2013 Mercedes-Benz E350 at 108,000 mi

WDDHF5KB5DA123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
E350 · W212 E350 4MATIC sedan	M276 3.0–3.5L V6 (incl. biturbo)	108,000 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 '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
inspection recommended now

0
to plan in the next 30,000 miles · plus 3 factory maintenance items

4
to watch or check at each service

Safety recalls NHTSA lists for this model year (4 of 5)

- **15V-088** · Body · hood seal: A rubber hood seal can fall into the engine bay and touch the exhaust, increasing the risk of a fire.
- **18V-043** · Air bags · passenger inflator: The passenger air-bag inflator can explode in a crash, sending metal fragments at occupants and risking serious injury or death.
- **17V-627** · Air bags · frontal: The driver air bag can deploy unexpectedly, increasing the risk of injury or a crash.
- **17V-177** · Electrical system · 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, including 15V-088. 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 (start-up rattle): Inside the range (Rattle and tensioner issues reported 60k–120k) · if it fails: $1,500–$4,000

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 120,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 138,000 mi

Nothing else enters its reported range in this window.

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

Camshaft adjusters — $1,600–$2,000

independent shop, installed

Any mileage (Usually follows chain rattle; no separate mileage figure) · Inspect at each service; fix at the first sign

Valve covers and oil separator (oil leaks) — $1,598–$1,887

independent shop, installed

Past the range (Oil separator issues reported 50k–100k) · Inspect at each service; fix at the first sign

Crankshaft position sensor — $100–$350

independent shop, installed

Any mileage (no reliable figure) · Inspect at each service; fix at the first sign

Engine oil cooler Optional — $514–$651

independent shop, installed

Any mileage (Age-related) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 138,000 mi

$100–$160

No other repairs on the list before 138,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “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

Scheduled maintenance from 108,000 mi to 138,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Spark plugs Plugs at the 60,000- and 120,000-mile services.	every 60,000 mi	**Was due at 60,000 mi, next 120,000 mi** [M1] [M2][M3]
Automatic transmission fluid Automatic transmission oil and filter every 70,000 miles.	every 70,000 mi	**Was due at 70,000 mi (check records)** [M1] [M2][M3]
Engine coolant Mercedes lists the first coolant replacement at 150,000 miles or 15 years.	every 150,000 mi or 15 years	Next at 150,000 mi [M1][M3]
Brake fluid Mercedes lists brake fluid at every 20,000-mile/2-year service.	every 20,000 mi or 2 years	**Was due at 100,000 mi and by age (check records)** [M1][M2][M3]

M1. Mercedes-Benz MY12 Maintenance Booklet (MBUSA) OFFICIAL
https://www.mbusa.com/vcm/MB/DigitalAssets/pdfmb/maintenancebooklets/MY12_Maintenance_Booklet.pdf

M2. Mercedes-Benz MY13 Maintenance Booklet (MBUSA) OFFICIAL
https://www.mbusa.com/vcm/MB/DigitalAssets/pdfmb/maintenancebooklets/MY13_Maintenance_Booklet.pdf

M3. Mercedes-Benz MY14 Maintenance Booklet (MBUSA) OFFICIAL
https://www.mbusa.com/vcm/MB/DigitalAssets/pdfmb/maintenancebooklets/MY14_Maintenance_Booklet.pdf

M4. Mercedes-Benz 2015 Maintenance Booklet (MBUSA) OFFICIAL
https://www.mbusa.com/vcm/MB/DigitalAssets/pdfmb/maintenancebooklets/2015_C_Class_maintence_manual.pdf

M5. Mercedes-Benz MY17 Maintenance Booklet (MBUSA) OFFICIAL
https://www.mbusa.com/vcm/MB/DigitalAssets/pdfmb/maintenancebooklets/MY17_C-Class_Maintenance_Booklet.pdf

WHERE 108K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Timing chain tensioner (start-up rattle)	Rattle and tensioner issues reported 60k–120k SHOP/RETAILER	Inside the range
2	Camshaft adjusters	Usually follows chain rattle; no separate mileage figure FORUM/BLOG	Any mileage
3	Valve covers and oil separator (oil leaks)	Oil separator issues reported 50k–100k SHOP/RETAILER	Past the range
4	Crankshaft position sensor	Any mileage; no reliable figure FORUM/BLOG	Any mileage
5	Engine oil cooler Optional	Age-related SHOP/RETAILER	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 E350

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 WDDHF5KB5DA123456.
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.

M276 RECALLS WE TRACK

15V-088 · Hood seal can fall onto the exhaust (fire risk) NHTSA lists this model and year: check by VIN

Certain E-Class sedans and wagons including the 2013 E350: a rubber hood seal can fall into the engine bay and touch the exhaust, a fire risk. Free repair. OFFICIAL [1]

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

EVERY RECALL NHTSA LISTS FOR THE 2013 MERCEDES-BENZ E350 (5)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
15V-088 M276 tracked	Body · hood seal	A rubber hood seal can fall into the engine bay and touch the exhaust, increasing the risk of a fire. Details
18V-043	Air bags · passenger inflator	The passenger air-bag inflator can explode in a crash, sending metal fragments at occupants and risking serious injury or death. Details
17V-627	Air bags · frontal	The driver air bag can deploy unexpectedly, increasing the risk of injury or a crash. Details
17V-177	Electrical system · 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 2026-10-27 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): 21V-638 (passenger air bag) covers coupes and convertibles only and is left out of this sedan sample; a VIN check would show it if it applied.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
Start-up rattle remedy depends on engine number	Mercedes-Benz added check valves to the tensioner oil supply; early engines (up to about serial 276 8xx 30 000790) also get a new tensioner. We could not read the bulletin itself on NHTSA. FORUM/BLOG [3]	Owner's cost out of warranty

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 (W212).

1 Timing chain tensioner (start-up rattle)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 9 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 108,000 mi this car is inside the reported range (Rattle and tensioner issues reported 60k–120k), 48,000 miles past where reports start. Range: Rattle and tensioner issues reported 60k–120k SHOP/RETAILER [2]



WHAT FAILS SHOP/RETAILER [2]

Oil drains back from the chain tensioner when the car sits, so the chain slaps for a few seconds at start-up and wears the guides and cam adjusters.

SYMPTOMS

- Rattle for 1–3 seconds at a cold start
- Cam/crank correlation codes

IF IT'S LEFT TOO LONG

Repeated slack starts wear the camshaft adjusters and chain, which turns a tensioner job into a much larger timing job.

GOOD TO KNOW

If the camshaft adjusters are already noisy, ask for them to be quoted with the tensioner: they sit behind the same front covers.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Worth fixing as soon as the start-up rattle appears.

ESTIMATED REPAIR COST

Tensioner / check-valve job (parts $400–$1,200 + labor $600–$1,000)	**$1,000–$2,200** FORUM/BLOG [3] independent shop, installed
Camshaft-adjuster repair after wear (reported range)	**$1,500–$4,000** FORUM/BLOG [4] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.7× The failure-bill midpoint ($2,750) is about 1.7× the early-fix midpoint ($1,600). A cost ratio, not a probability.

PARTS FOR W212

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

WHAT TO ASK YOUR SHOP

- Any rattle at start-up? Engine number?
- Have the tensioner or check valves been done?

2 Camshaft adjusters

Any mileage

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

Reports cover a wide mileage span (Usually follows chain rattle; no separate mileage figure), so mileage doesn't say much here. Range: Usually follows chain rattle; no separate mileage figure FORUM/BLOG [4]

WHAT FAILS FORUM/BLOG [4]

The adjuster sprockets on the camshafts wear, often after repeated start-up rattle.

SYMPTOMS

- Rattle at start-up
- Cam timing codes
- Rough running

IF IT'S LEFT TOO LONG

Worn adjusters set codes and can damage the timing system further.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix when worn or with the tensioner if the adjusters are already making noise.

ESTIMATED REPAIR COST

Adjuster (about $1,000) + labor $600–$1,000	**$1,600–$2,000** FORUM/BLOG [3] independent shop, installed
Reported range	**$1,500–$4,000** FORUM/BLOG [4] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.5× The failure-bill midpoint ($2,750) is about 1.5× the early-fix midpoint ($1,800). A cost ratio, not a probability.

PARTS FOR W212

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

WHAT TO ASK YOUR SHOP

- Have the camshaft adjusters been replaced?

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3 Valve covers and oil separator (oil leaks)

Past the range

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

COMPUTED FROM NHTSA DATA

At 108,000 mi this car is past the reported range (Oil separator issues reported 50k–100k). If the original parts are still fitted, have them checked and plan for them. Range: Oil separator issues reported 50k–100k SHOP/RETAILER [2]



WHAT FAILS SHOP/RETAILER [2]

The oil separator and valve-cover gaskets harden and leak; a failed separator can raise oil consumption.

SYMPTOMS

- Oil smell or smoke
- Oil on the exhaust side
- Higher oil use

IF IT'S LEFT TOO LONG

Oil dripping on the exhaust is a smoke and fire risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

ESTIMATED REPAIR COST

Valve cover gasket, 2013 E350 3.5L, shop/dealer range	**$1,598–$1,887** SHOP/RETAILER [5] independent shop, installed
Same job	**$1,598–$1,887** SHOP/RETAILER [5] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Fix when it leaks.

1.0× The failure-bill midpoint ($1,743) is about 1.0× the early-fix midpoint ($1,743). A cost ratio, not a probability.

PARTS FOR W212

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

WHAT TO ASK YOUR SHOP

- Any oil at the valve covers?

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4 Crankshaft position sensor

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; no reliable figure), so mileage doesn't say much here. Range: Any mileage; no reliable figure FORUM/BLOG [4]

WHAT FAILS FORUM/BLOG [4]

The crankshaft position sensor can fail.

SYMPTOMS

- Hard starting
- Stalling
- No-start

IF IT'S LEFT TOO LONG

A failed sensor can stall the engine or stop it starting.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix on failure.

ESTIMATED REPAIR COST

Sensor replacement (reported range)	**$100–$350** FORUM/BLOG [4] independent shop, installed
Same job	**$100–$350** FORUM/BLOG [4] 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 ($225) is about 1.0× the early-fix midpoint ($225). A cost ratio, not a probability.

PARTS FOR W212

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

WHAT TO ASK YOUR SHOP

- Any stalling or no-start?

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5 Engine oil cooler Optional upgrade

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Age-related), so mileage doesn't say much here. Range: Age-related SHOP/RETAILER [6]

WHAT FAILS SHOP/RETAILER [6]

The oil cooler and its seals can leak with age.

SYMPTOMS

- Oil leak at the front of the engine
- Oil in coolant (rare)

IF IT'S LEFT TOO LONG

A large leak can drop oil level quickly.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix when it leaks.

ESTIMATED REPAIR COST

Oil cooler replacement, 2012–2016 E350 (estimator)	**$514–$651** SHOP/RETAILER [6] independent shop, installed
Same job	**$514–$651** SHOP/RETAILER [6] 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 ($583) is about 1.0× the early-fix midpoint ($583). A cost ratio, not a probability.

PARTS FOR W212

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

WHAT TO ASK YOUR SHOP

- Any oil at the front of the engine?

5 · ALSO REPORTED, NOT RANKED

Other themes in M276 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

- Start-up rattle after the car has sat overnight
- Oil at valve covers and oil cooler
- Cam timing codes
- Recall status at nhtsa.gov

Ask the seller

- Tensioner or check valves done? Engine number?
- Camshaft adjusters replaced?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Timing chain tensioner (start-up rattle): symptoms or fault codes present	$1,000–$2,200
Camshaft adjusters: symptoms or fault codes present	$1,600–$2,000
Valve covers and oil separator (oil leaks): seeping or leaking	$1,598–$1,887
Crankshaft position sensor: symptoms or fault codes present	$100–$350
Engine oil cooler: symptoms or fault codes present	$514–$651
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 E-, C-, ML/GLE-, GLK-, GL/GLS-, CLS-, S-, SL-, SLK- and SLC-Class complaints that name a 350, 400, 43 or 450 model (2019–2020 E450 and 2018–2020 S450 only) or the 3.0/3.5L, excluding BlueTEC diesels; complaints that do not name the model or engine are missed, so the counts under-count (NHTSA files Mercedes-Benz complaints by class): 896 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
Oil leaks	11	Item 3
Timing chain / start-up rattle	9	Item 1
Camshaft adjusters	4	Item 2

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 2013 Mercedes-Benz E350 (6 recalls incl. 15V-088), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=15V088000

2. Euro Premium Parts: Mercedes-Benz M276 engine guide (Aug 2026) SHOP/RETAILER
https://europremiumparts.com/blogs/buying-guides/mercedes-benz-m276-engine-guide-reliability-common-problems-tuning-potential

3. 8020 Automotive: Mercedes M276 timing chain rattle (Jan 2024) FORUM/BLOG
https://8020automotive.com/mercedes-m276-timing-chain-rattle/

4. Au7o known issues: Mercedes-Benz E-Class 2013 (reported cost ranges; AI-assisted site, not independently verified) FORUM/BLOG
https://au7o.io/known-issues/mercedes-benz-e-class?year=2013

5. YourMechanic: Mercedes-Benz valve cover gasket estimates (2013 V6-3.5L), read Oct 27, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/mercedes-benz/c300/valve-cover-gasket-replacement

6. RepairPal estimator: Mercedes-Benz E350 engine oil cooler replacement, read Oct 27, 2026 SHOP/RETAILER
https://repairpal.com/estimator/mercedes-benz/e350/engine-oil-cooler-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-M276-123456-20261027 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.