2004 Mercedes-Benz C240 at 115,000 mi

WDBRF61J74F123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
C240 · W203 C240 sedan (2.6L V6)	Mercedes-Benz M112 V6 and M113 V8 (three-valve)	115,000 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 '4' = 2004, 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.

0	0	2
jobs 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 (4)

- **24V-874** · Sunroof · glass panel: The sunroof glass panel can come loose and fly off while driving, a hazard to traffic behind.
- **22V-954** · Sunroof · glass panel: The sunroof glass panel can come loose and fly off while driving, a hazard to traffic behind.
- **19V-918** · Sunroof · glass panel: The sunroof glass panel can come loose and fly off while driving, a hazard to traffic behind.
- **03V-534** · Seat belts · buckle: A burr in the buckle can stop the seat belt from latching properly, so the occupant may not be held in a crash.

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

Good news: nothing on the 2.6/2.8/3.2/3.7L M112 V6, 4.3/5.0L M113 V8 watch list is due at this mileage. Worth a fresh look at about 125,000 mi.

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

Camshaft solenoid oil leak into the wiring harness — **$313–$475**
Any mileage (2002–2004 C240, C320 and SLK320 named in the Mercedes bulletin) · Ask for this check at every service
independent shop, installed

Automatic transmission connector (pilot bushing) leak — **No published price**
Any mileage (2004–2007 models named in two Mercedes bulletins) · Ask for this check at every service

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 145,000 mi

No repairs planned

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	Camshaft solenoid oil leak into the wiring harness	2002–2004 C240, C320 and SLK320 named in the Mercedes bulletin OFFICIAL	Any mileage
2	Automatic transmission connector (pilot bushing) leak	2004–2007 models named in two Mercedes bulletins 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 2004 Mercedes-Benz C240

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 WDBRF61J74F123456.
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.

2.6/2.8/3.2/3.7L M112 V6, 4.3/5.0L M113 V8 RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 2.6/2.8/3.2/3.7L M112 V6, 4.3/5.0L M113 V8 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 2004 MERCEDES-BENZ C240 (4)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
24V-874	Sunroof · glass panel	The sunroof glass panel can come loose and fly off while driving, a hazard to traffic behind. Details
22V-954	Sunroof · glass panel	The sunroof glass panel can come loose and fly off while driving, a hazard to traffic behind. Details
19V-918	Sunroof · glass panel	The sunroof glass panel can come loose and fly off while driving, a hazard to traffic behind. Details
03V-534	Seat belts · buckle	A burr in the buckle can stop the seat belt from latching properly, so the occupant may not be held in a crash. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: C240, C CLASS. 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 (C240): The three sunroof recalls (19V-918, 22V-954, 24V-874) apply only to cars with a sliding glass sunroof. 03V-534 (seat belt buckles) is filed under the "C CLASS" name for certain 2004 cars; a VIN check shows whether this car is included.

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 2 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 (W203). Left out because they apply to other models, years, engine sizes or body codes: Fuel tank and fuel pump/sender leaks (fuel smell).

1 Camshaft solenoid oil leak into the wiring harness

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 (2002–2004 C240, C320 and SLK320 named in the Mercedes bulletin), so mileage doesn't say much here. Range: 2002–2004 C240, C320 and SLK320 named in the Mercedes bulletin OFFICIAL [2]

WHAT FAILS OFFICIAL [2]

The seal of the camshaft adjustment solenoid can settle, and oil then creeps through the solenoid connector into the engine wiring harness. Mercedes replaces the solenoid and fits an adapter harness that stops the oil.

SYMPTOMS

- Oil in the camshaft solenoid connector
- Oily wiring harness plugs
- Check-engine light, camshaft codes

IF IT'S LEFT TOO LONG

Oil that travels up the harness can reach and damage sensors and the engine control unit.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the solenoid connectors for oil at every service; fit the adapter harness if it is missing.

ESTIMATED REPAIR COST

Camshaft solenoid replacement, 2001–2005 C240 (YourMechanic estimate to shop/dealer range); adapter harness extra	**$313–$475** SHOP/RETAILER [7] 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 W203

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

WHAT TO ASK YOUR SHOP

- Camshaft solenoid replaced with the adapter harness?

2 Automatic transmission connector (pilot bushing) leak

Any mileage

Severity: Medium: leaks and wear · 14 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2004–2007 models named in two Mercedes bulletins), so mileage doesn't say much here. Range: 2004–2007 models named in two Mercedes bulletins OFFICIAL [3][4]

WHAT FAILS OFFICIAL [3][4]

ESTIMATED REPAIR COST

The pilot bushing where the wiring plugs into the transmission electrohydraulic unit can leak because of non-tempered sealing rings. Mercedes inspects or replaces the bushing.

SYMPTOMS

- Transmission fluid at the connector on the side of the transmission
- Fluid drips under the transmission

IF IT'S LEFT TOO LONG

A leak lowers the transmission fluid level, and low fluid can harm the transmission.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the connector area for fluid; replace the bushing at the first seep.

No published price	**No published price** independent shop, installed
No owner-reported bill (fewer than 5)	**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: Fewer than 5 NHTSA owner complaints on 2004–2007 models quote a bill for this problem, so no owner-reported figure is shown.

PARTS FOR W203

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

WHAT TO ASK YOUR SHOP

- Transmission connector or bushing replaced?
- Any harsh or erratic shifts?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.6/2.8/3.2/3.7L M112 V6, 4.3/5.0L M113 V8 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
Electrical	895	Mixed electrical complaints (batteries, modules, clusters); not one engine fault.
Brakes (SBC)	866	Mostly the Sensotronic brake system on E-, CLS- and SL-Class (recalls 04V-296, 05V-133 and an extended SBC warranty); not an engine fault.
Stalling / loss of power	329	Mixed causes in the complaint text (fuel delivery, sensors, transmission limp mode); not one engine fault.
Transmission	292	Counts every transmission complaint (shifting, limp mode, leaks); only some are the connector bushing leak.
Engine ticking (E500)	37	Mercedes bulletin 070021A covers a ticking (piston-slap-like) noise on some 2003 E500 V8s when accelerating; a noise item.

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

- Camshaft solenoid connectors for oil
- Transmission connector area for fluid
- Fuel smell around the tank (E-Class)

Ask the seller

- Adapter harness fitted at the camshaft solenoids?
- Transmission bushing replaced?
- Fuel tank replaced under the extension?

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 solenoid oil leak into the wiring harness: fault found on inspection	No published price
Automatic transmission connector (pilot bushing) leak: 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 Complaints for the C-, CLK-, E-, ML-, S-, CL-, SL-Class, SLK, G500 and CLS nameplates in the listed years that do not name a four-cylinder, diesel, AMG or V12 model; 2006 CLK/E-Class and 2006–2007 ML/R-Class only when a 500 or 5.0 is named (NHTSA files Mercedes-Benz complaints by class; 2000–2002 complaints filed under "MERCEDES BENZ" model and chassis names (E320, S430, 210, 220 and so on) that do not name a four-cylinder, diesel, AMG or V12): 4,100 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
Electrical	895	Also reported
Brakes (SBC)	866	Also reported
Fuel tank / fuel smell	731	Other years or engine sizes
Stalling / loss of power	329	Also reported
Transmission	292	Also reported
Engine ticking (E500)	37	Also reported
Transmission fluid leak	14	Item 2
Oil in wiring / camshaft solenoid	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 owner complaints for 2002–2005 C-, CLK-, E- and ML-Class, 2002–2006 S-, CL- and SL-Class, 2002–2004 SLK, G500 and 2006 CLS complaints for the V6 and V8 models (leaving out four-cylinders, diesels, AMG and V12 models), plus 2006 CLK/E 500 and 2006–2007 ML/R 500, pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Mercedes-Benz Service bulletin SB-2009100001: Replace the camshaft adjustment solenoid(s) and install adapter harness(es): oil may enter the engine wiring harness through the solenoid connector by capillary action (C230/C240/C320 2002–2004, SLK320 2004) (2011-04-01), filed with NHTSA `OFFICIAL`
https://www.nhtsa.gov/?nhtsaId=10033116

3. Mercedes-Benz Service bulletin 2006020008: Inspect the transmission pilot bushing at the electrohydraulic unit and replace if necessary: non-tempered sealing rings may cause a small leak (2004–2005 models) (2007-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10019822

4. Mercedes-Benz Service bulletin SB-2008120008: Replace the pilot bushing at the electrohydraulic unit; the transmission pilot bushing may leak (models 203, 209, 211, 219, 230 and 463, MY 2005–2007) (2008-12-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10030904

5. Mercedes-Benz Warranty Coverage Extension: Fuel Tank Components: Model 211 E-Class MY 2003–2009 and model 219 CLS MY 2006–2011: fuel tank assembly (MY 2003–2007) covered for leaks to 15 years, regardless of mileage (2015-01-09), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11031595-0001.pdf

6. Mercedes-Benz Service bulletin 070021A: Some model 211 vehicles with engine 113.967 may have an engine ticking (piston-slap-like) noise when accelerating between 1,200 and 3,000 rpm (2002-10-10), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10000332

7. YourMechanic: Mercedes-Benz C240 variable valve timing solenoid replacement estimate (2001–2005: $313–$324; shop/dealer up to $475), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/mercedes-benz/c240/variable-valve-timing-vvt-solenoid-replacement

8. RepairPal: 2005 Mercedes-Benz E320 fuel tank replacement estimate ($2,663–$3,136), via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/mercedes-benz/e320/2005/fuel-tank-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

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