

MERCEDES-BENZ [W251] R350L CDI SPORT Edition 7-Seat Estate 4-Matic REVIEW



The concept of the R-Class is quite simple. Based on the same platform as the Mercedes ML and GL 4x4s – and built in the same Tuscaloosa plant in Alabama – the R-class aims to package the space of an MPV, the all-wheel-drive reassurance of a 4x4, the practicality of an estate and the class of a saloon all under the same extremely long roof. The R-class is all about the provision of space and luxury. The considerable frontal area the R-class presents is such that top speed is 131mph. But the engine is as silent as in the S-class and all that weight seems to have dampened the slightly hyperactive nature of the gearbox observed in other Mercedes products. Many prospective buyers will be choosing between an R-class and a Land Rover Discovery diesel; the Merc's performance is missile-like by comparison. It's a very refined cruiser, keeping road and wind noise to a minimum, even at very high speeds. When driven more sedately, it will stretch a gallon of diesel to more than 30 miles and, if used at all enthusiastically or around town, it'll knock 5-10mpg off that. An 80-litre fuel tank does at least mean a range of over 400 miles. The Mercedes R-class is all about the provision of space and luxury. The R-class works brilliantly as an estate; fold the middle and rear rows of seats flat and remove the central storage unit and it can hold 2385 litres, making the E-class's 1910 litres seem slightly pathetic by comparison. The cabin of the R-Class is a masterpiece. It's a full six-seater: even in the third row there's room for six-footers, with only elbow space being rather limited. Even access to the Mercedes – the traditional bugbear of all three-row designs – could scarcely be easier. Up front, the main benefit of the 4x4 platform can be found in the imperious driving position, while visibility is great in all directions apart from right at the rear quarter of the car, where the thick D-pillars block your view. There is stowage space everywhere, including five central cubbyholes between the seats. As an MPV – and unless you need a seventh or eighth seat (in which case you'd likely be looking at the grim Viano) – the R-class works fantastically. The dashboard looks impressive and, by using a column shifter for the seven-speed automatic gearbox, innovative. But some of it works less well than you'd hope from such a ground-breaking car. The Comand combined navigation/information/entertainment system is the same that we've seen in many Mercs for years, and not the all-new system that has debuted in the new S-class. It's too fiddly and complicated and requires too much effort to learn. Both diesel engines (300 CDI and 350 CDI) in the R-class are as silent as in the Mercedes S-class.

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Many prospective buyers will be choosing between an R-class and a Land Rover Discovery diesel; the Merc's performance is missile-like by comparison. It's a very refined cruiser, keeping road and wind noise to a minimum, even at very high speeds. Where the 300CDI lumbers to 60mph in 9.5sec, the more powerful 350CDI takes a hot hatch-rivalling 7.7sec. Top speed for both is 134 and 146mph respectively. The weight of the Mercedes R-class certainly helps ride quality. Double wishbones at the front and a multi-link rear combine with that super-long wheelbase to give limo-like levels of ride comfort. The cabin is a masterpiece. It's a full seven-seater: even in the third row there's room for six-footers, with only elbow space being rather limited. Even access – the traditional bugbear of all three-row designs – could scarcely be easier. In the second row – which slides, reclines and folds – there are acres for both passengers as well. There's a great central storage bin which, at the pull of a handle, can be removed altogether. Up front, the main benefit of the 4x4 platform can be found in the imperious driving position, while visibility is great in all directions. There is stowage space everywhere, including five central cubby-holes between the seats. As an MPV – and unless you need a seventh or eighth seat (in which case you'd likely be looking at the grim Viano) the R-class works fantastically. The brakes feel pretty good and resist fade very well. With superb fit and finish and excellent interior materials, the R-class seems to be built to the high standards you'd expect.



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Standard equipment across the board is extensive and includes climate and cruise control, full electrics, leather and parking sensors. The dashboard looks impressive and, by using a column gear shift for the seven-speed automatic gearbox, innovative. The COMAND combined navigation / information / entertainment system is the same that we've seen in many Mercs for years, and not the all-new system that has debuted in the new S-class. It's not at all too fiddly, complicated and does not require too much effort to learn. Mercedes' rear seat entertainment will set you back an eye-watering £1725



The Mercedes R-class isn't going to change the shape of luxury family motoring, but it is excellent both in concept and execution. It's excellent not because it looks different on a show stand but because, out there in the real world, it really works. It is a car that appears to make a great deal of sense to own, and it grows on you the more you drive it, especially over longer distances. A definite thumbs UP for the W251!





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Mercedes-BENZ 2013 [B] R350L [W251]- CDI SPORT Edition 4MATIC 7-Seater Estate,

2013 [13] MB R350L CDI Sport Edition, TURBO-DIESEL 4Matic 4x4, 7-Seater MPV Estate. 3.0L V6 265BHP/620Nm Torque, 7G-Tronic Automatic. This one owner stunner with F/MB/S/H and warranted 23,000 miles is finished in rare Palladium Silver Metallic with anthracite grey/black leather interior An attractively rare and capacious car with unique style with elegance . This sought after family 4x4 long wheel base MPV is equipped with all the most desirable extras possible that you would get on a luxury S-Class. She is without equal and is fitted with exclusive extras such as: Front and Rear Night Vision Colour CAMERAS [218/218R], PANORAMIC twin aspect dark glass sliding Sun Roof [413], 20" 5-Spoke Diamond cut Mercedes Designer alloys [R33], Dark tinted glass [840], Digi-TV [5RFT], Large Twin Screen rear entertainment pack with B/T Earphones & Remote Control [864], DAB Radio [537], COMAND with Satellite NAVIGATION updates [81P], Full Air-Conditioning System [580], Multi-contour, heated, leather seats [847] with lumbar support [U22], Aerodynamic front grill, Day running lights [236], Universal Communications Interface [518], with Bluetooth phone connection to COMAND system, MP3 player with multi CD/DVD player [U72], wood ALLUMINIUM finishings [739] all round, Exterior Chrome Pack [900], Auto-Close Rear door [890], Mirrors Pack [P49], Highten Theft Protection Pack [885 & P54], SPORTS Package interior [P95], SPORTS Package exterior [P96], Parktronic System with Front & Rear Parking sensors [220], Tyre Pressure Loss Warning System [477], Chassis with AIR suspension [488]. This car possesses the space of an MPV, the all-wheel-drive reassurance of a 4x4, the practicality of an estate and the class of a luxury saloon all under one gracefully low slung roof-line. The R350L-CDI is all about the provision of space and luxury. The aggressively sleek frontal area of her aerodynamically designed bonnet achieves a top speed of over 146mph with a 0-60 in 7.7secs. Her power plant is as silent as in the S-class and with her silk smooth 7G-Tiptronic gearbox she is as hyperactive as a super-charged ML420-CDI. Many prospective buyers are likely to be choosing between an R350L-CDI a Q7 and a Range Rover Diesel; the R350-CDI's performance is missile-like by comparison.. She is a very refined cruiser, keeping road and wind noise to a minimum, even at very high speeds. When driven more sedately, it will stretch a gallon of diesel to nearly 40 miles and, if used at all enthusiastically or around town, it'll knock 10mpg off that. The car's well distributed weight certainly helps her ride quality. Double wishbones at the front and a multi-link rear combined with that super-long wheelbase gives her limo-like levels of ride comfort. The brakes feel confident and resist fade extremely well. With superb fit and finish and excellent interior materials, this R350L CDI seems to be built to the high standards you'd expect of a £80K plus Mercedes. The cabin is a total masterpiece. It's a full seven-seater: even in the third row there's room for six-footers that cannot be achieved even in the larger Q7s. Access – the traditional bugbear of all three-row designs such as those found in the competition – could scarcely be easier. In the second row – which slides, reclines and folds – there are acres of leg-room for both sets of passengers. There's a great central storage bin which, at the pull of a handle, can be removed altogether. Up front, the main benefit of the 4x4 platform can be found in the imperious driving position, where the driving visibility is reassuringly great in all directions. There is stowage space everywhere, including five central cubby-holes between the seats. As an MPV – and unless you need a seventh seat [in which case you'd likely be looking at the monumental Q7 anyway] the R350L CDI works fantastically well. As an estate, it's arguably better still. Fold the middle and rear rows flat, remove the central storage unit and the R350L can hold 2385 litres beating all the estates hands down including the E-class's humongous 1910 litres making it seem pathetic by comparison. There's a sizeable storage space under the boot floor too, (albeit thanks mainly to a space-saver Tyre), and a parcel shelf that can be fitted behind either the second or third row of seats. The biggest MPVs and 4x4s may take slightly bigger loads with their seats removed, but for a car offering this level of comfort for the individual the R350L-CDI is unrivalled. The dashboard is impressive and by using a column gear-shift for the 7-speed automatic gearbox is ingeniously effective. The COMAND combines Navigation information, communication, entertainment system and the colour front & rear reversing cameras. This LWB Sport Edition MPV provides the true luxury family motoring at its best, and is outstanding both in concept and execution. It's exceptional not because it looks different on a show stand but because, out there in the real world, it really works. This is the ingenious creativity of Mercedes-Benz at its best. It is great to drive, it has plenty of space and it will certainly be fabulous to own. And as a bonus it certainly comes at the right price with an estimated when new cost of around £70k inclusive of her comprehensive extras.

SPECIFICATION

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| MAKE: | Mercedes-BENZ |
| MODEL: | R350L CDI Sport Edition Turbo-DIESEL 4MATIC 7G-TRONIC Automatic |
| Registration NUMBER: | EO13 LVA |
| Date of First Registration: | 28 th March 2013 |
| COLOUR [Exterior / Interior]: | PALLADIUM Silver Metallic [792U] / ANTHARACITE Black Leather/MicroFiber [211A] |
| Number of Cylinders & TYPE: | V6i, TURBO with Common-Rail with Direct Fuel Injection. |
| Cylinder CAPACITY: | 2987 cc |
| Horse POWER / Torque: | 265BHP / 620Nm [Torque] |
| Chassis/Frame NUMBER: | WDC251123 2A 160821 |
| Engine NUMBER: | 642872 41 322179 |
| Fuel TYPE: | DIESEL Fuel OIL [v-Power Diesel ONLY] |

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