2007 Mercedes-Benz E350 at 115,000 mi

WDBUF56X37A123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
E350 · W211 E350 sedan	Mercedes-Benz M272 V6	115,000 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 '7' = 2007, 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

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (4)

- **24V-874** · Sunroof · glass panel: A loose sunroof glass panel can come off while driving and become a road hazard.
- **22V-954** · Sunroof · glass panel: A loose sunroof glass panel can come off while driving and become a road hazard.
- **21V-196** · Sunroof · glass panel bonding: The glass panel bonding can weaken, letting the sunroof glass come off while driving.
- **19V-918** · Sunroof · glass panel bonding: The glass panel bonding can weaken, letting the sunroof glass come off while driving.

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 — $100–$160

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

about 1 h of shop labor, our estimate

Balance shaft sprocket and idle gear wear: Past the range (46,000–93,000 mi, the middle half of 53 owner reports) · if it fails: $5,000–$6,500

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 127,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 145,000 mi

Nothing else enters its reported range in this window.

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

Intake manifold tumble-flap lever (P2004 / P2006) — No published price

Any mileage (All M272 V6 engines (2006–2014)) · 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 with M272/M273 (and other engines)) · Ask for this check at every service

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 145,000 mi

$100–$160

Nothing else on the list before 145,000 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 115K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Balance shaft sprocket and idle gear wear	46,000–93,000 mi (middle half of 53 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Intake manifold tumble-flap lever (P2004 / P2006)	All M272 V6 engines (2006–2014) SHOP/RETAILER	Any mileage
3	Camshaft solenoid oil leak into the wiring harness	2005–2011 models with M272/M273 (and other 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 2007 Mercedes-Benz E350

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 WDBUF56X37A123456.
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.

M272 RECALLS WE TRACK

Other M272 recalls we track, not listed by NHTSA for this model and year: 12V-557 (fuel filter flange can crack and leak (2011–2012)).

EVERY RECALL NHTSA LISTS FOR THE 2007 MERCEDES-BENZ E350 (4)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
24V-874	Sunroof · glass panel	A loose sunroof glass panel can come off while driving and become a road hazard. Details
22V-954	Sunroof · glass panel	A loose sunroof glass panel can come off while driving and become a road hazard. Details
21V-196	Sunroof · glass panel bonding	The glass panel bonding can weaken, letting the sunroof glass come off while driving. Details
19V-918	Sunroof · glass panel bonding	The glass panel bonding can weaken, letting the sunroof glass come off while driving. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: E350. 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 (E350): 12V-264 (rear load-leveling rod) covers E350 4MATIC wagons only and is left out of this sedan sample; a VIN check would show it if it applied. The four sunroof recalls apply only to cars with a sliding sunroof.

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 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 (W211).

1 Balance shaft sprocket and idle gear wear

Past the range

Severity: Critical: rare, but can badly damage the engine · 185 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 115,000 mi this car is past the reported range (46,000–93,000 mi (middle half of 53 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 46,000–93,000 mi (middle half of 53 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Mostly 2005–2007 engines below the serial-number cut-off (sintered steel gears)

WHAT FAILS OFFICIAL [2][3]

On early M272 V6 and M273 V8 engines the sintered-steel balance shaft sprocket (V6) or idle gear (V8) wears. The timing chain then slips out of phase and the engine sets camshaft/crankshaft position codes 1200/1208 (P0016–P0019). The repair is engine-out on most models.

SYMPTOMS

- Check-engine light with P0016, P0017, P0018 or P0019
- Rough running
- Rattle from the front of the engine

IF IT'S LEFT TOO LONG

The chain can jump teeth and the engine may stall or be damaged.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Read the engine serial number before buying; engines above the cut-off have the steel gear. The settlement coverage (up to 10 years/125k) has ended.

ESTIMATED REPAIR COST

Settlement coverage ended; no early fix short of the full repair	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=24)	**$5,000–$6,500** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 24 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $6,000). Examples: ODI 11143352, 10682680, 10643043, 10427522. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR W211

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

WHAT TO ASK YOUR SHOP

- Engine serial number?
- Balance shaft or idle gear ever replaced (after Oct 2006)?
- Any P0016–P0019 codes?

2 Intake manifold tumble-flap lever (P2004 / P2006)

Any mileage

Severity: Medium: leaks and wear · 19 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (All M272 V6 engines (2006–2014)), so mileage doesn't say much here. Range: All M272 V6 engines (2006–2014) SHOP/RETAILER [5]

WHAT FAILS SHOP/RETAILER [5]

The plastic lever that moves the tumble (runner) flaps in the intake manifold breaks. The engine sets P2004 or P2006 and can idle rough. Shops fit a new manifold or a lever repair kit.

SYMPTOMS

- Check-engine light with P2004, P2005 or P2006
- Rough idle
- Slight loss of low-speed power

IF IT'S LEFT TOO LONG

Mostly a driveability and emissions-test problem.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the manifold (or lever kit) when the code sets.

ESTIMATED REPAIR COST

No published price for the lever-only repair	**No published price** independent shop, installed
Parts only: replacement manifold kit (labor extra)	**$590–$630** SHOP/RETAILER [5] parts only, labor extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Retailer listing price for the replacement manifold kit (parts only); add shop labor.

PARTS FOR W211

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

WHAT TO ASK YOUR SHOP

- Any P2004/P2006 codes?
- Intake manifold replaced?

3 Camshaft solenoid oil leak into the wiring harness

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 5 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2005–2011 models with M272/M273 (and other engines)), so mileage doesn't say much here. Range: 2005–2011 models with M272/M273 (and other engines) OFFICIAL [4]

WHAT FAILS OFFICIAL [4]

The seal in the camshaft adjustment solenoids can settle and let oil leak. Oil can wick up the engine wiring harness toward the engine computer. Mercedes runs a service campaign that fits adapter harnesses as a precaution.

SYMPTOMS

- Oil at the camshaft solenoid connectors
- Oil inside harness plugs
- Check-engine light, camshaft codes

ESTIMATED REPAIR COST

Free under service campaign 2012070002 if not yet done	**Free if covered** OFFICIAL [4] independent shop, installed

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; replace leaking solenoids early.

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 W211

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

WHAT TO ASK YOUR SHOP

- Service campaign 2012070002 done?

5 · ALSO REPORTED, NOT RANKED

Other themes in M272 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	132	Mixed causes in the complaint text; not one engine fault.
Fuel pump / fuel filter	105	Mostly fuel pump or filter-flange complaints (see recall 12V-557); a fuel-system item, not an engine fault.

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 serial number vs the balance-shaft cut-off
- Stored P0016–P0019 codes
- Oil at camshaft solenoid connectors
- Intake flap linkage

Ask the seller

- Balance shaft or idle gear replaced?
- 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
Balance shaft sprocket and idle gear wear: symptoms or fault codes present	No published price
Intake manifold tumble-flap lever (P2004 / P2006): symptoms or fault codes present	No published price
Camshaft solenoid oil leak into the wiring harness: fault found on inspection	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-, GLK-, R-, S-, CL-, GL-, CLK-, CLS- and SLK-Class complaints that name a 280/300/350/550 model or the 3.0/3.5/4.7/5.5L, excluding diesels and AMG models (NHTSA files Mercedes-Benz complaints by class): 3,072 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. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Balance shaft / timing (P0016–P0019)	185	Item 1
Stalling / loss of power	132	Also reported
Fuel pump / fuel filter	105	Also reported
Intake manifold flap	19	Item 2
Camshaft solenoid / oil in harness	5	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 2006–2011 C-, E-, ML-, CLK-, CLS-, S-, CL-, GL-Class, 2006–2012 GLK/R-Class and 2012–2014 C300 complaints that name a 350/550 (or 280/300) model or the 3.0/3.5/5.5L, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Mercedes-Benz Warranty Coverage Extension: Balance Shaft and Idle Gear: MY2005–2007 M272/M273 engines up to serial 2729..30 468993 / 2739..30 088611; settlement coverage up to 10 yr/125k mi (2015-10-30), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11031629-0001.pdf

3. Mercedes-Benz Service bulletin 033008: Check engine light, fault codes 1200/1208 (camshaft-crankshaft position) on M272 and M273 engines (2008-04-24), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10022893

4. 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

5. ECS Tuning: M272 intake manifold replacement kit (fixes P2004/P2006 and broken tumble-flap levers), listing price $627.99; URO manifold $588.99 (via search extract Oct 27, 2026) SHOP/RETAILER
https://www.ecstuning.com/b-assembled-by-ecs-parts/intake-manifold-replacement-kit/272140240180kt/

6. NHTSA recall records: 12V-557 (fuel filter flange), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=12V557000

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-M272-123456-20261027 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.