2020 Mercedes-Benz GLE450 at 55,000 mi

4JGFB5KB6LA123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
GLE450 · W167 GLE450 4MATIC	Mercedes-Benz M256 3.0 turbo inline-six with 48 V mild hybrid	55,000 mi	AWD (4MATIC)
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 'L' = 2020, 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.

1
inspection recommended now

0
to plan in the next 30,000 miles

4
to watch or check at each service

Safety recalls NHTSA lists for this model year (17 of 30)

- **24V-118** · Transmission · downshift software: The transmission may not fully downshift in some conditions, stalling the engine.
- **21V-961** · Fuel system · fuel rail and injectors: Particles trapped between the fuel rail and injectors can cause a fuel leak, a fire risk.
- **19V-572** · Fuel system · filler pipe weld: The fuel filler pipe to tank weld may leak fuel, a fire risk.
- **24V-207** · Electrical · 48 V ground connection: A 48 V ground connection under the passenger seat may not be secure and can overheat, a fire risk.
- **23V-177** · Air conditioning · drain hoses: Badly fitted A/C drain hoses can let water into the footwells, which can corrode or short electrical parts.
- **22V-231** · Electrical · 48 V ground cable: A 48 V ground cable bolt under the front passenger seat may be loose and can overheat, a fire risk.
- **21V-818** · Seats · assembly: Seats may have been assembled incorrectly and may not hold an occupant properly in a crash.
- **21V-288** · Air conditioning · drain hoses: Badly fitted A/C drain hoses can let water into the footwells, which can corrode or short electrical parts.
- **21V-057** · Dashboard · surface bonding: The dashboard surface may not be bonded properly and can hinder the passenger air bag.
- **20V-671** · Seat belts · rear middle buckle: On five-seat cars the rear middle buckle can slip into the gap under the cushion and become unusable.
- **20V-626** · Electrical · grille star ground: On cars with the illuminated grille star, a poor ground can affect power steering, wipers or the left headlight.
- **20V-329** · Suspension · struts and shocks: Front struts and rear shocks may leak and wear out early, affecting handling.
- **20V-226** · Air bags · rear seat wiring: On cars with power second-row seats, the wiring under the seat can be pinched so the rear side air bags may not deploy.
- **20V-172** · Body · rear crossmember welds: Rear crossmember welds can crack when towing and the crossmember can come off.
- **19V-587** · Air conditioning · drain hoses: Badly fitted A/C drain hoses can let water into the footwells, which can corrode or short electrical parts.
- **19V-540** · Active Brake Assist · radar: Active Brake Assist may not brake automatically as expected.
- **19V-458** · Air bags · passenger frontal: In a very hot cabin the passenger air bag may deploy late or not fully.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a Mercedes-Benz dealer if open. 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, including 19V-572, 21V-961, 24V-118. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $100–$160

Inspection: check now, while it's cheaper to fix — $100–$160

about 1 h of shop labor, our estimate

48 V system: battery, DC/DC converter, starter-generator: Past the range (5,000–24,000 mi, the middle half of 11 owner reports) · **may be free at a Mercedes-Benz dealer** (free software update under campaign 2025050001 if open)
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 67,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 85,000 mi

Nothing else enters its reported range in this window.

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

Rear crankshaft seal leak (oil on the starter-generator) — **No published price**
Any mileage (Early M256 engines (up to serials in the bulletin)) · Inspect at each service; fix at the first sign

Electric coolant pump faults (red coolant warning) — **No published price**
Any mileage (M256.9 before engine 2569xx30 599756) · Inspect at each service; fix at the first sign

Oil pressure warning (sticking control valve) — **No published price**
Any mileage (M256.9 up to engine 256 9xx 30 375024) · Inspect at each service; fix at the first sign

Turbo charge-air check valve (P22C8 / P22C9) — **No published price**
Any mileage (M256.8) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 85,000 mi

$100–$160

Nothing else on the list before 85,000 mi. 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 55K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	48 V system: battery, DC/DC converter, starter-generator	5,000–24,000 mi (middle half of 11 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Rear crankshaft seal leak (oil on the starter-generator)	Early M256 engines (up to serials in the bulletin) OFFICIAL	Any mileage
3	Electric coolant pump faults (red coolant warning)	M256.9 before engine 2569xx30 599756 OFFICIAL	Any mileage
4	Oil pressure warning (sticking control valve)	M256.9 up to engine 256 9xx 30 375024 OFFICIAL	Any mileage
5	Turbo charge-air check valve (P22C8 / P22C9)	M256.8 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 2020 Mercedes-Benz GLE450

Safety recall repairs are free at Mercedes-Benz dealers. 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 4JGFB5KB6LA123456.
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.

3.0L M256 INLINE-SIX (EQ BOOST) RECALLS WE TRACK

19V-572 · Fuel filler pipe weld can leak (2020 GLE450) NHTSA lists this model and year: check by VIN

Certain 2020 GLE350 and GLE450 4MATIC: the fuel filler pipe to tank connection may be poorly welded and leak fuel, a fire risk. Free repair. OFFICIAL [8]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

21V-961 · Fuel rail to injector leak (2019–2020) NHTSA lists this model and year: check by VIN

Certain 2019–2020 E450, GLE450, GLS450, AMG GT53 and others: particles trapped between the fuel rail and injectors can cause a fuel leak, a fire risk. Free repair. OFFICIAL [8]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

24V-118 · Transmission may not downshift, engine can stall (2020–2023 GLE/GLS 450)

NHTSA lists this model and year: check by VIN

Certain 2020–2023 GLE 450 and GLS 450: the transmission may not fully downshift in some conditions, stalling the engine. Free software update. OFFICIAL [8]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

Other 3.0L M256 inline-six (EQ Boost) recalls we track, not listed by NHTSA for this model and year: 23V-445 (fuel pump may shut down (2021–2023)), 23V-880 (fuel pump may shut down (2021–2024)).

EVERY RECALL NHTSA LISTS FOR THE 2020 MERCEDES-BENZ GLE450 (30)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
24V-118 3.0L M256 inline-six (EQ Boost) tracked	Transmission · downshift software	The transmission may not fully downshift in some conditions, stalling the engine. Details
21V-961 3.0L M256 inline-six (EQ Boost) tracked	Fuel system · fuel rail and injectors	Particles trapped between the fuel rail and injectors can cause a fuel leak, a fire risk. Details
19V-572 3.0L M256 inline-six	Fuel system · filler pipe weld	The fuel filler pipe to tank weld may leak fuel, a fire risk. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
(EQ Boost) tracked		
24V-207	Electrical · 48 V ground connection	A 48 V ground connection under the passenger seat may not be secure and can overheat, a fire risk. Details
23V-177	Air conditioning · drain hoses	Badly fitted A/C drain hoses can let water into the footwells, which can corrode or short electrical parts. Details
22V-231	Electrical · 48 V ground cable	A 48 V ground cable bolt under the front passenger seat may be loose and can overheat, a fire risk. Details
21V-818	Seats · assembly	Seats may have been assembled incorrectly and may not hold an occupant properly in a crash. Details
21V-288	Air conditioning · drain hoses	Badly fitted A/C drain hoses can let water into the footwells, which can corrode or short electrical parts. Details
21V-057	Dashboard · surface bonding	The dashboard surface may not be bonded properly and can hinder the passenger air bag. Details
20V-671	Seat belts · rear middle buckle	On five-seat cars the rear middle buckle can slip into the gap under the cushion and become unusable. Details
20V-626	Electrical · grille star ground	On cars with the illuminated grille star, a poor ground can affect power steering, wipers or the left headlight. Details
20V-329	Suspension · struts and shocks	Front struts and rear shocks may leak and wear out early, affecting handling. Details
20V-226	Air bags · rear seat wiring	On cars with power second-row seats, the wiring under the seat can be pinched so the rear side air bags may not deploy. Details
20V-172	Body · rear crossmember welds	Rear crossmember welds can crack when towing and the crossmember can come off. Details
19V-587	Air conditioning · drain hoses	Badly fitted A/C drain hoses can let water into the footwells, which can corrode or short electrical parts. Details
19V-540	Active Brake Assist · radar	Active Brake Assist may not brake automatically as expected. Details
19V-458	Air bags · passenger frontal	In a very hot cabin the passenger air bag may deploy late or not fully. Details
22V-680	Body · rear door window trim	Rear door window trim bars can come off and become a road hazard. Details
22V-365	Emergency call (eCall)	The emergency call (eCall) system may not connect, which could delay help after a crash. Details
22V-232	Rearview camera · software	The rearview camera image may not appear, reducing the view behind the car when reversing. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
21V-509	Headlights · aim	LED headlights may have been aimed wrongly during a repair, reducing visibility. Details
21V-354	Rearview camera · multimedia software	The multimedia screen can stay black or reboot, so the rearview camera image may not appear. Details
21V-072	Emergency call (eCall)	The eCall module may have been switched off during a service visit, so the car cannot call for help after a crash. Details
21V-071	Stability control · software	In some evasive maneuvers the stability-control software may pull the car to one side. Details
21V-058	Emergency call (eCall)	The emergency call (eCall) system may send the wrong location, which could delay help after a crash. Details
21V-056	Lights · reverse light	The left reverse light may stay on after shifting out of reverse. Details
20V-089	Instrument cluster · switch lighting	Interior switch lighting can go out when the hazard lights are on with the ignition off. Details
19V-709	Body · rear door window trim	Rear door window trim can come off and become a road hazard. Details
19V-648	Owner's manual · third-row head restraints	The owner's manual lacks instructions for adjusting the third-row head restraints. Details
19V-459	Body · floor weld hole	A welding error can leave a small hole in the floor that lets water into the cabin. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: GLE 450, GLE450. 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 (GLE 450): 20V-464 (windshield bonding) and 19V-867 (third-row headrests) each cover a single vehicle and are left out of this sample; a VIN check would show them if they applied. Several others apply only with certain equipment (illuminated grille star, power second-row seats, five-seat layout).

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 (W167).

1 48 V system: battery, DC/DC converter, starter-generator

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 69 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 55,000 mi this car is past the reported range (5,000–24,000 mi (middle half of 11 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 5,000–24,000 mi (middle half of 11 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: All M256 models with the 48 V system

WHAT FAILS OFFICIAL [2][3]

The 48 V system that runs the starter-generator, electric water pump and auxiliary compressor has several known faults: software no-starts, a short circuit, and failure of the 48 V battery cooling element. Mercedes has a software campaign for the battery management system.

SYMPTOMS

- No start
- 48 V battery warning
- Limp mode, overheating or weak A/C
- Check-engine light

IF IT'S LEFT TOO LONG

The car can be stranded.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Make sure the 48 V software campaign is done; diagnose 48 V faults by fault code.

ESTIMATED REPAIR COST

Free software update under campaign 2025050001 if open	**Free if covered** OFFICIAL [3] independent shop, installed
No published price	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR W167

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

WHAT TO ASK YOUR SHOP

- Any no-starts or 48 V warnings?
- 48 V campaign done?

2 Rear crankshaft seal leak (oil on the starter-generator)

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 (Early M256 engines (up to serials in the bulletin)), so mileage doesn't say much here. Range: Early M256 engines (up to serials in the bulletin) OFFICIAL [4]

WHAT FAILS OFFICIAL [4]

The rear crankshaft seal can be rolled during assembly and leak. Oil collects in the bell housing; if it reaches the integrated starter-generator, that unit is replaced too.

SYMPTOMS

- Low oil warning
- Oil drips between engine and transmission

IF IT'S LEFT TOO LONG

Oil can ruin the integrated starter-generator.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix the leak early, before oil reaches the starter-generator.

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 W167

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

WHAT TO ASK YOUR SHOP

- Any oil leaks or low-oil warnings?

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3 Electric coolant pump faults (red coolant warning)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 19 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (M256.9 before engine 2569xx30 599756), so mileage doesn't say much here. Range: M256.9 before engine 2569xx30 599756 OFFICIAL [5]

WHAT FAILS OFFICIAL [5]

The electric coolant pump runs on 48 V and can lose its signal (U019F faults), giving a red coolant warning. Causes include connector faults and heat-shield contact; some cases need a new engine control unit.

SYMPTOMS

- Red coolant warning
- Overheating

IF IT'S LEFT TOO LONG

Overheating can damage the engine; stop when the red warning shows.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose the first warning promptly.

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 W167

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

WHAT TO ASK YOUR SHOP

- Any coolant warnings?

4 Oil pressure warning (sticking control valve)

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (M256.9 up to engine 256 9xx 30 375024), so mileage doesn't say much here.

Range: M256.9 up to engine 256 9xx 30 375024 OFFICIAL [6]

WHAT FAILS OFFICIAL [6]

A sporadic red "Engine oil pressure, stop" message on low-mileage cars can come from a sticking oil-pressure directional control valve. Mercedes replaces the valve if the fault returns.

SYMPTOMS

- Red oil pressure message

IF IT'S LEFT TOO LONG

Always stop and check the oil level when it shows.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the oil level; replace the valve if the fault returns.

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 W167

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

WHAT TO ASK YOUR SHOP

- Any oil pressure warnings?

5 Turbo charge-air check valve (P22C8 / P22C9)

Any mileage

Severity: Medium: leaks and wear · 4 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (M256.8), so mileage doesn't say much here. Range: M256.8 OFFICIAL [7]

WHAT FAILS OFFICIAL [7]

A check valve in the charge-air pipe can jam and set P22C800/P22C900 (turbocharger valve jammed). Mercedes replaces the charge-air line with the check valve.

SYMPTOMS

- Check-engine light with P22C8 or P22C9

IF IT'S LEFT TOO LONG

Boost control may be affected.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the charge-air line when the code sets.

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 W167

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

WHAT TO ASK YOUR SHOP

- Any turbo codes?

5 · ALSO REPORTED, NOT RANKED

Other themes in 3.0L M256 inline-six (EQ Boost) 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
Stalling / loss of power	44	Mixed causes; includes the fuel-pump recalls (23V-445/23V-880) and transmission stall recall 24V-118.

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

- 48 V battery state of health and stored 48 V faults
- Oil in the bell housing
- Coolant warnings

Ask the seller

- 48 V software campaign done?
- Any no-start history?

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
48 V system: battery, DC/DC converter, starter-generator: symptoms or fault codes present	Free if covered
Rear crankshaft seal leak (oil on the starter-generator): seeping or leaking	No published price
Electric coolant pump faults (red coolant warning): symptoms or fault codes present	No published price
Oil pressure warning (sticking control valve): symptoms or fault codes present	No published price
Turbo charge-air check valve (P22C8 / P22C9): 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

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 E-, CLS-, GLE-, GLS-, S- and CLE-Class complaints that name a 450/500/53 model, the 3.0L or EQ Boost, plus E450, GLE450, GLS450 and AMG 53 nameplates (NHTSA files Mercedes-Benz complaints by class; 2019–2020 E-Class and 2018–2020 S-Class complaints that name the E450/S450 are left out because those cars use the M276 V6): 197 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text. Small complaint pool; many reports are electrical (48 V) rather than engine.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
48 V system / battery / no start	69	Item 1
Stalling / loss of power	44	Also reported
Coolant / overheating	19	Item 3
Turbo / charge air	4	Item 5
Oil leak	0	Item 2
Oil pressure	0	Item 4

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 2019–2025 E450 / AMG E53, 2019–2023 CLS450 / AMG CLS53, 2020–2025 GLE450 / AMG GLE53, GLS450, 2018–2025 S450/S500 and 2024–2025 CLE450/53, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Mercedes-Benz LI54.10-P-069698: Functional impairment of 48 V on-board electrical system (model series 167, 257, 213, 238, 290 with code B01) (2026-02-26), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11029087-0001.pdf

3. Mercedes-Benz NCU-2025050001: Emission service campaign: 48 V battery management system software update, MY2019–2022 C, CLS, E, GLE, GLS and GT (2025-05-08), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11018211-0001.pdf

4. Mercedes-Benz LI03.20-P-078715: Low oil level warning – oil leak at rear crankshaft radial seal (M254, M256) (2024-12-19), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11012055-0001.pdf

5. Mercedes-Benz LI20.10-P-075374: M256 red coolant warning, fault code U019F00/U019F87 (M256.9) (2026-09-16), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11038176-0001.pdf

6. Mercedes-Benz LI18.00-P-073137: Oil pressure message in instrument cluster (M256.9, directional control valve) (2026-09-25), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11038185-0001.pdf

7. Mercedes-Benz LI09.41-P-078735: M256.8 check engine light P22C800/P22C900, valve of the turbocharger jammed (2025-03-04), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11015545-0001.pdf

8. NHTSA recall records: 19V-572, 21V-961, 23V-445, 23V-880 and 24V-118, checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=24V118000

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

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-M256-123456-20261027 and we'll correct and reissue it.

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.