

Before You Buy a Used 2020+ 500e:

There's no engine, transmission, belts, clutch, fuel pump, injectors, turbo, timing belt/chain, starter or alternator to worry about.

Even the brakes last over 100k miles since nearly all the braking is electromagnetic "regenerative" motor-braking, even when you press the brake pedal.

You do want to check the other standard things, like tires, lights, wipers, locks, windows, etc. & there are a few non-standard things to check, most importantly the first 3:

1) On-Board Charger Check: Make sure it charges on A.C. with just the top part of the socket, like from a wall outlet or cheap public station. Test drive to one, if needed (see plugshare.com). If it won't charge, it's **often not the car**.**

2) 12V Charger Check: In Drive, check for 13.5+ at the 12V outlet between the seats. A \$5 Amazon "cigarette lighter gauge" works.*

3) General Systems Check: Warning lights that have been cleared with OBD will almost always reappear after a few "sleep/drive" cycles: With the car off, get out, lock it, & wait 5 minutes for "sleep" mode. Then start it, put it in D, then back to sleep, then D again, sleep, D.

- **Standard Wall Outlets:** They recharge an above-average daily drive overnight, but check yours with a \$9 Amazon "outlet ground tester", & note that **an extension cord works IF** it's spec'd for right amperage. Always use a surge protector. Ideally replace any original 69-cent "residential grade" outlet with a \$3.50 "commercial grade" unit, but at least check the wall plug for heat.

- **Check Both Keys:** Make sure they each lock/unlock the car **and** start it, with the other key out of transponder range. If not, get at least \$500 off (or call a dealership for a quote) to cover a replacement. If you lose your last key it's about \$2k+towing.

- **Charge Port:** Check for cracks or bent/straightened pins. If so, get at least \$2k off or call a dealership for a quote.

- **"Music", "Beauty" & "L.A." trims:** Check for heat from the seats, blindspot lights on sideview mirrors, park assist button on left dashboard, adaptive cruise button on right steering wheel, & no flip tab on auto-dimming rearview.

* I leave this one plugged in to see at a glance that my PIM is okay: [~\\$12 Amazon "Colorful Voltmeter" \(click here\)](#).



**** Common Charge-Correcting Tricks:**

- Wait 20 seconds, even if warnings show, since it sometimes takes that long to connect.
- Check the plug for cleanliness, cracks, & bent or straightened connections.
- Hold down the button on the plug until it's all the way into the socket, then release it.
- Try a different charger.
- Deactivate the charge-preventing timer in the car's menu.
- **WITH THE CAR UNPLUGGED**, reboot the charger: Use its reset button (if equipped), or unplug from the wall for 30 seconds, or turn the circuit-breaker off 30 sec. Then make sure the charger shows it's "ready".