2013 Mercedes-Benz C250 at 95,000 mi

WDDGF4HB7DR123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
C250 · W204 C250 sedan 1.8 turbo	Mercedes-Benz M271 1.8L four-cylinder (Kompressor and turbo EVO)	95,000 mi	RWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'D' = 2013, 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	0	2
inspection 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 (5 of 6)

- **19V-010** · Air bags · passenger inflator (Takata): The passenger air bag inflator can rupture in a crash and throw metal fragments, which can cause serious injury or death.
- **18V-043** · Air bags · passenger inflator (Takata): The passenger air bag inflator can rupture in a crash and throw metal fragments, which can cause serious injury or death.
- **17V-627** · Air bags · driver frontal: The driver air bag can deploy unexpectedly, increasing the risk of injury or a crash.
- **17V-252** · Steering · column coupling bolt: The steering coupling bolt may not be tight enough, which can lead to a loss of steering and a crash.
- **17V-177** · Air bags · control software: Control units may have the wrong software, so the air bags may not deploy as intended in a crash.

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. 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

Camshaft adjuster and timing chain rattle (C250 / SLK250): Past the range (49,000–68,000 mi, the middle half of 10 owner reports)
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 107,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 125,000 mi

Nothing else enters its reported range in this window.

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

High-pressure fuel pump failure (P0002, limp mode) — $2,000

independent shop, installed

Any mileage (2012–2015 C250, C250 Coupe and SLK250; 10 yr / 120,000 mi extension) · Inspect at each service; fix at the first sign

Knock sensor code and limp mode (C250 / SLK250) — No published price

Any mileage (2012–2015 C250 and SLK250 (M271 EVO)) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 125,000 mi

$100–$160

Nothing else on the list before 125,000 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 95K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Camshaft adjuster and timing chain rattle (C250 / SLK250)	49,000–68,000 mi (middle half of 10 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	High-pressure fuel pump failure (P0002, limp mode)	2012–2015 C250, C250 Coupe and SLK250; 10 yr / 120,000 mi extension OFFICIAL	Any mileage
3	Knock sensor code and limp mode (C250 / SLK250)	2012–2015 C250 and SLK250 (M271 EVO) 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 2013 Mercedes-Benz C250

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 WDDGF4HB7DR123456.
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.

1.8L M271 FOUR (SUPERCHARGED / TURBO) RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 1.8L M271 four (supercharged / turbo) 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 2013 MERCEDES-BENZ C250 (6)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
19V-010	Air bags · passenger inflator (Takata)	The passenger air bag inflator can rupture in a crash and throw metal fragments, which can cause serious injury or death. Details
18V-043	Air bags · passenger inflator (Takata)	The passenger air bag inflator can rupture in a crash and throw metal fragments, which can cause serious injury or death. Details
17V-627	Air bags · driver frontal	The driver air bag can deploy unexpectedly, increasing the risk of injury or a crash. Details
17V-252	Steering · column coupling bolt	The steering coupling bolt may not be tight enough, which can lead to a loss of steering and a crash. Details
17V-177	Air bags · control software	Control units may have the wrong software, so the air bags may not deploy as intended in a crash. Details
19V-787	Communication · emergency call	The emergency call system may report the wrong location, which could delay responders. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: C250. 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 (C250): 21V-638 (incorrect passenger air bag fitted in a prior repair) covers coupes and cabriolets only and is left out of this sedan sample; a VIN check would show it if it applied. 19V-010 and 18V-043 (Takata passenger inflators) apply to cars sold or registered in certain states.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
Camshaft adjuster extended warranty	10 yr / 120,000 mi from the original in-service date on the camshaft adjuster, 2012–2014 C250, 2012–2015 C250 Coupe and SLK250. Owners who paid may be eligible for reimbursement. OFFICIAL [2]	Expired for most cars: check by VIN

CAMPAIGN	WHAT IT SAYS	THIS CAR
High-pressure fuel pump extended warranty	10 yr / 120,000 mi on the high-pressure fuel pump (P000277), 2012–2014 C250, 2012–2015 C250 Coupe and SLK250. OFFICIAL [5]	Expired for most cars: check by VIN
Camshaft solenoid campaign 2012070002	Fits adapter harnesses so leaking camshaft solenoid oil cannot reach the wiring; models 2005–2011 including the 203 C-Class. OFFICIAL [9]	May apply: check by VIN

4 · THE 3 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). Left out because they apply to other models, years, engine sizes or body codes: Camshaft solenoid oil leak into the wiring harness (C230 Kompressor).

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1 Camshaft adjuster and timing chain rattle (C250 / SLK250)

Past the range

Severity: Critical: rare, but can badly damage the engine · 37 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 95,000 mi this car is past the reported range (49,000–68,000 mi (middle half of 10 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 49,000–68,000 mi (middle half of 10 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2012–2015 C250, C250 Coupe and SLK250 (M271 EVO); 10 yr / 120,000 mi extension

WHAT FAILS OFFICIAL [2][3]

The camshaft adjusters on the turbocharged M271 EVO can fail. The engine then rattles from the chain drive for a few seconds after a start and sets camshaft timing codes. Mercedes extended the adjuster warranty to 10 years / 120,000 miles from the original in-service date; most cars are now past the 10-year limit. Owners also report the timing chain and sprockets being replaced with the adjusters.

SYMPTOMS

- Rattle for 2–5 seconds after a cold start
- Check-engine light with P0016, P0011, P0014 or P0340
- Rough running or limp mode

IF IT'S LEFT TOO LONG

A worn adjuster or chain can let the timing jump; valve and engine damage then follows.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix at the first start-up rattle or cam timing code. Ask a dealer to check by VIN whether any extension coverage or reimbursement remains.

ESTIMATED REPAIR COST

Camshaft adjuster repair, owner-reported typical costs (2012 C250)	**$4,000–$4,730** FORUM/BLOG [4] independent shop, installed
No published bill if the chain jumps; engine damage costs much more than the adjuster job	**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 rattle at start-up?
- Camshaft adjusters or timing chain replaced? Under the extension?

2 High-pressure fuel pump failure (P0002, limp mode)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 14 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2012–2015 C250, C250 Coupe and SLK250; 10 yr / 120,000 mi extension), so mileage doesn't say much here. Range: 2012–2015 C250, C250 Coupe and SLK250; 10 yr / 120,000 mi extension OFFICIAL [5]

WHAT FAILS SHOP/RETAILER [5][6]

The high-pressure fuel pump on the direct-injected M271 EVO can fail, so fuel pressure drops and the check-engine light comes on (P000277). Owners report a loss of power or limp mode under hard acceleration. Mercedes extended the pump warranty to 10 years / 120,000 miles; most cars are now past the 10-year limit.

SYMPTOMS

- Loss of power or limp mode when accelerating hard
- Check-engine light with P0002 (P000277)
- Hesitation or stalling

IF IT'S LEFT TOO LONG

Sudden loss of power when merging or passing.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the pump when P0002 sets; check by VIN whether the extension still applies.

ESTIMATED REPAIR COST

High-pressure pump replacement, owner-reported cost (2013 C250 Coupe)	**$2,000** FORUM/BLOG [7] independent shop, installed
Same job	**$2,000** FORUM/BLOG [7] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($2,000) is about 1.0× the early-fix midpoint ($2,000). A cost ratio, not a probability.

PARTS FOR W204

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

WHAT TO ASK YOUR SHOP

- Any limp mode or P0002 codes?
- High-pressure pump replaced? Under the extension?

3 Knock sensor code and limp mode (C250 / SLK250)

Any mileage

Severity: Medium: leaks and wear · 7 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2012–2015 C250 and SLK250 (M271 EVO)), so mileage doesn't say much here. Range: 2012–2015 C250 and SLK250 (M271 EVO) OFFICIAL [13][14]

WHAT FAILS OFFICIAL [13][14]

Mercedes has bulletins for two related M271 EVO faults: a check-engine light with knock sensor code P0326 and engine roughness, and poor accelerator response with a loss of power at full load and the engine dropping into limp-home mode. Technicians check fuel quality, wiring,

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No published price	**No published price** reported range for the bill after a failure

spark plugs and carbon deposits before replacing the knock sensor.

SYMPTOMS

- Check-engine light with P0326
- Vibration or rough running
- Loss of power at full load; limp-home mode

IF IT'S LEFT TOO LONG

Limp mode cuts power without warning.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose with the bulletin steps; use the right fuel and keep spark plugs on schedule.

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 limp mode or P0326?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.8L M271 four (supercharged / turbo) 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
Air bags	237	Takata and other air bag recalls; not an engine fault. Check open recalls by VIN.
Stalling / loss of power	33	Mixed causes in the text: camshaft solenoids and harness (C230), the high-pressure pump and camshaft adjusters (C250); see the weak points.

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

- Cold-start rattle from the chain drive (C250/SLK250)
- Stored P0002 and camshaft timing codes
- Oil at camshaft solenoid connectors (C230)

Ask the seller

- Camshaft adjusters or high-pressure pump replaced? Under the extension?
- Camshaft solenoid adapter harnesses fitted (C230)?

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
Camshaft adjuster and timing chain rattle (C250 / SLK250): symptoms or fault codes present	$4,000–$4,730
High-pressure fuel pump failure (P0002, limp mode): symptoms or fault codes present	$2,000
Knock sensor code and limp mode (C250 / SLK250): 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-Class complaints (2003–2005) that name the C230, Kompressor or 1.8L; 2003 C230 complaints; C-Class 2012–2015 and SLK-Class 2012–2015 complaints that name the C250/SLK250, 1.8L, four-cylinder or turbo, leaving out ones that name the C300/C350/V6, 2.0L, AMG or hybrid (2015 C-Class only when the C250 or 1.8L is named): 452 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. About half the complaints are air bag (Takata) reports; the engine weak points come mostly from Mercedes warranty extensions and bulletins. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Air bags	237	Also reported
Camshaft adjuster / timing chain rattle	37	Item 1
Stalling / loss of power	33	Also reported
Camshaft solenoid / oil in harness	19	Other years or engine sizes
High-pressure fuel pump / P0002	14	Item 2
Knock sensor / limp mode	7	Item 3

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 2003–2005 C230 Kompressor, 2012–2015 C250 and 2012–2015 SLK250 complaints (C-Class and SLK-Class complaints that name the C230/C250/SLK250, Kompressor, 1.8L or four-cylinder), pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Mercedes-Benz NCU "Extended Warranty Update: M271 Camshaft Adjuster": MY 2012–2015 C250, C250 Coupe and SLK250: camshaft adjuster warranty extended to 10 yr / 120,000 mi (2021-05-17), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11031636-0001.pdf

3. Mercedes-Benz LI05.10-P-058758: Engine noises (rattling) from the chain drive for 2–5 seconds after engine start, engine 271.8 EVO (2014-06-23), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/MC-10136031-9999.pdf

4. CarComplaints: 2012 Mercedes-Benz C250 engine rattle on cold start (owner-reported typical repair cost $4,730) and rattling noise when starting (average $4,000), via search extract Oct 28, 2026 FORUM/BLOG
https://m.carcomplaints.com/Mercedes-Benz/C250/2012/engine/engine_rattle_on_cold_start.shtml

5. Mercedes-Benz NCU "Extended Warranty – High Pressure Fuel Pump": MY 2012–2015 C250, C250 Coupe and SLK250 (M271): high-pressure fuel pump warranty extended to 10 yr / 120,000 mi (fault code P000277) (2021-10-22), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11031620-0001.pdf

6. RepairPal: Mercedes-Benz C250 high pressure fuel pump failure (lack of power, P0002; may be covered by an extended warranty), via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/high-pressure-fuel-pump-failure-461

7. CarComplaints: 2013 Mercedes-Benz C250 leaking/failed fuel pump (owner reports about $2,000 to replace the high-pressure pump), via search extract Oct 28, 2026 FORUM/BLOG
https://m.carcomplaints.com/Mercedes-Benz/C250/2013/fuel_system/leaking_fuel_pump.shtml

8. Mercedes-Benz Service bulletin SB-2009100001: Replace the camshaft adjustment solenoid(s) and install adapter harness(es): oil can wick into the engine wiring harness (2011-04-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10033116

9. Mercedes-Benz Service campaign 2012070002: Camshaft adjustment solenoid may leak oil; engine wiring harness retrofitted with adapter harnesses (models 2005–2011 incl. 203 and 171) (2012-11-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/SB-10048279-4718.pdf

10. RepairPal: oil from the cam adjuster solenoid may leak into the engine wiring harness on the Mercedes-Benz C230, via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/oil-from-cam-adjuster-solenoid-may-leak-into-engine-wiring-harness-224

11. YourMechanic: Mercedes-Benz C230 variable valve timing (VVT) solenoid replacement (average $258: $90 parts, $168 labor), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/mercedes-benz/c230/variable-valve-timing-vvt-solenoid-replacement

12. MBWorld forum: oil in harness, cam sensor leak, W203 C230 (owner reports a dealer quote of just over $4,000 for harness and engine computer after oil reached the ECU), via search extract Oct 28, 2026 FORUM/BLOG
https://mbworld.org/forums/c-class-w203/378065-oil-harness-cam-sensor-leak-9.html

13. Mercedes-Benz LI07.70-P-060243: Check-engine light, DTC P032600 (knock sensor) in the M271 EVO engine control module; possible vibration or roughness (2015-04-07), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10135819-9999.pdf

14. Mercedes-Benz LI-47-00: M271.8 EVO engine: poor accelerator response, lack of power at full load and high rpm, check-engine light, limp-home mode (2012-10-26), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/SB-10051540-9685.pdf

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-M271-123456-20261028 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.