

Your heart's content

by Joe Sage

We had a base trim, rear-drive Mercedes-Benz C-Class in the prior issue. With the A-Class departing the lineup after this year, that and this S-Class—an S580, with the bigger engine, 4MATIC and penultimate AMG Line trim—pretty much bookend the entire sedan range.

In the broader S world, there are also the Mercedes-EQ EQS Sedans, full-electric offerings (we drove one example in an earlier issue this year), which run very similarly in pricing. And in a separate high orbit, there are the Mercedes-Maybach S580 and S680 ultra-luxe sedans, \$184,900 for the lesser and the price as yet unstated for the upper.

There is no full-AMG S-Class this year, though there is an AMG EQS electric.

For most driver-buyers, our 500+ hp gasoline-

powered, 48-volt EQ Boosted S580 4MATIC AMG Line example here is tops. The slightly pricier Executive Line (just \$7,100 more) adds its goodies in the rear compartment—think chauffeur-driven.

Our notes for the week said “needless to say” more than once—“it’s a beauty, needless to say”; “needless to say, this is quite a luxury yacht.” Based on that thinking, we could stop right here. But there are always a few more details of note. Hop in.

Even in an era with no shortage of quilted and bolstered leather, the S580’s interior is a standout—gorgeous, comfortable and commanding. It is also very accommodating—as we entered (on a still-triple-digit fall day), we heard the AC running ever so slightly, putting our hand to a vent to confirm. Nice. If you don’t already feel more than wel-

come, there are also advanced, highly effective massaging seats, left and right, with many options, each a delight. It takes a couple of screen steps to make your pick, but it’s well worth it.

(Of note, our magnificent interior was not even fully as good as it gets—due to ongoing global supply chain issues, the full Nappa version, photos at right, was credited back on our sample.)

Although this cabin is clearly inviting enough to make you want to settle in and drive to, say, New England for a lobster roll lunch and back nonstop, we spent our time around metro Phoenix. Our commendations came quickly and continued all week.

The power speaks for itself—over 500 horses and 700 lb-ft of torque with a nudge from EQ Boost, which also delivers 25 MPG highway from its big 4.0-liter biturbo V8 and mild hybrid system, even at the car’s weight of almost 5000 pounds.

The 9G-TRONIC nine-speed transmission, wide-



ly used throughout the Mercedes-Benz lineup, is flawlessly matched with the S580’s powertrain—delivering consistent full power and commanding steering through stops and turns, with no drop or dip, just smooth control. We noted this performance was “so quick on the rebound, it’s almost anticipatory,” and it turns out that’s fact-based. Its behavior reflects pure mechanical engineering, but can also benefit from the car’s route-based speed adaptation, able to reference map data to reduce speed in anticipation of curves, intersections, junc-

tions, roundabouts, freeway exits and such.

Speaking of its precise steering, this 17-plus-footer turns in just about 38 feet, thanks to optional 4.5-degree rear axle steering. (There is also a 10-degree option, for about a 36-foot turn.)

It’s not just that the S-Class is the biggest, poshest and priciest Mercedes-Benz sedan, tops in size, materials and finishes. It’s that it delivers a basically flawless execution of power and performance, all in a limo-caliber experience, which you can push as hard as you want, as well. ■



SPECIFICATIONS

ASSEMBLY	.....Sindelfingen, Germany
ENGINE/TRANSMISSION	.....Germany/Germany
CONTENT	.....0% US-Can / 80% Germany
PASSENGERS	.....five
ENGINE	.....4.0L V8 biturbo w EQ Boost
	alum alloy, 32v DOHC, EQ Boost (integrated starter-generator) and auxiliary compressor; 48V mild hybrid system
HP/TORQUE	.....496 hp / 516 lb-ft
+ EQ BOOST	.....up to 21 hp / 184 lb-ft
COMPRESSION RATIO	.....10.5:1
0-TO-60 / TOP SPEED	.....4.4 sec / 130 mph (lim)
TRANSMISSION	.....9G-TRONIC 9-spd auto
DRIVETRAIN	.....4MATIC AWD
SUSPENSION	.....F/R: indep multi-link w air spring, Adaptive Damping System (ADS+) and torsion bar
STEERING	.....speed-dependent electromech rack & pinion pwr assist
BRAKES	.....F: 14.5, R: 14.1
WHEELS	.....(std) 8.5x19 cast; (opt) 21-in AMG V-multispoke w black inlays
TIRES	.....(std) 255/45 R19; (opt) 255/35 R21 98Y
LENGTH / WHEELBASE	.....208.2 / 126.6 in
GROUND CLEARANCE	.....5.1 in
TURNING CIRCLE	.....(std) 41.9 ft; w opt 4.5° rear-axle steering ±38 ft
HEADROOM (F/R)	.....42.1 / 39.4 in
LEGROOM (F/R)	.....41.7 / 43.8 in
CARGO CAPACITY	.....12.9 cu.ft
WEIGHT	.....4775 lb
FUEL / CAPACITY	.....premium unl / 22.1 gal
MPG	.....16/25/19 (city/hwy/comb)

BASE PRICE	.....\$117,700
PAINT: Manufaktur Diamond White	.....1750
AMG LINE	.....n/c
(CREDIT): missing 871 hands-free trunk	.....(100)
(CREDIT): missing Nappa Leather	.....(2290)
WHEELS: 21-in AMG V-multispoke w black inlays	.....1950
REAR AXLE STEERING, 4.5 DEGREES	.....1300
WHEEL LOCKING BOLTS	.....150
REAR SPOILER, BODY COLOR	.....500
COMFORT BOX	.....350
FIRST AID KIT	.....35
CENTER CONSOLE in black dotted lines	.....300
ACTIVE AMBIENT LIGHTING	.....790
NIGHT PKG: front splitter, fins in air intakes, side sill panels w insert, trim on rear apron, all in high-gloss black	.....400
WARMTH & COMFORT LITE PKG: heated steering wheel, heated & active ventilated power outboard rear seats w memory, heated front & rear center armrests, heated door armrests	.....3600
AMG LINE: AMG wheels, sport bodystyling (front & rear bumpers; side skirts), stainless steel sport pedals w rubber studs, AMG floor mats	.....4300
DESTINATION CHARGE	.....1050
TOTAL	.....\$131,785

2022 S-CLASS SEDAN LINEUP

S500 4MATIC	.....Luxury Line	.....\$111,100
	.....AMG Line	.....115,400
S580 4MATIC	.....Luxury Line	.....117,700
	.....AMG Line	.....122,000
	.....Executive Line	.....129,100