

Mercedes-Benz
CLS-Class
C218: 2011-17

Buyer's Guide

Review

▶ Recalls & Faults

Videos

Image Gallery

Owners' reviews

Submit review



Mercedes-Benz C207 E-Class Coupe Review



Audi C7 A7 Sportback Review



Mercedes-Benz C219 CLS-Class Review

Recalls & faults: Mercedes-Benz C218 CLS-Class (2011-17)

Recalls: Mercedes-Benz C218 CLS-Class



Overview

Manufacturers, or importers, issue recalls for defects or faults which have the potential to cause injury. Generally, manufacturers will inform the original buyers if their vehicle

is subject to a recall and of the steps required to remedy the defect

[View mobile version](#) | [Review](#) | [Buyer's Guide](#) | [Images](#)

or fault. Please note that the recalls below (if any) are for Australian-delivered vehicles only. Furthermore, the number of recalls should not be taken as an indication of a model's reliability or its safety more generally.

Recalls: Mercedes-Benz C218 CLS-Class

- In January 2012, a recall was issued for Mercedes-Benz C218 CLS 350 CDI BlueEfficiency models fitted with the [OM642](#) 3.0-litre turbo-diesel engine and manufactured prior to July 2011. In these vehicles, the fuel filter may leak diesel fuel and pose a potential hazard to other road users ([PRA 2012/13002](#)).
- In January 2015, a recall was issued for Mercedes-Benz vehicles with the [OM651 turbo-diesel engine](#) that were available for sale during 2014. In these vehicles, the seal ring between the timing chain tensioner and the engine may leak oil – this could result in a hazard for other road users and, in extreme cases, a fire risk ([PRA 2015/14509](#)).
- In March 2015, a recall was issued for Mercedes-Benz C218 CLS-Class vehicles that were available for sale from 1 July 2012 to 1 December 2014. In these vehicles, the seal on the secondary bulkhead in the engine compartment could come loose and partially fall into the engine compartment. In extreme cases, the seal may come in contact with hot engine components and pose a fire risk ([PRA 2015/14588](#)).
- In August 2015, a recall was issued for Mercedes-Benz C218 CLS-Class vehicles that were available for sale from 1 April 2015 to 1 May 2015. In these vehicles, a damaged seal may have been fitted to the secondary bulkhead in the engine compartment; this seal could come loose and partially fall into the engine compartment. If this occurred and the seal came into contact with hot engine components, it could produce a risk of fire ([PRA 2015/14888](#)).

Problems and faults: Mercedes-Benz C218 CLS-Class

Overview

This section identifies potential problems, causes and fixes based on the experiences of owners



and repairers, online sources and technical service bulletins. This information is provided solely for reference purposes and AustralianCar.Reviews recommends that only properly qualified persons carry out repairs or modifications. Furthermore, the number of items identified below should not be taken as an indicator of a model's reliability or the frequency with which they may occur.

To report a problem or fault to the AustralianCar.Reviews team, please use the [Contact Us](#) form. Note that AustralianCar.Reviews does not offer advice on automotive problems or disputes; such enquiries will not receive a reply. For vehicles purchased from dealers after 1 January 2011, please see our [Australian Consumer Law fact sheet](#).

Mercedes-Benz CLS 250 CDI: OM651 injector failure

For the [OM651 turbo-diesel engine](#), the Delphi piezo injectors that were fitted for the 150 kW variants (i.e. the CLS 250 CDI BlueEfficiency) experienced a high failure rate, generally occurring beyond 50,000 kilometres. If the injectors failed, the engine warning light would illuminate, the vehicle would enter 'limp home' mode and the engine would run unevenly. Initially, revised piezo injectors were introduced. Subsequently, however, Mercedes-Benz initiated a customer service action whereby the original Delphi piezo injectors were replaced with magnetic solenoid injectors, a new ECU was installed, a fuel return line was retrofitted and the engine cover was changed. From around mid-2012, Mercedes-Benz ceased using piezo injectors for these engines and used magnetically-actuated solenoid injectors instead.

Mercedes-Benz CLS 250 CDI: OM651 timing chain/tensioner wear

For the [OM651 turbo-diesel engine](#), there have been reports of wear of the simplex timing chain and/or chain tensioner at higher mileages. Since the chain is installed on the transmission side of the engine, access is restricted and replacement is expensive.



Australian Car.Reviews Australian Car.Reviews is an independent publisher of car reviews, recalls, faults, image galleries, brochures, specifications and videos.

[Buyer Guides](#) [Terms](#)
[Reviews](#) [Privacy](#)
[Recalls/faults](#) [Copyright](#)
[Images](#) [About us](#)
[Car Clubs](#) [Contact Us](#)
[Car Forums](#)

