2010 Mercedes-Benz C63 AMG at 80,000 mi

WDDGF77X2AF123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
C63 AMG · W204 C63 AMG sedan	Mercedes-AMG M156 6.2 V8	80,000 mi	RWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'A' = 2010, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

0	0	5
jobs recommended now	to plan in the next 30,000 miles	to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **19V-010** · Air bags · passenger inflator: The passenger air-bag inflator can rupture in a crash and throw metal fragments at occupants. Applies to certain cars sold or registered in hot, humid states first.
- **18V-043** · Air bags · passenger inflator: The passenger air-bag inflator can rupture in a crash and throw metal fragments at occupants.

A model-year list, not a VIN check. Repairs are free at a Mercedes-Benz dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Mercedes-Benz dealer for a campaign printout. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Good news: nothing on the 6.2L M156 AMG V8 watch list is due at this mileage. Worth a fresh look at about 90,000 mi.

Next 12 months up to about 92,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 110,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Cylinder head bolts stretch and snap — **$2,700**
Any mileage (Engines up to 1569xx 60 060658 (built 2006 to mid-2010)) · Inspect at each service; fix at the first sign
independent shop, installed

Valve guide wear — **No published price**
Any mileage (M156 engines) · Inspect at each service; fix at the first sign

Camshaft and lifter wear (ticking, misfire codes) — **No published price**
Any mileage (2008–2011 models) · Inspect at each service; fix at the first sign

Camshaft solenoid oil leak into the wiring harness — `Free if covered` check the VIN
Any mileage (2005–2011 models) · Ask for this check at every service

Intake manifold switchover flap — **No published price**
Any mileage (Early (2007) M156 engines) · Inspect at each service; fix at the first sign

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 110,000 mi

No repairs planned

Now + next 12 months + next 30,000 miles. Excludes “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 80K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Cylinder head bolts stretch and snap	Engines up to 1569xx 60 060658 (built 2006 to mid-2010) FORUM/BLOG	Any mileage
2	Valve guide wear	M156 engines SHOP/RETAILER	Any mileage
3	Camshaft and lifter wear (ticking, misfire codes)	2008–2011 models OFFICIAL	Any mileage
4	Camshaft solenoid oil leak into the wiring harness	2005–2011 models OFFICIAL	Any mileage
5	Intake manifold switchover flap	Early (2007) M156 engines OFFICIAL	Any mileage

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2010 Mercedes-Benz C63 AMG

Safety recall repairs are free at Mercedes-Benz dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter WDDGF77X2AF123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Mercedes-Benz dealer for a campaign printout; it also lists completed campaigns.

6.2L M156 AMG V8 RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 6.2L M156 AMG V8 as of 2026-10-27. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2010 MERCEDES-BENZ C63 AMG (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
19V-010	Air bags · passenger inflator	The passenger air-bag inflator can rupture in a crash and throw metal fragments at occupants. Applies to certain cars sold or registered in hot, humid states first. Details
18V-043	Air bags · passenger inflator	The passenger air-bag inflator can rupture in a crash and throw metal fragments at occupants. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: C63 AMG. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL
Left out of this list (C63 AMG): None. NHTSA files 2010 C63 AMG recalls under both "MERCEDES-BENZ" and "MERCEDES BENZ", so this list combines both spellings.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 5 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (W204).

1 Cylinder head bolts stretch and snap

Any mileage

Severity: Critical: rare, but can badly damage the engine · 3 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Engines up to 1569xx 60 060658 (built 2006 to mid-2010)), so mileage doesn't say much here. Range: Engines up to 1569xx 60 060658 (built 2006 to mid-2010) FORUM/BLOG [2]

WHAT FAILS FORUM/BLOG [2][3]

On early engines the cylinder head bolts can stretch and snap. One broken bolt overloads the others; the head gasket then leaks coolant, and in bad cases a cylinder fills with coolant and the engine is destroyed. Later engines got modified bolts.

SYMPTOMS

- Coolant loss with no visible leak
- Coolant smell or white smoke
- Misfire on a cold start

IF IT'S LEFT TOO LONG

Hydro-lock can wreck the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the engine number; replace the bolts on early engines before they fail.

ESTIMATED REPAIR COST

Preventive head-bolt job (one owner quote)	**$2,700** FORUM/BLOG [4] independent shop, installed
Repair after bolt failure (one owner report)	**$7,500** FORUM/BLOG [4] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.8× The failure-bill midpoint ($7,500) is about 2.8× the early-fix midpoint ($2,700). A cost ratio, not a probability.

Where the numbers come from: Owner-reported prices from one forum thread; not shop quotes.

PARTS FOR W204

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Engine number?
- Head bolts replaced?
- Any coolant loss?

2 Valve guide wear

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (M156 engines), so mileage doesn't say much here. Range: M156 engines

SHOP/RETAILER [3]

WHAT FAILS SHOP/RETAILER [3]

The valve guides wear, which raises oil consumption and can cause smoke and misfires. The fix is a head rebuild with new guides.

SYMPTOMS

- Blue smoke at start-up
- Rising oil consumption
- Misfires

IF IT'S LEFT TOO LONG

Worn guides lead to heavy oil burning and fouled plugs.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Track oil use; rebuild the heads when consumption climbs.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
Head rebuild with new guides, per head	**$3,000–$6,000** SHOP/RETAILER [3] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR W204

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Oil use per 1,000 miles?

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3 Camshaft and lifter wear (ticking, misfire codes)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 1 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2008–2011 models), so mileage doesn't say much here. Range: 2008–2011 models OFFICIAL [5]

WHAT FAILS OFFICIAL [5][3]

Mercedes describes a check-engine light with multiple codes caused by a camshaft problem and/or piston scoring. Lifter noise usually means replacing the lifters and checking the cam lobes for wear.

SYMPTOMS

- Ticking from the top of the engine
- Check-engine light with several codes
- Rough running

IF IT'S LEFT TOO LONG

Worn lobes keep wearing new lifters; piston scoring means a rebuild.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose any persistent tick early.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No published bill	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR W204

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any ticking noise?
- Cams or lifters replaced?

4 Camshaft solenoid oil leak into the wiring harness

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 1 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2005–2011 models), so mileage doesn't say much here. Range: 2005–2011 models OFFICIAL [6]

WHAT FAILS OFFICIAL [6]

The seal in the camshaft adjustment solenoids can settle and let oil leak; oil can wick up the engine harness. Mercedes fits adapter harnesses under a service campaign.

SYMPTOMS

- Oil at the camshaft solenoid connectors
- Camshaft codes

IF IT'S LEFT TOO LONG

Oil that reaches the engine control unit can damage it.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check that campaign 2012070002 is done.

ESTIMATED REPAIR COST

Free under service campaign 2012070002 if not yet done	**Free if covered** OFFICIAL [6] independent shop, installed
No published bill outside the program	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR W204

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Campaign 2012070002 done?

5 Intake manifold switchover flap

Any mileage

Severity: Medium: leaks and wear · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Early (2007) M156 engines), so mileage doesn't say much here. Range: Early (2007) M156 engines OFFICIAL [7]

WHAT FAILS OFFICIAL [7]

Mercedes added a support for the intake manifold switchover flap on early M156 engines.

SYMPTOMS

- Check-engine light with intake-runner codes
- Rattle from the intake

IF IT'S LEFT TOO LONG

A loose flap can upset running.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the bulletin support is fitted on 2007 cars.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No published bill	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR W204

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Intake flap support fitted?

5 · ALSO REPORTED, NOT RANKED

Other themes in 6.2L M156 AMG V8 owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Engine number vs the head-bolt cut-off
- Coolant loss history
- Oil consumption
- Top-end tick

Ask the seller

- Head bolts replaced?
- Heads or cams rebuilt?
- Campaign 2012070002 done?

Documents to request

- Dealer service-history printout for the VIN (shows campaigns and extended-warranty repairs)
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Cylinder head bolts stretch and snap: symptoms or fault codes present	$2,700
Valve guide wear: symptoms or fault codes present	No published price
Camshaft and lifter wear (ticking, misfire codes): symptoms or fault codes present	No published price
Camshaft solenoid oil leak into the wiring harness: fault found on inspection	No published price
Intake manifold switchover flap: symptoms or fault codes present	No published price
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

7 · METHOD AND SOURCES

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. OFFICIAL NHTSA/Mercedes-Benz documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

NHTSA complaint data. Pulled Oct 27, 2026 from NHTSA's complaints API for C-, E-, ML-, CLS-, SL-, CLK-, S-, CL- and R-Class complaints that name a 63 model or the 6.2/6.3L (NHTSA files Mercedes-Benz complaints by class): 45 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text. Very small complaint pool (about 45 complaints name a 63 model); counts are not meaningful.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Fuel system	7	—
Coolant loss / head gasket	3	Item 1
Camshaft / lifter noise	1	Item 3
Solenoid / oil in harness	1	Item 4
Smoke / oil use	0	Item 2
Intake flap	0	Item 5

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2008–2015 C63, 2007–2011 E63, ML63, CLS63, SL63, CLK63, 2007–2010 S63, CL63 and 2007 R63, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Australian Car Reviews: Mercedes C216 CL 63 and CL 65 AMG faults (M156 head bolts can stretch and snap on engines up to 1569xx 60 060658, built 2006 to mid-2010) (via search extract Oct 27, 2026) FORUM/BLOG
https://australiancar.reviews/recalls-faults-mercedes-c216-cl-63-and-cl-65-amg-2007-13/

3. Euro Premium Parts: Mercedes-Benz M156 engine guide (head bolts, valve guide wear, lifter noise) (via search extract Oct 27, 2026) SHOP/RETAILER
https://europremiumparts.com/blogs/buying-guides/mercedes-benz-m156-engine-guide-reliability-common-problems-tuning-potential

4. MBWorld forum: M156 head bolts (preventive bolt job about $2,700; about $7,500 after a failure) (via search extract Oct 27, 2026) FORUM/BLOG
https://mbworld.org/forums/w211-amg/752341-m156-head-bolts.html

5. Mercedes-Benz Service bulletin LI-05-20-P: Malfunction light on with multiple trouble codes; possible camshaft problem and/or piston scoring (2011-05-31), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2011/SB-10039256-9871-INT.pdf

6. Mercedes-Benz Service campaign 2012070002: Camshaft adjustment solenoid may leak oil; engine wiring harness retrofitted with adapter harnesses (2005–2011 models) (2012-11-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/SB-10048279-4718.pdf

7. Mercedes-Benz Service bulletin 2007020004: Install support for intake manifold switchover flap (M156 engine) (2007-06-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10022553

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Mercedes-Benz dealer or qualified shop. Safety recall repairs are free at Mercedes-Benz dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-M156-123456-20261027 and we'll correct and reissue it.
