The 2014 Mercedes-Benz S-Class is a byword for luxury saloon excellence and is widely regarded as one of the best cars in the world. It goes without saying - expectations are incredibly high. Luckily this 6th generation model proves more than up to the task of maintaining effortless superiority, now with cheaper running costs, a host of incredibly clever technology and class leading engine options (including 3 hybrid variants).

**Petrol-electric Power-Train**

Lion’s share of the power (306bhp to be precise) comes from the NEW 3.5-litre V6 petrol engine up front. That’s joined by a 27bhp electric motor and both drive the rear wheels. Although the S400 can operate under the electric motor’s power alone, that’s more or less limited to low-speed gliding around car parks (making sure you don’t run anyone over in the process). The V6 engine joins in pretty quickly if you extend your right foot very far and the electric motor’s main job is really to work in conjunction with the engine. It can provide a supplementary power boost if you need to accelerate hard, and it can also help slow the car under braking, charging the batteries in the process.

Helpfully, because the S400 uses fancy pants lithium-ion batteries, they’re compact enough to fit inside the engine bay so you don’t get the same impact on boot space that affects many other battery-packed hybrids (such as the Volvo V60 PHEV, for example).
Although performance isn’t what the S400’s about, it’s a surprisingly quick car. Despite a kerb weight of just under two tonnes the 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.

Rear seats the place to be
Of course, the point of an S-Class is that it’s a car to be driven in rather than take the wheel yourself and the back seats are the best place to be. Tested here is the long-wheelbase version (that’s what the ‘L’ in the name stands for), which means rear passengers can recline to a more or less horizontal position if the right boxes are ticked on the options list. It really is like travelling first class in an airliner – only probably a fair bit more comfortable.

If you’re sat behind the front passenger seat, you can control its movement as well to create as much room ahead of you as you want. (Something this writer found out to their alarm on the S-Class’s original reveal in Hamburg where they were nearly crushed to death by a journalist sat behind them.)

Although the L-spec S-Class is too lengthy to fit in most ordinary parking spaces the boot isn’t as big as you might expect, as some of its volume is sacrificed to allow extra rear seat space.

In the driver’s seat
Despite seemingly infinite adjustment for the front seats (they’re crammed with electric motors, with parameters scattered throughout menus on the display screen as well as the usual buttons on the side of the door) it can actually be quite hard work getting a comfortable driving position – there’s almost too much to adjust.

Once you’ve managed to program the seat just so, the S400 is as comfortable to drive as you’d expect with a smooth ride on its standard air suspension and very little in the way of engine noise (although there is a bit more road and wind noise at speed than you might expect). You’re always conscious that it's a big car, but once you’ve adapted to its dimensions it’s an easy machine to pilot, even if you do sometimes feel like you’re docking a space station when you park it.

That’s a feeling that’s heightened by the blue interior mood lighting (there are 500 LEDs throughout the car, and other colours are available with a turn and click of the rotary controller), and the enormous rectangular display screens that serve as the car’s instrument panel and multimedia interface. While they look suitably flash, you do wonder how well they’ll date.

Certainly the attractive large-scale tablet interface on the model we tested recently looked more special, even if it was more distracting to operate than the Merc’s rotary dial setup.

There were two criticisms we could aim at the driving experience based on our time with the car; one, that the brake feel is a bit inconsistent, perhaps partly as a result of the electric energy regeneration systems working away behind the scenes.

The other is that occasionally under acceleration there would be a startling and uncomfortable jolt through the drive-train. That said, having driven (and been driven in) other S-Classes and experienced nothing but serene power delivery, this may have been an issue isolated to this particular test car.
Verdict

Although 90 percent of British buyers are expected to choose the diesel S350 CDI, if you have a penchant for petrol power then the S400 could be a cost-effective power-train to choose, especially bearing in mind the potential future charges for diesel-fuelled cars.

OPTIONS & EXTRAS

<table>
<thead>
<tr>
<th>Feature</th>
<th>Included/Average Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct steering</td>
<td>Standard</td>
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<tr>
<td>Doorhold system</td>
<td>Standard</td>
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<tr>
<td>Instrument cluster with display</td>
<td>Standard</td>
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<tr>
<td>Mercedes-Benz emergency call</td>
<td>Standard</td>
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<tr>
<td>Outside temperature gauge</td>
<td>Standard</td>
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<tr>
<td>Remote boot release</td>
<td>Standard</td>
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<tr>
<td>Service indicator (ASSYST)</td>
<td>Standard</td>
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<tr>
<td>Speed limit assist</td>
<td>Standard</td>
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<tr>
<td>Touch pad controller for COMAND online</td>
<td>Standard</td>
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<tr>
<td>Trip computer</td>
<td>Standard</td>
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<tr>
<td>Reversing camera</td>
<td>No Cost</td>
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<tr>
<td>Speedtronic cruise control</td>
<td>No Cost</td>
</tr>
<tr>
<td>Garage door opener - integrated in rear view mirror</td>
<td>£230</td>
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<tr>
<td>Telephone pre-wiring with hands free facility</td>
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<td>Splitview</td>
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<td>Surround camera system</td>
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<td>Telephone in rear</td>
<td>£970</td>
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<tr>
<td>Head up Display</td>
<td>£1,230</td>
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<tr>
<td>Night view assist</td>
<td>£2,250</td>
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</tbody>
</table>

Safety

ABS Standard
Safety

- Active bonnet
- Brake assist
- Driver/Front Passenger airbags
- Electronic parking brake
- ESP with Acceleration skid control (ASR)
- First aid kit
- Front + rear side airbags
- Front seatbelt pretensioners with force limiters
- Pre-Safe anticipatory safety system
- Rear outer seatbelt pretensioners with force limiters
- Rear seatbelt warning indicator
- Three 3 point rear seatbelts
- Tyre pressure monitoring system
- Window airbags
- Fire extinguisher £130

Security

- Alarm system with interior protection
- Immobiliser
- Locking wheel bolts
- Remote central locking

Interior Features

- 12V socket in luggage compartment
- 12V socket in rear centre console
- 3 rear head restraints
- Ambient lighting
- Anthracite Velour floor mats
- Auto Mercedes-Benz child seat recognition sensor
- Comfort ventilated rear seats
- Door sill panels with stainless steel inlays
- Easy entry/ electrically adjustable steering column
- Electric adjustable front seats including height adjust
- Electric adjustable rear seats
- Electric rear roller blind
- Electric sunblinds for rear side window
- Front seat back map pockets
- Front seats electric adjust lumbar support
- Front/rear centre armrests with storage
- Front/rear reading lights
- Heated front seats
- Heated rear seats
- Illuminated rear vanity mirrors
- Illuminated/air conditioned glove compartment
- Isofix rear child seat preparation
Mercedes S-class S400L Hybrid 3.5L Petrol SE Line REVIEW

**Interior Features**

- Load securing rings in luggage compartment: Standard
- Luggage nets in boot/front pass footwell: Standard
- Luxury automatic climate control: Standard
- Multi function steering wheel: Standard
- Rear auto climate control: Standard
- Rear seat memory: Standard
- Reclining backrests on all rear seats: Standard
- Steering wheel gearshift paddles: Standard
- Sun visors with illuminated vanity mirrors: Standard
- Sunglasses storage: Standard
- Twin front cupholders: Standard
- Leather upholstery: No Cost
- Nappa leather steering wheel: No Cost
- Storage compartment and 12V socket: No Cost
- Ashtray and cigar lighter: £80
- Luxury front head restraints: £260
- Ski bag through loading: £320
- Wood/leather trimmed steering wheel: £640
- Comfort ventilated front seats: £660
- Refrigerator behind rear armrest: £1,130
- Nappa leather upholstery: £1,740

**Wheels**

- Tyre sealant kit: Standard
- 18” 5 twin spoke design alloy wheels: No Cost
- 19” 5 twin spoke design alloy wheels: £1,750

**Trim**

- Dashboard upper section in artico artificial leather: Standard
- Black poplar wood trim (in conjunction with Exclusive Nappa leather pack): No Cost
- Burr walnut trim - brown (in conjunction with Exclusive Nappa leather pack): No Cost
- Eucalyptus wood trim - dark brown: No Cost
- Leather - Black: No Cost
- Leather - Crystal grey/Seashell grey: No Cost
- Leather - Nut brown/Black: No Cost
- Leather - Silk beige/Espresso brown: No Cost
- Designo brown sunburst myrtle wood trim: £230
- Designo metal ash wood trim: £380
- Black poplar wood trim: £430
- Burr walnut trim - brown: £480
- Designo trim - Black piano lacquer: £1,230
- Nappa leather - Black: £1,740
- Nappa leather - Crystal grey/Seashell grey: £1,740
- Nappa leather - Nut brown/Black: £1,740
- Nappa leather - Porcelain/Black: £1,740
Mercedes S-class S400L Hybrid 3.5L Petrol SE Line REVIEW

**Trim**

- Nappa leather - Silk beige/Espresso brown £1,740
- AMG carbon fibre/black piano lacquer trim £2,880
- Exclusive nappa leather pack - Black £6,890
- Exclusive nappa leather pack - Crystal grey/Seashell grey £6,890
- Exclusive nappa leather pack - Nut brown/Black £6,890
- Exclusive nappa leather pack - Porcelain/Black £6,890
- Exclusive nappa leather pack - Silk beige/Espresso brown £6,890
- Exclusive nappa leather pack - Silk Beige/ Satin Red Pearl with designo interior £10,090
- Exclusive nappa leather pack - Silk Beige/ Titanium Grey Pearl with designo interior £10,090

**Exterior Features**

- Active light system Standard
- Adaptive brake lights Standard
- Adaptive high beam assist Standard
- Auto dimming driver's door mirror Standard
- Auto dimming rear view mirror Standard
- Body coloured bumpers Standard
- Electric adjustable/heated/folding door mirrors Standard
- Electric windows with one touch open Standard
- Front fog lights Standard
- Green tinted glass Standard
- Headlamp assist Standard
- Headlight wash system Standard
- Heated screen wash system Standard
- Intelligent LED headlight system with active cornering lights Standard
- LED tail lights Standard
- Rain sensor windscreen wipers Standard
- Rear black sill protector Standard
- Visible twin exhaust tailpipe Standard
- Metallic paint No Cost £160
- Illuminated door sills Standard
- Privacy glass (rear side windows only) £400
- Heated windscreen £610
- Special Metallic paint £760
- Infrared protective + noise insulating glass (when chosen with Night view assist) £1,010
- Infrared protective + noise insulating glass £1,180
- Electric panoramic glass sunroof £1,430
- Designo metallic paintwork £3,130
- Designo Magno Paint £3,650

**Paintwork**

- Metallic - Anthracite Blue No Cost
- Metallic - Cavansite Blue No Cost
- Metallic - Diamond silver No Cost
Mercedes S-class S400L Hybrid 3.5L Petrol SE Line REVIEW

Paintwork
Metallic - Iridium silver  No Cost
Metallic - Magnetite black  No Cost
Metallic - Obsidian black  No Cost
Metallic - Palladium silver  No Cost
Metallic - Peridot brown  No Cost
Metallic - Ruby black  No Cost
Special metallic - Diamond white  £760
Designo metallic - Mocha Black  £3,130
Designo Magno - Allanite grey  £3,650
Designo Magno - Cashmere white  £3,650

Entertainment
DAB Digital radio  Standard
Frontbass loudspeakers  No Cost
Single CD player  No Cost
Remote control for COMAND  £160
6 CD autochanger  £260
TV tuner  £1,110
Burmester surround sound system  £1,130
Rear seat entertainment system  £2,450
Burmester high end 3D surround sound system  £6,430

Technical
AirMATIC suspension  Standard
Air-balance pack - S Class - £360
Fragrance generator in glove box
Front seat memory pack - S Class - £500
4 way electrically adjustable lumbar support for front passenger seat
Door mirror memory
Electric adjustable steering column with memory
Electric front seats with memory
Warmth comfort pack - S Class - £530
Heated front and rear armrest
Heated steering wheel

Pre-Safe rear pack - S Class - £1,230
Belt buckle and bag for outer rear seats

Keyless Go comfort pack - S Class - £1,490
Keyless Go access/ignition system
Remote boot closing

Rear seat reclining pack - S Class - £1,500
Luxury front head restraints
Mercedes S-class S400L Hybrid 3.5L Petrol SE Line REVIEW

Rear seat reclining pack - S Class - £1,500
Reclining rear seats

Front seat comfort pack - S Class - £1,740
Massage function for front seats
Multi-contour front seats

Driving Assistance pack - S Class - £2,300
Blind spot assist
Distronic plus with presafe brake and BAS plus
Lane keep assist

Rear seat comfort pack - S Class - £3,500
Burmester surround sound system
Multi contour rear seats with massage function
Rear seat entertainment system

Exclusive nappa leather pack - S Class - £6,890
Exclusive Nappa leather upholstery
Illuminated door sills

Rear seat comfort pack - S Class with Burmester 3D surround sound - £8,800
Burmester high end 3D surround sound system
Multi contour rear seats with massage function
Rear seat entertainment system

Technical Specifications
44.8 mpg Combined MPG / G 154 g/km CO2 Emissions / 6.6 secs 0-60 mph / 155 mph Max Speed / 333 bhp Max Power
Height: 1,491 mm Width: 1899 mm Width (inc. mirrors): 2,130 mm / Wheelbase: 3,165 mm Length: 5,246 mm

Engine and Drive Train
Cylinders - Bore 92.9 mm / Cylinders - Stroke 86 mm / CC 3,498 / Cylinders 6 / Cylinder Layout - V6 / Number of Valves 24 / Camshaft - DOHC
Fuel Delivery - Multi Point Fuel Injection / Catalytic Convertor - Yes

Engine Layout - North South / Compression Ratio - 12:1
Transmission - Semi-Auto / Gears - 7 Speed
Performance
Top Speed - 155 mph

Fuel Consumption
EC Directive 1999/100/EC Applies - Yes
EC Urban - 42.8 mpg / EC Extra Urban - 46.3 mpg / EC Combined - 44.8 mpg

Emissions
CO2 - 154 g/km / Standard Euro Emissions - Euro 6 / Noise Level - 74 dB(A) / CO - 0.802 g/km / HC - 0.043 g/km / NOx - 0.005 g/km / Particles - 0.0006

Tyres
Alloys? - Yes / Space Saver? - No / Wheel Style - 18" Alloy 5 Twin Spoke / Tyre Size Front & Rear - 245/50 R18 / Tyre Repair Kit
Mercedes S-class S400L Hybrid 3.5L Petrol SE Line REVIEW

Weight and Capacities
Minimum Kerb weight - 1,945 kg / Max. Loading Weight - 685 kg / Luggage Capacity (Seats Up) - 510 Litres / No. of Seats - 5
Gross Vehicle Weight - 2,630 kg / Fuel Tank Capacity - 70 Litres / Max Roof Load - 100 kg / Turning Circle Kerb to Kerb / 12.3m

General
Standard manufacturers warranty - 3 Years / Manufacturers Paintwork Guarantee - 3 Years / Man Corrosion Perforation Guarantee - 30 Years
Service Interval Miles - 15,500 / Service Interval Frequency - 12 Months / Badge Power - 333 BHP/PS / Badge Engine CC - 3.5
Vehicle Homologation Class - M1

! CONCLUSION!

Not just the flagship for Mercedes-Benz, it is the flagship. Since the first generation S-Class made its debut in 1972, the S-Class has been the high-tech spearhead for technologies and safety features we now take for granted. ABS, airbags, traction control, stability control, active cruise control - all made their production-vehicle debut in an S-Class. And now we have a new one. While there are no significant 'firsts' with the new W222 S-Class, there's now more technology than ever before. So much, in fact, that an optioned-up S has twice as many lines of code in its various on-board computers than a modern airliner. Mere wires aren't enough to run this ship either, and the entire car is fitted with a fibre-optic network that's so fast and comprehensive.

And there's more luxury. Forget business class, with a few select options Benz's new flagship easily becomes more luxurious than a lot of first-class cabins. Let's delve in, shall we?

While for most cars the focus is on the driver, in the S-Class the most important chair is in the back. To emphasise this, the first leg of our test 'drive' was made from the rear seat, with none other than V8 Supercar driver Karl Reindler up front manning the helm of our S 350 L BlueTec diesel. From the back, it's like being whisked along in a comfy lounge chair. 'S' is clearly not for 'small'. Not only does the long wheelbase model provide acres of legroom, but models equipped with power-adjustable rear seats (standard on long wheelbase; a cost option on normal wheelbase) provide up to 37 degrees of backrest recline.
2014 [14] MB S400 L HYBRID SE-Line, 4 Door Executive, 7 Speed Automatic. 3.5 Litre v6 24-Valve DOHC Petrol, 333BHP/370lb-Ft. One Owner with F/MB/S/H and warranted 14000 miles from new. This exquisite S-Class Petrol/Electric Hybrid, has been finished in unmarked CAVANITE Blue metallic with unblemished Anthracite soft nappa 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 S400 L HYBRID Petrol-ELECTRIC. This latest incarnation within the S-Class range has been draped with so many tasteful design enhancements features that it would easily fill a sizeable novel. The S-Class is a flagship luxury saloon within the Mercedes-Benz range. The 2014 Mercedes-Benz S-Class S400L HYBRID is a byword for luxury saloon excellence and is widely regarded as one of the best cars in the world. It goes without saying - expectations are incredibly high. Luckily this 6th generation model proves more than up to the task of maintaining effortless superiority, now with cheaper running costs, a host of incredibly clever technology and class leading engine options (including 3 hybrid variants). Lion’s share of the power (306bhp to be precise) comes from the NEW 3.5-litre V6 petrol engine up front. That’s joined by a 27bhp electric motor and both drive the rear wheels.

Although the S400 can operate under the electric motor’s power alone, that’s more or less limited to low-speed gliding around car parks (making sure you don’t run anyone over in the process). The V6 engine joins in pretty quickly if you extend your right foot very far and the electric motor’s main job is really to work in conjunction with the engine. It can provide a supplementary power boost if you need to accelerate hard, and it can also help slow the car under braking, charging the batteries in the process. Helpfully, because the S400 uses fancy pants lithium-ion batteries, they’re compact enough to fit inside the engine bay so you don’t get the same impact on boot space that affects many other battery-packed hybrids. She is tough and she is strong. Despite a kerb weight of just under two 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 333-BHP via its Petrol/electric motor by courtesy of its 370lb-ft torque that it gives her an exhilarating pace of 0-60mph in less than 6.6 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 three and a half litre cracker, with a burble that is truly addictive, results in an impressive 0-60mph that grows her way as soon as you hit passed the firewall in just 6.6 seconds with a top speed reaching in excess of 155mph. Now for a car that nearly two tons in weight you must admit she is no slouch and that is impressively agile performance pure and simple. Combine this with Mercedes-Benz's legendary engineering ingenuity and pioneering heritage, with the matching sportiness of its electronically controlled suspension, the new S400 L HYBRID’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 S400 Limousine, 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 gracefully. 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 S400 L HYBRID SE-Line, the true luxury Hi-End 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**

**Mercedes-BENZ**

**S400 L HYBRID SE-Line, EXECUTIVE 4Dr Saloon, 7 Speed Automatic.**

- **MAKE:**
- **MODEL:**
- **Registration NUMBER:**
- **Date of First Registration:** 12th March 2014
- **COLOUR** [Exterior / Interior]:
- **Number of Cylinders & TYPE:**
- **Cylinder CAPACITY:**
- **Horse POWER / Torque:**
- **Chassis/Frame NUMBER:**
- **Engine NUMBER:**
- **OIL Type:**
- **FUEL Type:**

OUI4 VNG

CAVANITE Blue METALLIC [890U] / Black Anthracite NAPPA Leather [201A]

MO14 v6 24 Valve, DOHC Turbo Diesel [OM642]

3498 cc


WDD2221572A047561

276960 30 623520

CASTROL Edge FST [SAE 10W-60; ACEA A3/B3; API SN/CF]

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