEN THEFT PROTECTION  
889 - KEYLESS-GO  
902 - FRONT COMFORT SEAT HEATERS  
927 - EURO 6 TECHNOLOGY EXHAUST GAS CLEANING SYSTEM  
950 - AMG SPORT PACKAGE  
998U- ANTHRACITE BLUE - METALLIC FINISH  
A121- P VALVE BODY ASSEMBLY WITH VGS-500  
A17 - DAS 4  
A33 - BREATHER VARIANT  
B31 - CHARGING CABLE BE 1363 (TYPE G) 4M  
B33 - CHARGING CABLE 7-PIN ICCA PER IEC 62196 16A 4M  
B51 - TIREFIT  
B54 - MBCONNECT - REAL-TIME TRAFFIC DATA  
B57 - KOM MODULE WITH EV FUNCTIONS  
F222- SERIES PRODUCTION 222  
FV - SEDAN ELONGATED  
G204- TRANSMISSION CODE VERSION 4  
GH - HYBRID TRANSMISSION  
HA - REAR AXLE  
J9A - D724 2 VENTILATION B2  
K11 - ADAPTIVE STOP LIGHT FLASHING  
K13 - CONTROL CODE FOR SERVICE INTERVAL 25000 KM  
LS2 - BODYSHELL LOAD STAGE 2  
M002- ENGINES WITH EXH.TURBOCHARGER WITH INTERCOOLER  
M014- ENGINE INCREASED PERFORMANCE  
M276- V6-GASOLINE ENGINE M276  
M30 - DISPLACEMENT 3.0 LITER  
ME05- HYBRID DRIVE 85-94 KW VARIANT (INCL. PLUG-IN)  
N9A - STEUERCODE W50 FUER PPS-INT. VERWENDUNG  
P07 - CHAUFFEUR PACKAGE WITH MEMORY FUNCTION  
P09 - SUN PROTECTION PACKAGE  
P20 - DRIVING ASSISTANCE PACKAGE PLUS  
P21 - AIR QUALITY PACKAGE  
P35 - LIGHT PACKAGE (FFO)  
P44 - PARKING PACKAGE  
P54 - THEFT PROTECTION PACKAGE  
P64 - FRONT MEMORY PACKAGE  
U26 - FLOOR MATS - AMG  
U60 - PEDESTRIAN PROTECTION - ACTIVE ENGINE HOOD  
U72 - DVD PLAYER WITH REGIONAL CODE 2, EUROPE, JAPAN  
RFT1 - CFEF\* protection to lower sections of bumpers & side skirts