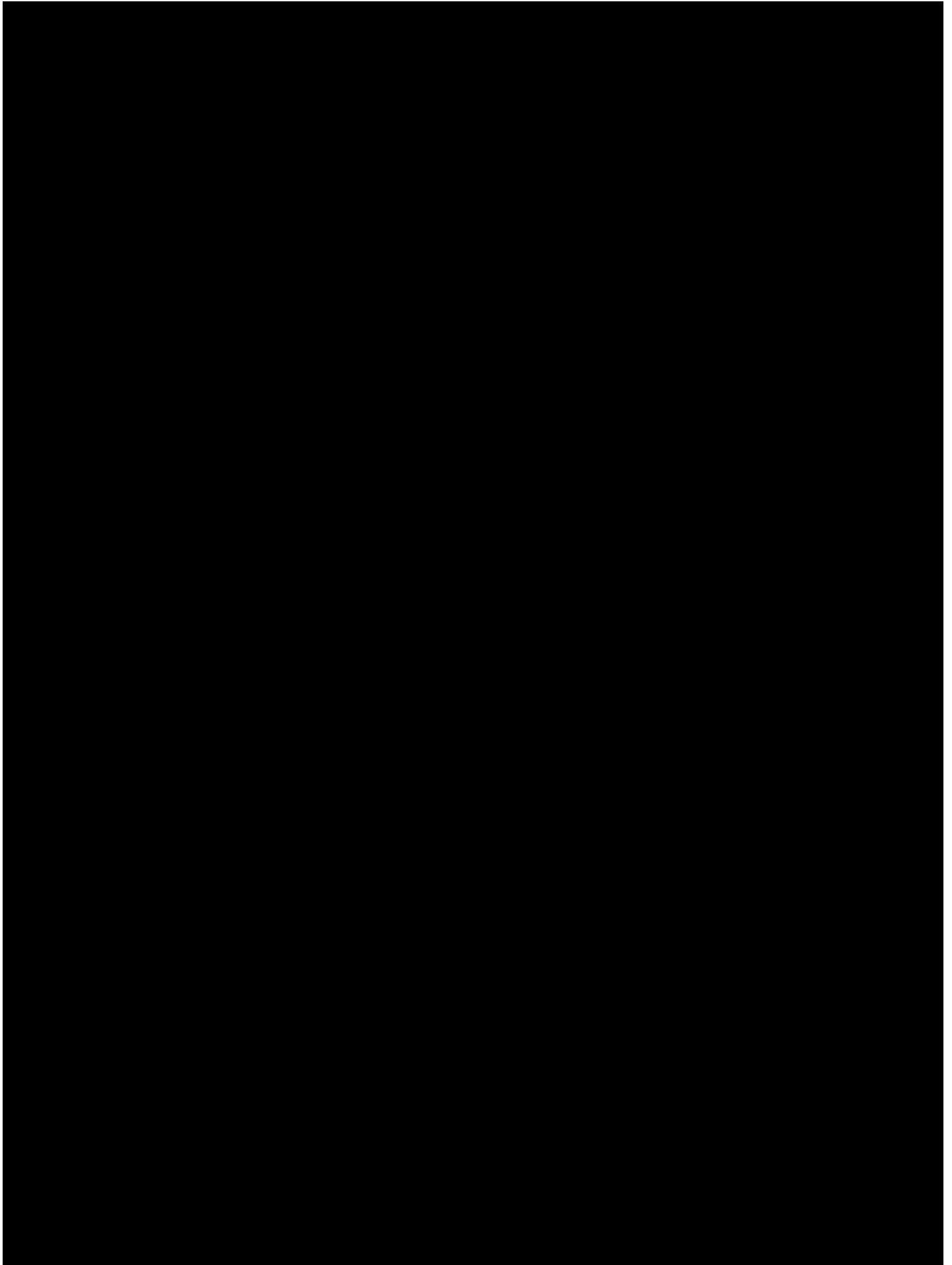


# 2022 Mercedes-Benz Sprinter Review, Pricing, and Specs

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Mercedes-Benz

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2023202220212020201920182017

- Highs Diverse powertrain options, highly capable and configurable, impressive technology.
- Lows More expensive than some rivals, some rivals can tow more, top driver assists cost extra.
- Verdict The Sprinter is a highly configurable full-size van that's desirable for hard-working folks.

By Scott Okham and Eric Stafford

## Overview

Backed by Mercedes-Benz's luxury pedigree, the 2022 Sprinter is a full-size van that boasts refined powertrains and countless configurations. However, it's also more expensive than similarly versatile rivals such as the Ford Transit and Ram ProMaster. Along with a standard turbo-four engine, the Sprinter offers two different diesel options and rear- or all-wheel drive. It can also tow up to 7500 pounds, but that's 1900 pounds less the Nissan NV, another Sprinter rival, can handle. The Merc can be had with a dual-rear-wheel axle, multiple roof heights, and three distinct variations: cargo, crew, and passenger. The trio can be equipped with tech such as a 10.3-inch touchscreen and various driver assists. With so much interior space and seemingly infinite ways to outfit it, the 2022 Mercedes-Benz Sprinter is a seriously useful tool for folks in the skilled trades.

## What's New for 2022?

For 2022, Mercedes doesn't make any significant changes to the Sprinter family. The full-size van is still a huge variety of different configurations, powertrain choices, and customizable options.

## Pricing and Which One to Buy

With so many variations and price points, your budget and needs should dictate which Sprinter van is right for your business or personal needs. However, we do recommend saving some money for the option packages that include the van's available safety systems. We'd recommend the Driver Convenience package (blind-spot monitor, driver-attention monitor, power-folding exterior mirrors, etc.) and the Premium package that includes adaptive cruise control, lane-keeping assist, a 7.0-inch touchscreen, and more.

## Engine, Transmission, and Performance

The Sprinter cargo, passenger, and crew vans all are offered with three engine choices. The standard powertrain is a 188-hp turbocharged 2.0-liter four-cylinder with a nine-speed automatic transmission. Although that's not much power for such a large vehicle, it's more than sufficient for lighter-duty work. Mercedes also offers two turbo-diesel options: a 2.0-liter four-pot and a 3.0-liter V-6. The former produces 166 horsepower and 266 pound-feet of torque, and the latter is rated at 188 horses and 325 pound-feet. Both diesel variants come with a seven-speed automatic transmission, however, only the six-cylinder is offered with four-wheel drive. The Transit is also offered with four-wheel drive.

## Towing and Payload Capacity

The Sprinter is capable of towing between 5000 and 7500 pounds, depending on the configuration. The Transit's maximum tow-rating range starts lower at 4000 pounds and tops out at 6800 pounds. However, the V-8-powered Nissan NV's towing capacity maxes out at 9500 pounds. The Mercedes's payload ratings are also higher than the Ford's, with figures that range from 3252 to 7506 pounds versus 2880 to 4550 pounds. The Nissan's payload capacity maxes out at 3720 pounds, but it's not available with a dual-rear-wheel axle like the other two vans.

## Fuel Economy and Real-World MPG

Fuel economy is not estimated by the Environmental Protection Agency (EPA) on commercial vehicles with a gross-vehicle-weight rating (GVWR) of more than 8500 pounds.

## Interior, Comfort, and Cargo

Two reasons the Sprinter is so popular are its comfort and refinement. Its interior has a high-quality feel and remains quiet on the highway. Its seats are well-shaped so they don't break your back after hours behind the wheel, and a Swivel Seat package is available, which makes getting in and out of the van much easier. The Sprinter also offers massive amounts of space. Cargo versions offer as much as 533 cubic feet of space. That's larger than some New York

City apartments—and more than you get in the largest version of the Ford Transit. Passenger versions of the Sprinter with the 144-inch wheelbase seat 12 comfortably, while the 170-inch wheelbase versions can fit 15.

## Infotainment and Connectivity

In-cabin infotainment systems are rarely a high priority in this class, which is why Mercedes keeps the good stuff as extra-cost options. The standard audio system is a basic AM/FM radio with a small LCD screen, Bluetooth, and a single USB-C port. Included in the Premium package is an updated system with a 7.0-inch touchscreen, while the Premium Plus package includes a 10.3-inch screen—the largest in this class—navigation and a wireless phone-charging pad. A Wi-Fi hotspot, Apple CarPlay, and Android Auto are not available, which is disappointing in such an expensive vehicle.

## Safety and Driver-Assistance Features

Mercedes provides the Sprinter with a list of driver-assistance technology, but the majority of systems offered are optional. Key safety features include:

- Standard automated emergency braking
- Available blind-spot monitor
- Available lane-keeping assist

## Warranty and Maintenance Coverage

Mercedes-Benz's limited warranty on the Sprinter is typical for this class. However, its powertrain coverage is longer than most. Nissan has the longest warranty in the class, covering the NV van from bumper to bumper for five years or 100,000 miles. Mercedes also doesn't pay for any scheduled maintenance.

- Limited warranty covers three years or 36,000 miles
- Powertrain warranty covers five years or 60,000 miles
- No complimentary scheduled maintenance

## Specifications

Specification #17A

2019 Mercedes-Benz Sprinter 3500XD

VEHICLE TYPE front-engine, rear-/4-wheel-drive, 5-passenger, 3-door van

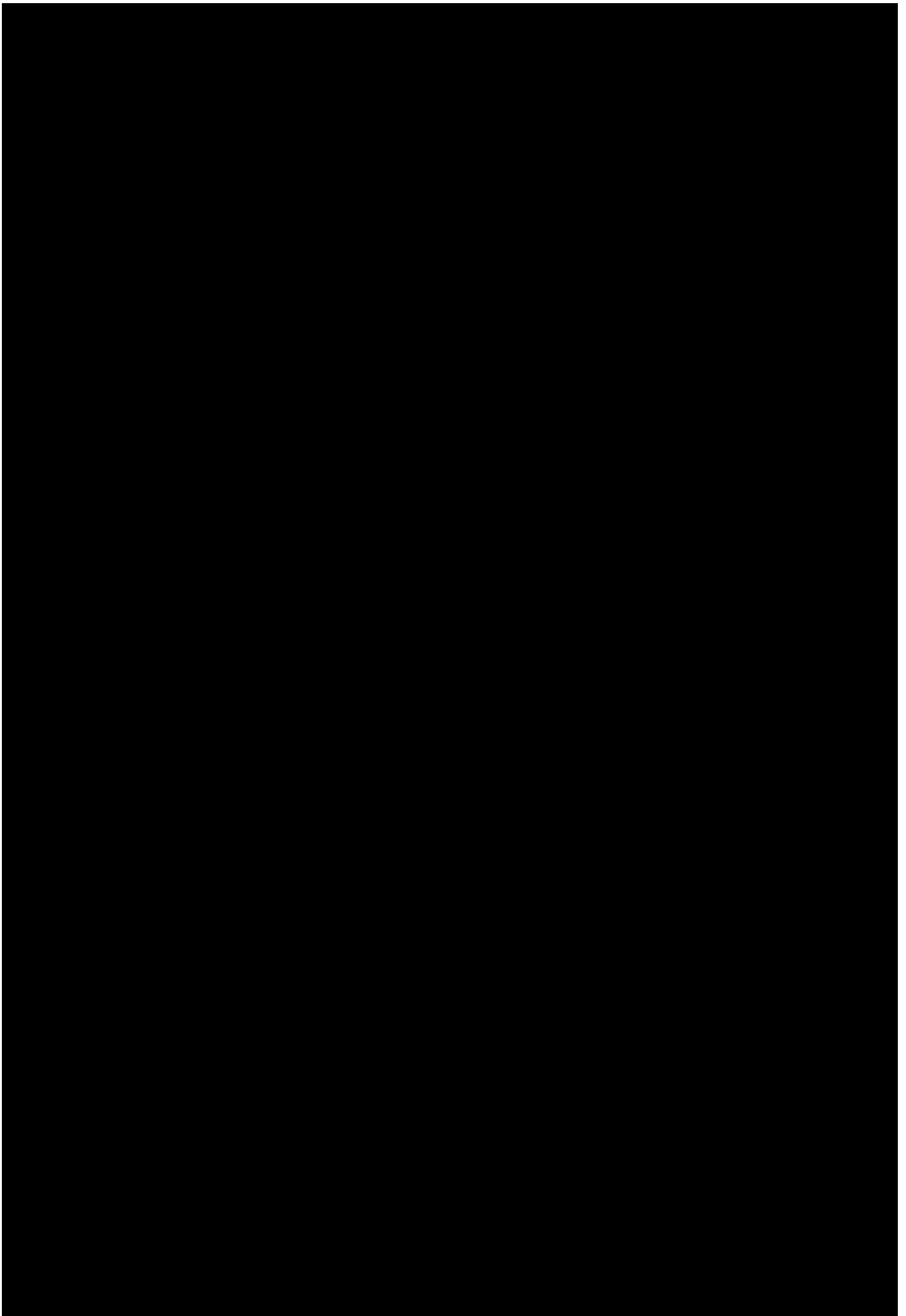
PRICE AS TESTED \$70,929 (base price: \$59,685)

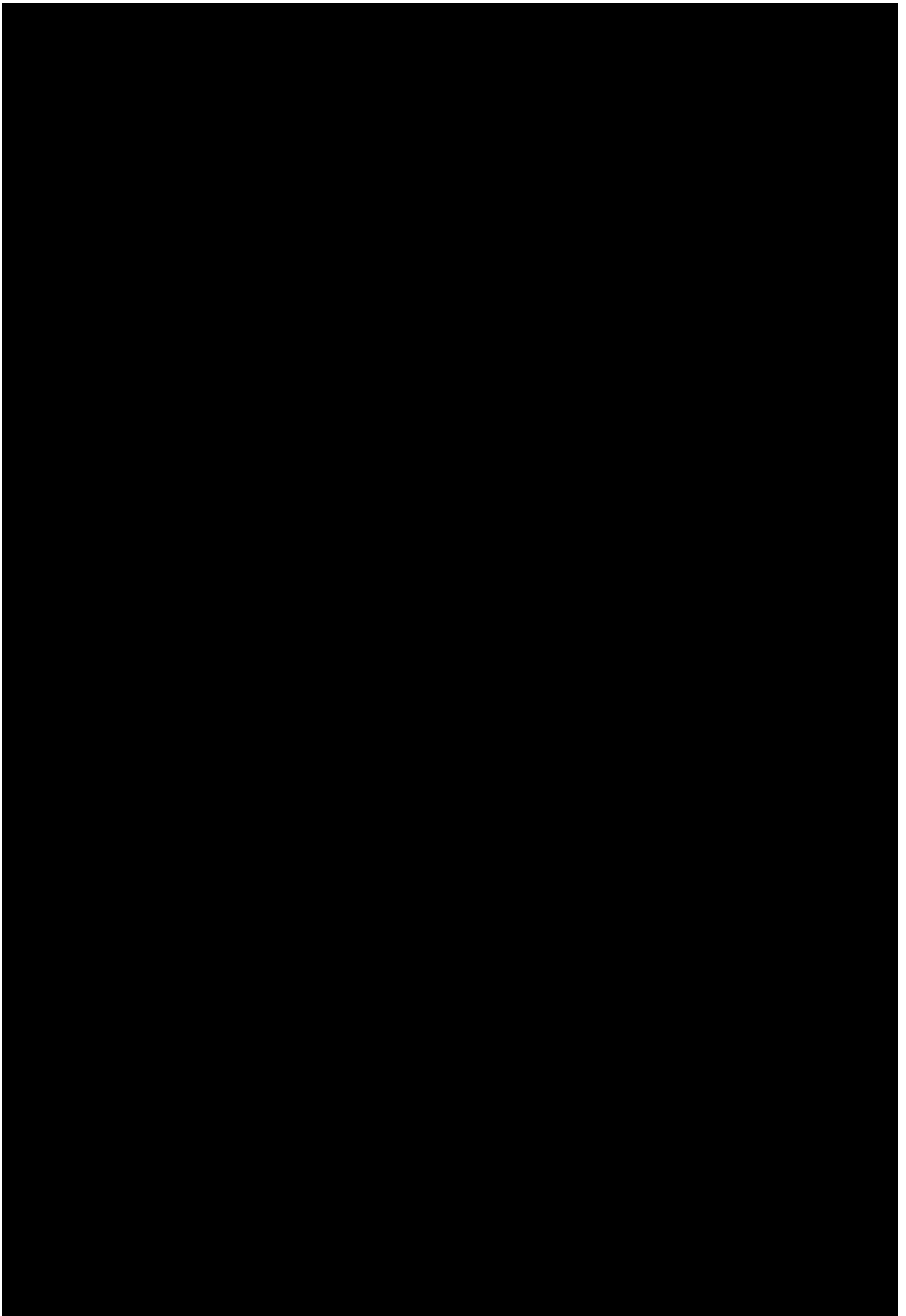
~~106.6-hp~~ 188-hp turbocharged and intercooled DOHC 24-valve diesel V-6, aluminum block and heads, direct fuel injection Displacement 182 cu in, 2987 cc Power 188 hp @ 3800 rpm Torque 325 lb-ft @ 1400 rpm

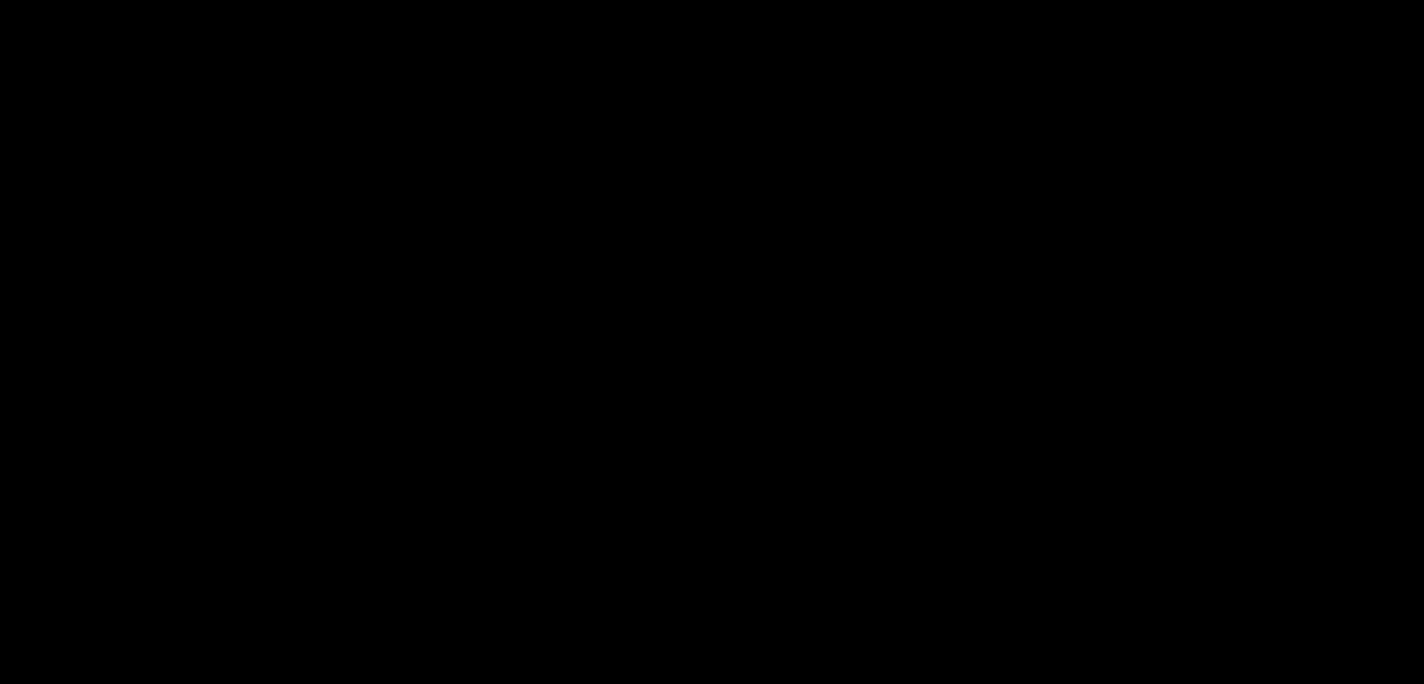
TRANSMISSION 7-speed automatic

CHASSIS Suspension (F/R): struts/live axle Brakes (F/R): 11.8-in vented disc/11.9-in vented disc Tires: Continental VanContact A/S, LT215/85R-16 155/112Q Load Range E M+S

DIMENSIONS Wheelbase: 144.0 in Length: 233.5 in Width: 79.5 in Height: 111.2 in Cargo volume: 261 cu ft Curb weight: 6265 lb







Mercedes-AMG

Select a year

2023202120202019

- **Highs** Gut-punch performance, asphalt-ripping handling, it's a wagon with a Drift mode.
- **Lows** One of the last purebred firebreathers, no complimentary maintenance at this price, AMG?
- **Verdict** This is likely the last AMG wagon to ever run on petrol alone—and its big, burly twin-turbo V8 thunder will be dearly missed.

By Frankie Cruz and Eric Stafford

## Overview

We adore wagons. We love high-performance wagons even more—give us the sweet sounds that accompany the firing of eight boisterous cylinders and the sensation of turbos building boost. Mix all that together—plus a dose of top-shelf luxury—and you've got the dreamy, steamy Mercedes-AMG E63 S Wagon. The way this five-door delivers thrills and performance, comfort, curb appeal, and pragmatic functionality in a holistic package is borderline phantasmal. There aren't many vehicles that can

- Standard forward-collision warning and automated emergency braking
- Available lane-departure warning and lane-keeping assist
- Available adaptive cruise control

## Warranty and Maintenance Coverage

Mercedes-AMG provides competitive limited powertrain warranties that align with luxury alternatives such as Audi and Jaguar. However, both of those brands offer complimentary maintenance—with the latter supplying an impressive four years or 50,000 miles of it—while AMG does not.

- Limited warranty covers four years or 50,000 miles
- Powertrain warranty covers four years or 50,000 miles
- No complimentary scheduled maintenance

## Specifications

### Specifications

2021 Mercedes-AMG E63 S 4Matic+ Wagon

VEHICLE TYPE front-engine, rear/all-wheel-drive, 5-passenger, 4-door wagon

PRICE AS TESTED \$139,205 (base price: \$113,445)

ENGINE TYPE twin-turbocharged and intercooled DOHC 32-valve V-8, aluminum block and heads, direct fuel injection Displacement 243 in<sup>3</sup>, 3982 cm<sup>3</sup> Power 603 hp @ 6500 rpm Torque 627 lb-ft @ 2500 rpm

TRANSMISSION 9-speed automatic

CHASSIS Suspension (F/R): multilink/multilink Brakes (F/R): 15.4-in vented, cross-drilled ceramic disc/14.2-in vented, cross-drilled ceramic disc Tires: Michelin Pilot Sport 4S, F: 265/35R-20 (99Y) MO1 R: 295/30R-20 (101Y) MO1

DIMENSIONS Wheelbase: 115.7 in Length: 197.1 in Width: 75.1 in Height: 58.0 in Passenger volume: 99 ft<sup>3</sup> Cargo volume: 35 ft<sup>3</sup> Curb weight: 4683 lb

C/D TEST RESULTS 60 mph: 3.0 sec 100 mph: 7.4 sec 130 mph: 12.7 sec 150 mph: 17.8 sec 170 mph: 25.4 sec Rolling start, 5–60 mph: 4.2 sec Top gear, 30–50 mph: 2.6 sec Top gear, 50–70 mph: 2.7 sec 1/4 mile: 11.1 sec @ 122 mph Top speed (governor limited): 180 mph Braking, 70–0 mph: 150 ft Roadholding, 300-ft-dia skidpad: 1.00 g Standing-start accel times omit 1-ft rollout of 0.3 sec.

EPA FUEL ECONOMY (C/D EST) Combined/city/highway: 19/16/23 mpg

C/D TESTING EXPLAINED

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## Shopping Tools

What's My Car Worth?

Car and Driver values are calculated from the same Black Book® data dealers use to appraise vehicles.

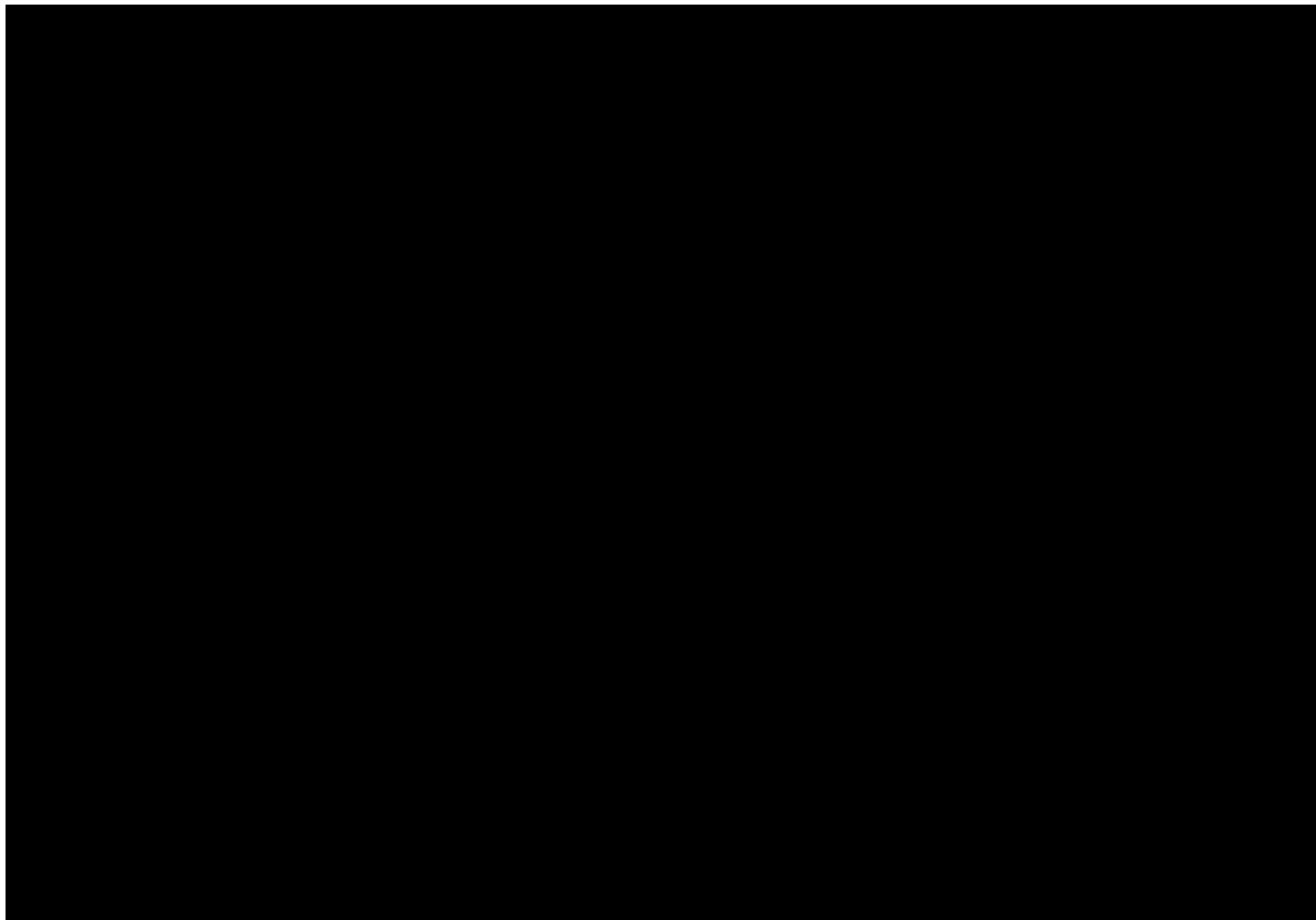
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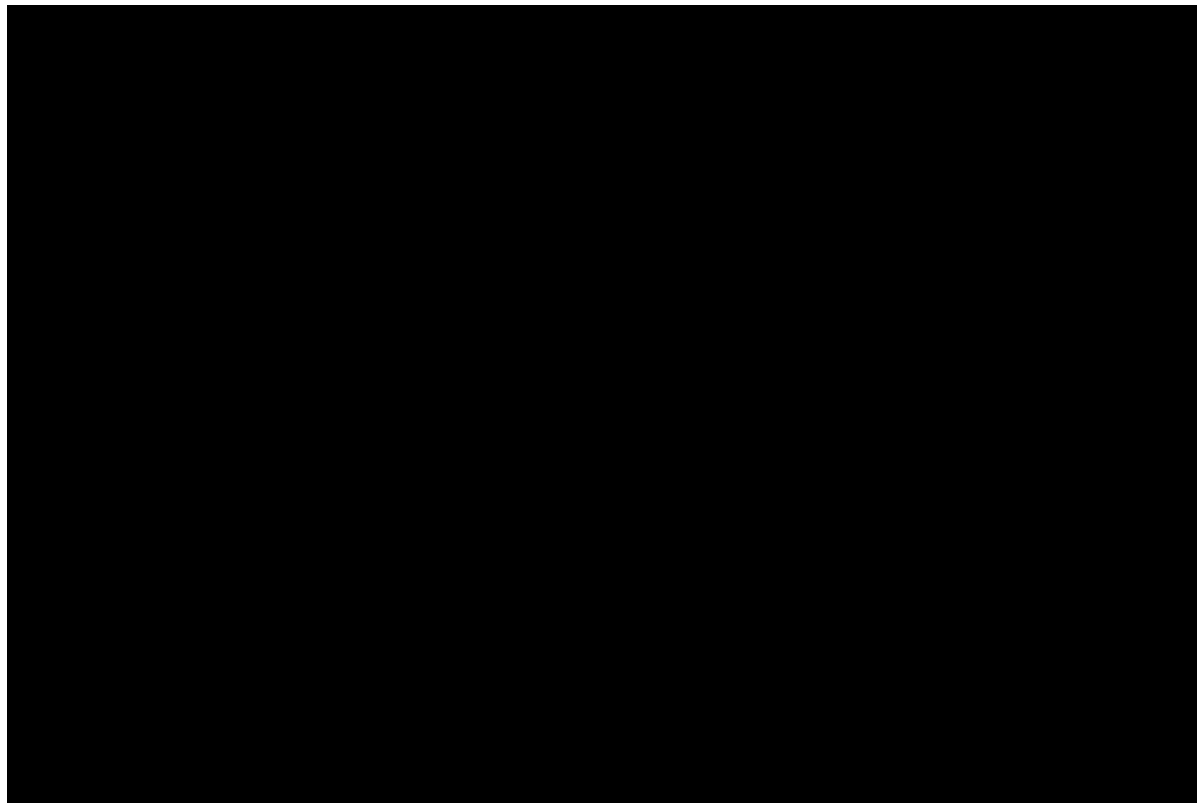


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## 2023 Nissan Leaf Review, Pricing, and Specs

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Jay K. McNally/Nissan

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- Highs Spacious cabin for a small car, comfy seats, available semi-autonomous tech.
- Lows Uncompetitive range, not compatible with all public charging stations, performance is merely okay.
- Verdict The Leaf is cheap and cheerful but its downsides prohibit it from being a serious EV competitor.

By Drew Dorian

### Overview

The 2023 Nissan Leaf EV illustrates the difference between being attractive on paper and competitive in the real world. A starting price below \$30,000 for any EV—this before any applicable tax credits—gets our attention. But, when compared to its rivals the Leaf's driving range isn't as good and its outdated charging technology makes it less user-friendly. The Leaf's longest-range battery pack enables barely more than 200 miles of driving range; the Chevy Bolt EV, and the considerably more expensive Kia EV6 and Tesla Model 3 all beat that by a considerable margin. What's more, not all public charging stations are compatible with the Nissan's CHAdeMO charging connector. But if you're someone who plans to drive only around town and can set up for charging at home, the Leaf might work—and it provides a low-cost point of entry into the world of EVs. It's a small hatchback, which means it's easy to thread through congested city traffic and find street parking for. Its cabin is spacious for a small car, comfortable, and nicely equipped with tech features. Unfortunately, the same can be said of several competitors, many of which offer more every-day usability, longer range, and access to more charging stations.

### Where This Vehicle Ranks

#### What's New for 2023?

Nissan's electric car receives a few styling improvements for 2023 including a revised grille, front bumper, and exterior lighting elements. A set of cool multi-spoke wheels and an illuminated Nissan badge round out the Leaf's exterior changes. The lineup has been trimmed to just a base S model and the longer-range SV Plus.

#### Pricing and Which One to Buy

The best deal here is the SV Plus because it carries a reasonable price, the longest driving range, the more powerful electric motor, and offers a decent package of standard equipment. It has an 8.0-inch infotainment system with Apple CarPlay and Android Auto capability, automatic climate control, keyless entry with push-button start, and automatic headlamps.

#### EV Motor, Power, and Performance

Leafs are front-wheel drive cars. The standard Leaf S comes with a 147-horsepower electric motor and a 40.0-kWh battery pack—both dinky by today's standards. Leaf SV Plus gets a gutsier, 214-hp electric motor and a larger 62.0-kWh battery. An S managed a 7.4-second zero-to-60-mph time at our test track, but it feels perkier than this number suggests thanks to the instantaneous power delivery of the electric motor. This result makes it slower than the Bolt EV and the Model 3, though. Upgrading to the more powerful Plus model will no doubt result in quicker acceleration, but we won't be able to confirm that until we are able to test one. The Leaf's e-Pedal feature allows the driver to toggle back and forth between regenerative braking modes, one of which allows the car to coast when the driver lifts off the throttle and another that slows the car when you take your foot off the gas and uses that energy to recharge the battery.

#### Range, Charging, and Battery Life

The Leaf can be plugged in to a regular 120-volt outlet or a 240-volt outlet, but the charging times vary dramatically between the two. On a 240-volt connection, Nissan says both the standard Leaf's battery and the larger one in the Leaf Plus can be replenished in seven hours. A DC fast-charging connection is standard on all trims. The Leaf S comes with a 40.0-kWh battery that provides a relatively limited range of 149 miles. This might be enough range for some drivers with short commutes but it's less than half of what the Model 3's Long Range model provides. The SV Plus provides 215 miles of EPA-rated driving range thanks to its larger battery pack.

#### Fuel Economy and Real-World MPGe

Our SV Plus test vehicle exceeded its EPA highway rating of 94 MPGe by delivering 98 MPGe over our 75-mph highway fuel-economy test route. However, we saw 180 miles of range during this test; EVs generally get less than their EPA rated number on the highway. For more information about the Leaf's fuel economy, visit the EPA's website.



## Interior, Comfort, and Cargo

Although the cabin of the Leaf has a lot of black plastic, the well-assembled and uniform textures help it avoid looking cheap. The gauge cluster features a large analog speedometer next to a 7.0-inch digital readout that can be reconfigured to show a variety of displays. The Leaf's seats are La-Z-Boy comfortable; the spacious rear seat offers plenty of room for adults, too. Despite the fact that the Leaf's back seat doesn't create a flat load floor when folded, we found the cargo capacity to be among the best in its class. We fit seven carry-on suitcases behind the back seat and a whopping 19 with the back seat folded. For comparison, the Bolt EV held five in its cargo area and maxed out at 16 with its back seats stowed. The Niro EV—which sports a more SUV-like bodystyle—held slightly more cargo in our testing, but the Leaf still is tops among electric cars.

## Infotainment and Connectivity

All Leaf models come with the same 8.0-inch infotainment display with Apple CarPlay and Android Auto integration; navigation is optional. The latest Nissan Connect software interface, while not particularly pleasing to the eye, is intuitive and quick to respond to inputs. Audiophiles may be disappointed with the Leaf's standard six-speaker audio system; a seven-speaker Bose system is optional but it didn't impress us during our test drive either.

## Safety and Driver-Assistance Features

Nissan's Safety Shield 360 suite of driver-assistance features are standard across the lineup and the brand's novel ProPilot Assist semi-autonomous driving mode is optional. For more information about the Leaf's crash-test results, visit the National Highway Traffic Safety Administration (NHTSA) and Insurance Institute for Highway Safety (IIHS) websites. Key safety features include:

- Standard automated emergency braking with pedestrian detection
- Standard blind-spot monitoring with rear cross-traffic alert
- Available adaptive cruise control with semi-autonomous driving mode

## Warranty and Maintenance Coverage

Nissan offers a basic warranty package that covers the same amount of time as the rest of the Nissan lineup; however, the Leaf's battery is covered for up to eight years or 100,000 miles.

- Limited warranty covers 3 years or 36,000 miles
- Powertrain warranty covers 5 years or 60,000 miles
- Battery warranty covers 8 years or 100,000 miles

No complimentary scheduled maintenance

### Specifications

Specifications

2019 Nissan Leaf SV Plus

VEHICLE TYPE front-motor, front-wheel-drive, 5-passenger, 4-door hatchback

PRICE AS TESTED \$42,580 (base price: \$37,445)

MOTOR TYPE permanent-magnet synchronous AC motor, 215 hp, 251 lb-ft; 62.0-kWh lithium-ion battery pack

TRANSMISSION 1-speed direct-drive

DIMENSIONS Wheelbase: 106.3 in Length: 176.4 in Width: 70.5 in Height: 61.4 in Passenger volume: 93 cu ft Cargo volume: 24 cu ft Curb weight: 3831 lb

C/D TEST RESULTS Zero to 60 mph: 6.8 sec Zero to 100 mph: 19.9 sec Rolling start, 5–60 mph: 6.8 sec Top gear, 30–50 mph: 2.4 sec Top gear, 50–70 mph: 3.7 sec Standing ¼-mile: 15.4 sec @ 92 mph Top speed (governor limited): 106 mph Braking, 70–0 mph: 190 ft Roadholding, 300-ft-dia skidpad: 0.76 g

C/D FUEL ECONOMY Observed: 90 MPGe 75-mph highway driving: 98 MPGe Highway range: 180 miles

EPA FUEL ECONOMY Combined/city/highway: 104/114/94 MPGe EV range: 215

Download Test Sheet

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