# 2013 Mercedes-Benz ML350 BlueTEC at 110,000 mi

4JGDA2EB9DA123456

| MODEL / CHASSIS | ENGINE | MILEAGE | DRIVETRAIN |
|---|---|---|---|
| ML350 BlueTEC · W166<br>ML350 BlueTEC 4MATIC | Mercedes-Benz OM642<br>3.0 V6 BlueTEC diesel | 110,000 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.

| 0 | 0 | 3 |
|---|---|---|
| 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 (3 of 4)**

- **22V-955** · Fuel pump control unit: Water collecting in the spare-wheel well can damage the fuel pump control unit and stall the engine while driving.
- **18V-272** · Suspension · Active Curve System: Oil can leak from the Active Curve System reservoir onto hot parts, a fire risk. Only cars with Active Curve System.
- **17V-177** · Air bags · control unit 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 22V-955. Read the build month (MM/YY) on the driver's door-jamb label.

### Recommended now at the next service

Good news: nothing on the 3.0L OM642 V6 diesel watch list is due at this mileage. Worth a fresh look at about 120,000 mi.

**Next 12 months** up to about 122,000 mi

Nothing scheduled here.

**Within the next 30,000 miles** up to 140,000 mi

Nothing else enters its reported range in this window.

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

**AdBlue (DEF) system: tank heater, sensors, pump** — **No published price**
Any mileage (BlueTEC models with SCR (2009 on) and Sprinter) · Inspect at each service; fix at the first sign

**Emission software update (AEM) and exhaust sensors** — `Free if covered` check the VIN
Any mileage (BlueTEC models covered by the DOJ/EPA settlement) · Ask for this check at every service

**Oil cooler seals (oil in the engine V)** — **$1,150–$1,750**
Any mileage (All OM642 engines) · Inspect at each service; fix at the first sign
independent shop, installed

Recommended now

## No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 140,000 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 110K SITS FOR EACH WEAK POINT

| # | WEAK POINT | REPORTED RANGE | THIS CAR |
|---|---|---|---|
| 1 | AdBlue (DEF) system: tank heater, sensors, pump | BlueTEC models with SCR (2009 on) and Sprinter OFFICIAL | Any mileage |
| 2 | Emission software update (AEM) and exhaust sensors | BlueTEC models covered by the DOJ/EPA settlement OFFICIAL | Any mileage |
| 3 | Oil cooler seals (oil in the engine V) | All OM642 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 2013 Mercedes-Benz ML350 BlueTEC

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 4JGDA2EB9DA123456.
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.

### 3.0L OM642 V6 DIESEL RECALLS WE TRACK

**22V-955 · Fuel pump control unit water damage (2016 GLE300d and others)**

NHTSA lists this model and year: check by VIN

Certain 2012–2020 ML/GLE models including the 2016 GLE300d: water in the spare-tire well can damage the fuel pump control unit and stall the engine. Free repair. OFFICIAL [15]

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

Other 3.0L OM642 V6 diesel recalls we track, not listed by NHTSA for this model and year: 07V-594 (crankshaft sensor can fail (2007 Sprinter diesel)), 10V-294 (oil filler neck spring plate can crack (2009–2010 Sprinter)).

### EVERY RECALL NHTSA LISTS FOR THE 2013 MERCEDES-BENZ ML350 BLUETEC (4)

| RECALL | COMPONENT | WHAT CAN HAPPEN (NHTSA, SHORTENED) |
|---|---|---|
| **22V-955** 3.0L OM642 V6 diesel tracked | Fuel pump control unit | Water collecting in the spare-wheel well can damage the fuel pump control unit and stall the engine while driving. Details |
| **18V-272** | Suspension · Active Curve System | Oil can leak from the Active Curve System reservoir onto hot parts, a fire risk. Only cars with Active Curve System. Details |
| **17V-177** | Air bags · control unit software | Control units may have the wrong software, so the air bags may not deploy as intended in a crash. Details |
| **19V-787** | Emergency call (eCall) | The emergency call (eCall) system may send the wrong location, which could delay help after a crash. Details |

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: ML350. 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 (ML350): 12E-028 (accessory all-season floor mats, not the vehicle) is left out of this sample; a VIN check would show any open vehicle recall. NHTSA files most 2013 ML350 recalls under the make spelling "MERCEDES BENZ", so this list combines both spellings.

### 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 (W166). Left out because they apply to other models, years, engine sizes or body codes: EGR valve and cooler sooting; Diesel particulate filter cracking (Sprinter).

## 1 AdBlue (DEF) system: tank heater, sensors, pump

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 20 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (BlueTEC models with SCR (2009 on) and Sprinter), so mileage doesn't say much here. Range: BlueTEC models with SCR (2009 on) and Sprinter OFFICIAL [2]

### WHAT FAILS OFFICIAL [2]

The heating element in the AdBlue tank can fail (codes 20BE1B/20BD1B), and AdBlue sensors and lines give faults. The car warns of a no-start countdown. Parts that were changed by the emission update are covered by an extended warranty.

### SYMPTOMS

- "Check AdBlue" or "No start in XXX miles" message
- Check-engine light
- AdBlue gauge reads wrong

### IF IT'S LEFT TOO LONG

The engine will not restart once the countdown ends.

### IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix AdBlue faults early; check the VIN for the extended modification warranty.

### ESTIMATED REPAIR COST

| | |
|---|---|
| Check extended modification warranty first | **No published price**<br>independent shop, installed |
| Tank/heater/pump estimates (owner and dealer quotes) | **$2,200–$4,000** FORUM/BLOG [9] [10]<br>reported range for the bill after a failure |
| Dealer | **Often 1.5–2× the independent-shop price** OUR ESTIMATE |

Where the numbers come from: Owner-reported estimate ($2,200) and a repair guide that cites dealer quotes up to about $4,000 for the tank, heater and pump together.

### PARTS FOR W166

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

### WHAT TO ASK YOUR SHOP

- Any AdBlue warnings?
- AdBlue tank or heater replaced?

## 2 Emission software update (AEM) and exhaust sensors

Any mileage

Severity: Medium: leaks and wear · 9 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (BlueTEC models covered by the DOJ/EPA settlement), so mileage doesn't say much here. Range: BlueTEC models covered by the DOJ/EPA settlement OFFICIAL [4][3][8]

#### WHAT FAILS OFFICIAL [4][3][8]

Under a settlement Mercedes performs an Approved Emission Modification (software and some parts). Updated vehicles get an extended warranty on emission parts. The exhaust pressure sensor on 2012–2016 BlueTEC models is covered to 10 years/120k.

#### SYMPTOMS

- Open emission campaign on the VIN
- Check-engine light with P0472/P1596 (pressure sensor)

#### IF IT'S LEFT TOO LONG

An open emission modification can block registration in some states.

#### IS IT WORTH DOING EARLY? OUR ESTIMATE

Make sure the emission update is done; use the extended warranties for covered parts.

#### ESTIMATED REPAIR COST

| | |
|---|---|
| Free emission modification at a dealer | **Free if covered** OFFICIAL [4]<br>independent shop, installed |
| Covered parts free while in time/mileage | **No published price**<br>reported range for the bill after a failure |
| Dealer | **Often 1.5–2× the independent-shop price** OUR ESTIMATE |

#### PARTS FOR W166

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

#### WHAT TO ASK YOUR SHOP

- Emission modification done?

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## 3 Oil cooler seals (oil in the engine V)

Any mileage

Severity: Medium: leaks and wear · 21 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (All OM642 engines), so mileage doesn't say much here. Range: All OM642 engines OFFICIAL [5]

#### WHAT FAILS OFFICIAL [5]

The seals between the engine block and the oil cooler, under the intake in the V of the engine, can leak. Oil pools in the V and runs out of the drains at the back. Mercedes replaces the seals, not the cooler.

#### SYMPTOMS

- Oil at the back of the engine or on the transmission bell housing
- Burning-oil smell
- Slow oil loss

#### IF IT'S LEFT TOO LONG

Oil can soak the starter and wiring; a large leak lowers the oil level.

#### IS IT WORTH DOING EARLY? OUR ESTIMATE

Reseal with the newer seals when wet; do other intake-side jobs at the same time.

#### ESTIMATED REPAIR COST

| | |
|---|---|
| About 10 h labor plus a seal kit | **$1,150–$1,750** OUR ESTIMATE [11] [12][14]<br>independent shop, installed |
| About 10 h labor plus a seal kit | **$1,150–$1,750** OUR ESTIMATE [11] [12][14]<br>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.

Where the numbers come from: Estimate: about 10 hours labor (repair-parts blog [11]) × $100–$160/h [14] plus a $154 seal kit [12]. Not a Mercedes labor time.

PARTS FOR W166

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

WHAT TO ASK YOUR SHOP

- Any oil leaks at the back of the engine?
- Oil cooler seals replaced?

5 · ALSO REPORTED, NOT RANKED

## Other themes in 3.0L OM642 V6 diesel 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** | 100 | Mixed causes; many reports describe limp mode from emission-system faults. |

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

- AdBlue warnings and SCR fault codes
- Oil in the V drains at the back of the engine
- EGR codes
- DPF housing (Sprinter)

## Ask the seller

- Emission modification (AEM) done?
- AdBlue heater/tank replaced?
- Oil cooler seals 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 |
|---|---|
| AdBlue (DEF) system: tank heater, sensors, pump: symptoms or fault codes present | No published price |
| Emission software update (AEM) and exhaust sensors: fault found on inspection | No published price |
| Oil cooler seals (oil in the engine V): seeping or leaking | $1,150–$1,750 |
| **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

# 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-, ML/GLE-, GL-, R- and S-Class complaints that mention BlueTEC, diesel or a 320/350 diesel model, plus 2007–2018 Sprinter complaints that do not mention the four-cylinder (NHTSA files Mercedes-Benz complaints by class; 2019–2022 Sprinter complaints only when they name the diesel or V6 and not the four-cylinder or gas engine): 790 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. Sprinter complaints make up a large share of the pool. `COMPUTED FROM NHTSA DATA`

| THEME | COMPLAINTS | IN THIS REPORT |
|---|---|---|
| Stalling / loss of power | 100 | Also reported |
| Oil leak / oil cooler | 21 | Item 3 |
| AdBlue / SCR / NOx | 20 | Item 1 |
| EGR | 15 | Other years or engine sizes |
| Emission update / sensors | 9 | Item 2 |
| DPF / regeneration | 4 | Other years or engine sizes |

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 2007–2013 E320/E350 BlueTEC, ML320/ML350 BlueTEC, GL320/GL350 BlueTEC, R320/R350 BlueTEC, S350 BlueTEC and 2007–2018 Sprinter (V6 diesel), pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Mercedes-Benz LI49.20-P-056353: Heating element of AdBlue tank has malfunction, fault code 20BE1B/20BD1B (models 164, 166, X204, 212, 218, 221, 251, 463 with OM642) (2015-06-01), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2015/MC-10135857-9999.pdf

3. Mercedes-Benz EW – BlueTEC Update (Extended Modification Warranty): Vehicles that received the Approved Emission Modification: emission parts covered 10 yr/120k or 4 yr/48k from the update (2021-10-05), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11031648-0001.pdf

4. Mercedes-Benz NCU-2020110011: Approved Emission Modification (AEM) for certain Mercedes-Benz diesel vehicles under the DOJ/EPA/CARB agreement (2020-11-11), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10184799-9999.pdf

5. Mercedes-Benz LI18.30-P-055434: Traces of oil in area of oil cooler (inner V) on engine 642; seals between block and oil cooler (2014-02-10), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/MC-10166980-9999.pdf

6. Mercedes-Benz LI14.20-N-073867: EGR valve diagnosis and cleaning (and EGR cooler) – OM642, Sprinter 906/907 (2026-06-15), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11034410-0001.pdf

7. Mercedes-Benz LI49.10-N-080528: OM642 DPF cracked or broken (Sprinter 906) (2026-06-03), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11034416-0001.pdf

8. Mercedes-Benz EW – Pressure Sensor: MY2012–2016 BlueTEC (E350, S350, ML350, GLE300d, GL350 and others): pressure sensor covered to 10 yr/120k (2020-11-06), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11031625-0001.pdf

9. YouCanic: Mercedes AdBlue tank heater replacement (dealer quotes for tank, heater and pump up to about $4,000) (via search extract Oct 27, 2026) FORUM/BLOG
https://www.youcanic.com/guide/mercedes-adblue-tank-heater-replacement

10. MBWorld forum: GL320 BlueTEC service costs (AdBlue tank estimate $2,200) (via search extract Oct 27, 2026) FORUM/BLOG
https://mbworld.org/forums/4702562-post8.html

11. IDParts blog: Mercedes oil cooler seal leak on 3.0L V6 diesels (intake, turbo and swirl manifold come off; 10+ hours) (via search extract Oct 27, 2026) FORUM/BLOG
https://idpartsblog.com/2018/06/11/mercedes-oil-cooler-seal-leak-on-3-0l-v6-engines/

12. IDParts: OM642 oil cooler seal kit listing, $153.80 (via search extract Oct 27, 2026) SHOP/RETAILER
https://www.idparts.com/oil-cooler-seal-kit-w166x166w221-6421880480-p-10206.html

13. Go-Parts: 2007–2013 Sprinter 2500 EGR valve guide (OEM valve $350–$650, shop labor $250–$500, about 2.5 h) (via search extract Oct 27, 2026) SHOP/RETAILER
https://www.go-parts.com/garage/ps-2007-2013-freightliner-sprinter-2500-exhaust-gas-recirculation-egr-valve

14. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. SHOP/RETAILER
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

15. NHTSA recall records: 07V-594, 10V-294 and 22V-955, checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=07V594000

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.

### Trademarks and independence

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-OM642-123456-20261027 and we'll correct and reissue it.

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