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Mercedes E350 CDI BlueEFFICIENCY Test Drive Review



Car tested: 2009 Mercedes E350 BlueEFFICIENCY V6 Diesel

Price OTR Mumbai: 54,15,373/-

MotorBeam rating:

With great power comes great responsibility!

There are only two things we could be talking about. Spiderman or the new [Mercedes E-Class BlueEFFICEINCY V6 Diesel](#). And frankly who cares about Spiderman if you have 228bhp of raw power under your belt. We had recently reviewed the [Mercedes E350 Petrol](#) but whats different in the Diesel is that it comes with a meaner V6 diesel which boasts of 540Nm of torque. Even though the engine is the only thing different between the petrol and the diesel versions, the driving dynamics are as different as chalk and cheese. So we took the **Mercedes E350 CDI BlueEFFICEINCY** for a spin to find out.



Exteriors – A sense of Deja Vu prevails upon us as we look upon the Mercedes E350 BlueEFFICIENCY and that is mainly because we had recently reviewed the Mercedes E350 Avantgarde Petrol. Besides both cars being white in colour they also shared the same temporary number (thats because we were the first few to test the car and the car had not been registered till date).



The CDI on the right side of the boot and the BlueEFFICIENCY marking on the sides is the only thing which can tell between the petrol and diesel version. As mentioned before the Mercedes E350 looks rich and exudes status. The characteristic 3D front grill has been given a V shape to add to the appeal. The previously oval headlamps have been given a progressive slant and appear to be like gemstones carved out with precision. Like the headlamps the bumper blends into the body with utmost perfection, giving the impression that the design has been cast from a single mould. The sharp line on the sides give a muscular appearance as well as aid in aerodynamics. The boot looks sporty and the 17inch alloys give a hint of the E350's agility.



Interiors – Again as mentioned before, the interiors are captivating and give a classic feel. The steering wheel has a lot of controls on it like audio, multi-information display and telephone controls. Paddles are provided behind the steering for manual shifting (sports mode). Other standard features like auto headlamps, wiper, auto door locking at 20kmph, headlamp washer, sunroof are standard features. Once inside the rev meter will distinguish

between the petrol and diesel version.



Its worthy to note that all the controls are easily accessible from the driving position. The Air conditioning System is pretty impressive too. The Mercedes E Class has individual climate control for both the driver and the front passenger, which is unique and adds a sense of personalisation without compromising on the automatic climate control. The rear seats are also provided with vents on the B pillars on either doors and a centrally placed vent from which temperature can be controlled as per the requirement of the occupants. The “Thermotronic” system, as Mercedes calls it, has about 10 electric motors in total, whose job it is to control the cold and warm air flaps in the mixing zones as well as the air outlets, which means that practically every outlet can be precisely regulated as required.



Built Quality - Again, Mercedes has done a fantastic job with the quality of the car and everything feels just right and where it should be.



On the Move – The Mercedes E350 BlueEFFICIENCY is powered by a monster - a 228bhp, 540Nm torquey V6 diesel engine. Turn the key and the engine comes to life without much vibration or noise. At no point does the engine sound like a diesel engine. Slotting the car in D (Drive) the car accelerates with utmost urgency pushing you back into your seat with huge force. The acceleration is breathtaking thanks to the 540Nm torque which the

engine churns out with ease. The cars driving dynamics are much different compared to the petrol version and that is because the Mercedes E350 BlueEFFICIENCY is slightly heavier than the petrol version. The extra weight of the diesel engine makes it front heavy, thereby changing the weight distribution. On flat out acceleration the Mercedes E350 BlueEFFICIENCY did not run out of steam and easily hit 220kmph. Its more fun to use the paddle shifting however, that is just a way to satisfy ourselves because at any given time the 7Gtronic gearbox is selecting the gears but its good fun anyways. Steering is slightly heavier than the petrol version but can still be classified as light and its pretty responsive too. Just like its petrol sibling, the car is equipped with advanced parking guide which enables the driver to park with the help of visual and audible steering support. This and many such features highlight Mercedes commitment to passenger safety.



Ride, Handling and Braking – The Mercedes E350 BlueEFFICIENCY rides amazingly well considering the amount of power it churns out. The adaptive shock absorbers automatically adapt to the current driving situation by reducing the damping forces when driving normally, enhancing the riding comfort. The ride quality is way better than its previous version. Unlike the petrol version the car is not really sharp around corners. It tends to step out of line under heavy braking mainly due to the altered weight distribution which is attributed to the heavier diesel motor. The Electronic Stability Program kicks in whenever there is any loss of traction. There is a button to turn off the ESP and once that is done the car becomes very tail happy. It easily drifts and that is PURE PURE FUN. The rear wheels cant take so much power (for dummies - its a rear wheel drive) and throw the car out of line enabling it to drift easily. Even after this the Mercedes E350 BlueEFFICIENCY's drifts are easy to catch and the ride quality is exceptional. Braking is decent and not the sharpest in the segment. The Pirelli tyres do a decent enough job, but with so much power at your disposal, better braking would certainly be of good use.



Performance –The Mercedes E350 BlueEFFICIENCY V6 engine churns out 228bhp of power and the 7G-Tronic gearbox is absolutely mindblowing. There is almost no turbo lag whatsoever. The engine response is great and acceleration is exceptional. We touched 220kmph and then decided to back off, the car did not give any indication that it was running out of power. At all times the car remains glued to the road giving an indication its aerodynamics.



However we must add the car is overpowered. Yes, you read that right. It has way too much torque than it can handle. If you step on the gas, the wheels will spin in glee and you need to control your right foot to ensure you don't go overboard. Maybe Mercedes can consider a AWD version of the car to ensure less tire noise and burnt rubber.

Conclusion – The E350 CGI got top ratings for its driving dynamics, features, comfort and luxury. But the BlueEFFICIENCY is not only more frugal than its petrol brother, it saves the environment too with lesser emissions. So if u had to pick one would you go for the Mercedes E350 Avantgarde petrol or Mercedes E350 blueEFFICIENCY diesel? Torture me and I would still choose the diesel for its sheer raw power and we are back to the *with great power comes great responsibility* thing.



Whats Kool 👍

- Ride quality
- Over Torquey Motor
- Fuel Efficiency
- Manual shifting
- Cruising ability
- Stability
- Very well damped and lack of any kind of NVH

Whats UnKool 🙅

- Magnified left outside rear view mirror
- Grip levels when 540Nm of turning force hits the rear wheels
- Service costs
- Price

Summing it up :-

How does it Drive:

How does it Look:

How does it Ride:

How does it Handle:



Mercedes-Benz E350 CDI BlueEFFICIENCY Specifications :-

- Engine: 2987cc, V6
- Power: 228bhp @ 3800rpm
- Torque: 540Nm @ 1600~2400rpm
- Transmission: 7 G-Tronic
- Drive Type: Rear Wheel Drive
- Top Speed: 250kmph
- 0-100kmph: 6.90 seconds
- Fuel Consumption: 09-10 kmpl (City), 11-12 kmpl (highway)
- Fuel Type: Diesel

- Suspension: Multi-link suspension, Integral support frame, Anti-dive control, Coil springs, Gas pressure shock absorber, Stabilizer (Front), MB Multi-link independent suspension, Anti-squat, Anti-lift, control, Coil springs, Gas pressure shock absorber, Stabilizer (Rear)
- Tires: 245/45/17 Tubeless Radials
- Brakes: Mechanical-hydraulic, dual circuit with ABS
- Safety: ABS, ESP, Dual SRS front airbags, Side airbags, Immobilizer, Seat belt warning , Adaptive high beam assist, Parking guidance system, Drowsiness detection system, LED daytime lightning (5 Star)

Mercedes-Benz E-Class W212 Dimensions :-

- Overall length x width x height: 4868mm X 1854mm X 1471mm
- Wheelbase: 2874mm
- Front/Rear Track: 1585/1604 mm
- Turning Radius - 5.6m
- Ground clearance: 160mm

- Boot Volume: 540 liters
- Fuel Tank Capacity: 80 litres (8 reserve)

- Kerb Weight: 1825kgs
- Co-efficient of drag: 0.28

Official Website – [Mercedes E-Class](#)



You can also find this article published on [Mercedes E350 CDI BlueEFFICIENCY Test Drive Review](#), and on the tag pages [Mercedes E Class](#), [Reviews](#).