2017 Mercedes-Benz C300 at 74,000 mi

WDDWF4JB2HR123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
C300 · W205 C300 sedan	M274 2.0L turbo four	74,000 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 'H' = 2017, 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

1
to plan in the next 30,000 miles

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (8 of 12)

- **17V-114** · Electrical system · starter assembly: The starter current limiter can overheat and melt nearby parts, increasing the risk of a fire.
- **23V-854** · Body · roof panel: The front roof panel can detach and become a road hazard. Expands 21V-197.
- **21V-197** · Body · roof panel: On cars with a panoramic sunroof, the front roof panel can detach and become a road hazard.
- **21V-032** · Seat belts · front retractor: The front seat belts may not fully retract, so occupants may stop wearing them, increasing the risk of injury.
- **18V-850** · Steering · rack and pinion: The steering can stick in one position, increasing the risk of a crash. Rear-wheel-drive cars only.
- **17V-627** · Air bags · frontal: The driver air bag can deploy unexpectedly, increasing the risk of injury or a crash.
- **17V-251** · Seat belts · pretensioner: The front seat-belt pretensioners may not work in a crash, increasing the risk of injury.
- **17V-243** · Steering · electric power assist: Power steering assist can shut off if electrical contacts lose connection, increasing the risk of 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, including 17V-114. 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

Timing chain tensioner and chain: Inside the range (Tensioner wear reported 60k–90k)

Camshaft adjuster magnets (solenoids): Past the range (Leaks commonly reported 40k–70k) · if it fails: $200–$600

Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 86,000 mi — **$629–$895**

Water pump — **$629–$895**

Approaching the range (Proactive replacement suggested around 80k)

independent shop, installed

Within the next 30,000 miles up to 104,000 mi

Nothing else enters its reported range in this window.

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

Turbo wastegate rattle — **$400–$2,500**

Inside the range (Reported 30k–80k) · Inspect at each service; fix at the first sign

independent shop, installed

Valve cover with built-in breather (PCV) — **$1,685–$1,903**

Inside the range (Breather and gasket issues reported 50k–90k) · Inspect at each service; fix at the first sign

independent shop, installed

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 104,000 mi

$729–$1,055

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 74K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Camshaft adjuster magnets (solenoids)	Leaks commonly reported 40k–70k SHOP/RETAILER	Past the range
2	Timing chain tensioner and chain	Tensioner wear reported 60k–90k SHOP/RETAILER	Inside the range
3	Turbo wastegate rattle	Reported 30k–80k FORUM/BLOG	Inside the range
4	Valve cover with built-in breather (PCV)	Breather and gasket issues reported 50k–90k SHOP/RETAILER	Inside the range
5	Water pump	Proactive replacement suggested around 80k SHOP/RETAILER	Approaching the range

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 2017 Mercedes-Benz C300

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 WDDWF4JB2HR123456.
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.

M274 RECALLS WE TRACK

17V-114 · Starter current limiter can overheat (fire risk) NHTSA lists this model and year: check by VIN

Certain 2015–2017 C-Class, GLC and other models: the starter current limiter can overheat during repeated start attempts and melt nearby parts, a fire risk. Free repair. OFFICIAL [1]

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

EVERY RECALL NHTSA LISTS FOR THE 2017 MERCEDES-BENZ C300 (12)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
17V-114 M274 tracked	Electrical system · starter assembly	The starter current limiter can overheat and melt nearby parts, increasing the risk of a fire. Details
23V-854	Body · roof panel	The front roof panel can detach and become a road hazard. Expands 21V-197. Details
21V-197	Body · roof panel	On cars with a panoramic sunroof, the front roof panel can detach and become a road hazard. Details
21V-032	Seat belts · front retractor	The front seat belts may not fully retract, so occupants may stop wearing them, increasing the risk of injury. Details
18V-850	Steering · rack and pinion	The steering can stick in one position, increasing the risk of a crash. Rear-wheel-drive cars only. Details
17V-627	Air bags · frontal	The driver air bag can deploy unexpectedly, increasing the risk of injury or a crash. Details
17V-251	Seat belts · pretensioner	The front seat-belt pretensioners may not work in a crash, increasing the risk of injury. Details
17V-243	Steering · electric power assist	Power steering assist can shut off if electrical contacts lose connection, increasing the risk of a crash. Details
22V-365	Electrical system · software	A SIM card software error can disable emergency calls. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
21V-072	Communication · emergency call	The communication module may have been switched off during service, disabling emergency calls. Details
21V-058	Electrical system · software	The emergency call system may send responders to the wrong location after 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 2026-10-27 and combined across NHTSA model names: C300. 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 (C300): Three listings for coupes and convertibles only (18V-456 beltline trim, 19V-130 and 18V-207 seatback latch) are left out of this sedan sample; a VIN check would show them if they applied.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
No engine recall or extension found	We found no recall or warranty extension for M274 camshaft magnets, timing chains or turbos in NHTSA's records. OFFICIAL [1]	Owner's cost

4 · THE 5 WEAK POINTS

Each weak point, one card each

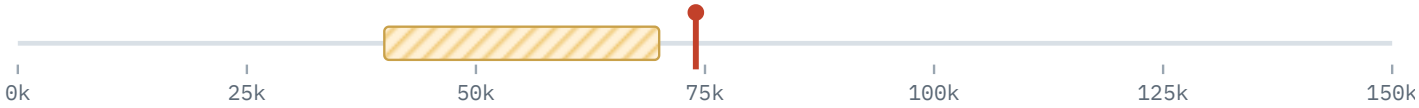
Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (W205).

1 Camshaft adjuster magnets (solenoids)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 4 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 74,000 mi this car is past the reported range (Leaks commonly reported 40k–70k). If the original parts are still fitted, have them checked and plan for them. Range: Leaks commonly reported 40k–70k SHOP/RETAILER [2]



WHAT FAILS SHOP/RETAILER [2]

The electromagnetic actuators on the front of the cylinder head that control cam timing start to seep oil at their seals, and some fail electrically.

SYMPTOMS

- Oil at the front of the valve cover
- Check-engine light with cam timing codes
- Rough idle

IF IT'S LEFT TOO LONG

A failed magnet sets cam timing codes and can cause rough running; leaking oil reaches the connector and wiring.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix when it seeps or sets a code. It is one of the cheaper M274 jobs.

ESTIMATED REPAIR COST

Magnet replacement (reported range)	**$200–$600** FORUM/BLOG [3] independent shop, installed
Same job; no separate failure price published	**$200–$600** FORUM/BLOG [3] 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 ($400) is about 1.0× the early-fix midpoint ($400). A cost ratio, not a probability.

PARTS FOR W205

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

WHAT TO ASK YOUR SHOP

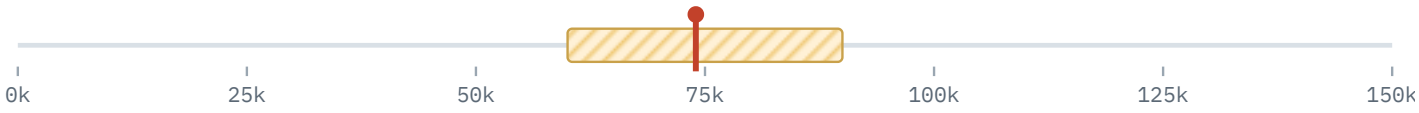
- Any oil at the cam magnets or cam timing codes?
- Have the magnets been replaced?

2 Timing chain tensioner and chain

Inside the range

Severity: Critical: rare, but can badly damage the engine · 8 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 74,000 mi this car is inside the reported range (Tensioner wear reported 60k–90k), 14,000 miles past where reports start. Range: Tensioner wear reported 60k–90k SHOP/RETAILER [2]



WHAT FAILS SHOP/RETAILER [2]

The tensioner loses its grip on the chain, especially at cold start; worn guides let the chain stretch, and in advanced cases it can jump timing.

SYMPTOMS

- Rattle for a few seconds on a cold start
- Cam/crank correlation codes
- Rough running

IF IT'S LEFT TOO LONG

A chain that jumps timing can cause major engine damage.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Listen at every cold start and check correlation values at service. Fixing the tensioner early is far cheaper than a full chain job.

ESTIMATED REPAIR COST

Cold-start listen and correlation check at a service visit	**$0–$150** OUR ESTIMATE independent shop, installed
No US price published; one Canadian shop quotes CA$1,800–$3,000 for a full chain job	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: We found no US price for the M274 chain job. Auto Imports (Edmonton) quotes CA$800–$1,800 for a tensioner repair with check valve and CA$1,800–$3,000 for a full chain replacement; we show them in Canadian dollars, not converted.

PARTS FOR W205

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

WHAT TO ASK YOUR SHOP

- Any rattle on a cold start? Cam/crank correlation codes?
- Has the tensioner or chain been replaced?

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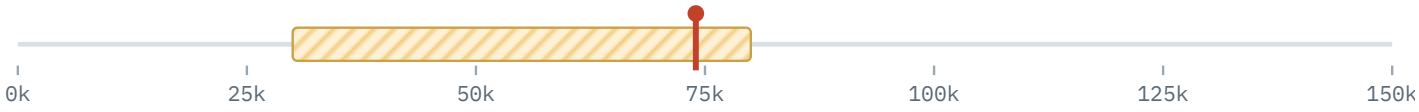
3 Turbo wastegate rattle

Inside the range

Severity: Medium: leaks and wear · 11 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 74,000 mi this car is inside the reported range (Reported 30k–80k), 44,000 miles past where reports start. Range: Reported 30k–80k FORUM/BLOG [3]



WHAT FAILS FORUM/BLOG [3]

ESTIMATED REPAIR COST

The wastegate linkage wears and rattles; some cars need a new turbocharger.

SYMPTOMS

- Metallic rattle from the turbo when warm or at idle
- Boost-related codes

IF IT'S LEFT TOO LONG

The rattle is mostly noise at first; a failing turbo costs power and can set boost codes.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix when it rattles or sets codes; ask for the turbo's history on a used car.

Reported range, linkage repair up to a new turbo	**$400–$2,500** FORUM/BLOG [3] independent shop, installed
Same range	**$400–$2,500** FORUM/BLOG [3] 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 ($1,450) is about 1.0× the early-fix midpoint ($1,450). A cost ratio, not a probability.

PARTS FOR W205

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

WHAT TO ASK YOUR SHOP

- Any rattle from the turbo? Was it repaired?

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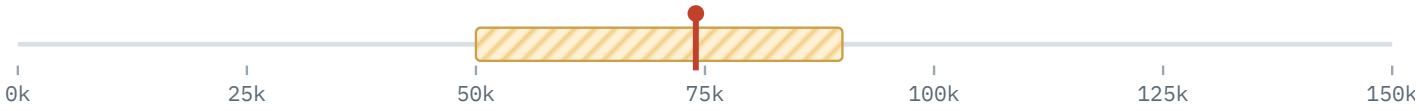
4 Valve cover with built-in breather (PCV)

Inside the range

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

COMPUTED FROM NHTSA DATA

At 74,000 mi this car is inside the reported range (Breather and gasket issues reported 50k–90k), 24,000 miles past where reports start. Range: Breather and gasket issues reported 50k–90k SHOP/RETAILER [2]



WHAT FAILS SHOP/RETAILER [2]

The crankcase breather is built into the valve cover, so a failed breather or leaking gasket usually means a new cover or gasket.

SYMPTOMS

- Oil leak at the valve cover
- Whistle or rough idle from a vacuum leak
- Oil consumption

IF IT'S LEFT TOO LONG

Oil dripping on the exhaust is a smoke and fire risk; a failed breather can raise oil use.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix when it leaks or sets breather codes.

ESTIMATED REPAIR COST

Valve cover gasket, 2015 C300 2.0T, shop/dealer range	**$1,685–$1,903** SHOP/RETAILER [5] independent shop, installed
Same job	**$1,685–$1,903** SHOP/RETAILER [5] 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 ($1,794) is about 1.0× the early-fix midpoint ($1,794). A cost ratio, not a probability.

PARTS FOR W205

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

WHAT TO ASK YOUR SHOP

- Any oil at the valve cover or breather codes?

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5 Water pump

Approaching the range

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

COMPUTED FROM NHTSA DATA

At 74,000 mi this car is 6,000 miles from the start of the reported range (Proactive replacement suggested around 80k). Range: Proactive replacement suggested around 80k SHOP/RETAILER [2]



WHAT FAILS SHOP/RETAILER [2]

The water pump can leak or fail with age.

SYMPTOMS

- Coolant loss
- Overheating warning

IF IT'S LEFT TOO LONG

Overheating can damage the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Worth considering around 80k, or sooner if it seeps.

ESTIMATED REPAIR COST

Water pump replacement, 2017 and 2019 C300 (estimator)	**$629–$895** SHOP/RETAILER [6][7] independent shop, installed
Same job; overheating damage costs more	**$629–$895** SHOP/RETAILER [6][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 ($762) is about 1.0× the early-fix midpoint ($762). A cost ratio, not a probability.

Where the numbers come from: RepairPal's model-year estimates: $629–$795 for the 2017 C300 [6] and $729–$895 for the 2019 C300 [7], before taxes and fees. RepairPal's all-years C300 page, which also covers other engines, gives $719–$898. Other M274 models (GLC300, E300, Metris) can differ.

PARTS FOR W205

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

WHAT TO ASK YOUR SHOP

- Has the water pump been replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in M274 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

- Cold-start rattle
- Oil at the cam magnets and valve cover
- Turbo rattle
- Cam timing codes
- Recall 17V-114 status

Ask the seller

- Cam magnets replaced?
- Timing chain or tensioner work?
- Turbo repairs?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Camshaft adjuster magnets (solenoids): symptoms or fault codes present	$200–$600
Timing chain tensioner and chain: fault found on inspection	No published price
Turbo wastegate rattle: symptoms or fault codes present	$400–$2,500
Valve cover with built-in breather (PCV): symptoms or fault codes present	$1,685–$1,903
Water pump: original, no replacement invoice	$629–$895
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-, GLC-, E- and SLC-Class complaints that name the C300, GLC300, E300, SLC300 or the 2.0L (NHTSA files Mercedes-Benz complaints by class; plus all Metris complaints and 2019–2023 Sprinter complaints that name the gasoline 2.0L or four-cylinder and not a diesel): 823 complaints. Some of these nameplates were sold with other engines too. For some we kept only complaints whose text names this engine (which under-counts); for others we left out complaints that name another engine or a hybrid (so a few about other engines can remain). Themes are keyword matches on the complaint text.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Turbo	11	Item 3
Timing chain	8	Item 2
Starter fire risk (recall)	5	—
Camshaft adjuster / oil leak	4	Item 1

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 recall list for the 2017 Mercedes-Benz C300 (15 recalls incl. 17V-114), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=17V114000

2. Euro Premium Parts: Mercedes-Benz C-Class W205 reliability guide (Sep 2026) SHOP/RETAILER
https://europremiumparts.com/blogs/mercedes-buying-guides/mercedes-benz-c-class-w205-reliability-guide-everything-you-need-to-know-before-buying

3. Au7o known issues: Mercedes-Benz C-Class 2015 and 2017 (reported cost ranges; AI-assisted site, not independently verified) FORUM/BLOG
https://au7o.io/known-issues/mercedes-benz-c-class?year=2017

4. Auto Imports (Edmonton): Mercedes C300 timing chain problems, M274 2.0T (prices in CAD) FORUM/BLOG
https://auto-imports.ca/mercedes-c300-timing-chain-problems-edmonton/

5. YourMechanic: Mercedes-Benz C300 valve cover gasket replacement estimates (2015 L4-2.0L Turbo), read Oct 27, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/mercedes-benz/c300/valve-cover-gasket-replacement

6. RepairPal estimator: 2017 Mercedes-Benz C300 water pump replacement ($629–$795; labor $354–$519), via search extract Nov 9, 2026 SHOP/RETAILER
https://repairpal.com/estimator/mercedes-benz/c300/2017/water-pump-replacement-cost

7. RepairPal estimator: 2019 Mercedes-Benz C300 water pump replacement ($729–$895; labor $354–$519), via search extract Nov 9, 2026 SHOP/RETAILER
https://repairpal.com/estimator/mercedes-benz/c300/2019/water-pump-replacement-cost

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-M274-123456-20261027 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.