

Recalls & faults: Mercedes-Benz W212 E-Class sedan (2009-16)

Recalls: Mercedes-Benz W212 E-Class sedan



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 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.

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Recalls: Mercedes-Benz W212 E-Class sedan

2009-10 Mercedes-Benz W212 E-Class sedan: OM651 fuel filter leak

In December 2010, a recall was issued for Mercedes-Benz vehicles fitted with the OM651 2.1-litre turbo-diesel four-cylinder engine that were produced between 1 November 2009 and 1 November 2010 due to possible leaking of diesel fuel from the fuel filter ([PRA 2010/12193](#)).

2009-11 Mercedes-Benz W212 E-Class E 350 CDI: fuel filter leak

In January 2012, a recall was issued for Mercedes-Benz W212 E 350 CDI BlueEfficiency models fitted with the OM642 3.0-litre turbo-diesel engine and manufactured from November 2009 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](#)).

2014 Mercedes-Benz W212 E-Class sedan: OM651 engine oil eak

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](#)).

2012-14 Mercedes-Benz W212 E-Class sedan: potential fire risk

In March 2015, a recall was issued for Mercedes-Benz W212 E-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](#)).

2015 Mercedes-Benz W212 E-Class sedan: potential fire risk

In August 2015, a recall was issued for Mercedes-Benz E-Class sedans 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

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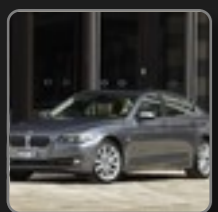
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the engine compartment. If this occurred and the seal came into contact with hot engine components, it could produce a risk of fire ([PRA 2015/14888](#)).

2015-16 Mercedes-Benz W212 E-Class: fuel pump may stop operating

In November 2016, a recall was issued for Mercedes-Benz W212 E-Class vehicles that were sold in Australia from 1 October 2015 to 31 August 2016. In these vehicles, the fuel pump module wiring harness could contact the frame of the rear seat base. This could affect the operation of various fuel system components and, at worst, the fuel pump may stop operating and the engine could stall. If this occurred, the loss of motive power from the engine could pose a hazard to vehicle occupants and other road users ([PRA 2016/15721](#)).

2012-16 Mercedes-Benz W212 E-Class Sedan: deployment of driver's airbag

In February 2018, recall RC2437/A was issued for Mercedes-Benz W212 E-Class Sedans that were available for sale in Australia from March 2012. If the steering column was not sufficiently grounded and the steering column switch was damaged or faulty, an electrostatic discharge could cause the driver's airbag to deploy. If these conditions occurred, an airbag warning message in the instrument cluster display and a red airbag indicator lamp (signalling that the steering column module was damaged/faulty) would alert the driver. If the airbag deployed in the absence of a collision, it could injure and distract the driver. For the VINs of the recalled vehicles, please see [PRA 2018/16572](#).

Problems and faults: Mercedes-Benz W212 E-Class Sedan



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 W212 E 200 and E 250 CGI: M271 camshaft adjuster/sprocket failure

Background

For the [M271 and M271 EVO engines](#), each camshaft has a camshaft adjuster/sprocket mounted to the front of it. The camshaft adjuster is mounted on a bearing so that it can rotate separately from the camshaft and is driven by timing chain. Furthermore, a solenoid is bolted onto the camshaft adjuster and attached to the end of the camshaft. As the camshaft adjuster is rotated by the timing chain, the sprocket can control the offset of the camshaft.

While camshaft adjuster failures are a recognised problem for the M271 engine, there have also

been reports for the M271 EVO engine. For the M271 EVO engine, however, it is understood that Mercedes-Benz changed the design of the camshaft adjuster, the aluminium cover for the camshaft adjuster and solenoid for the 2012 model year. As such, post-2012 M271 EVO engines should not experience this problem.

Camshaft adjuster/sprocket failure

The camshaft adjuster for the M271 engine is made from cast iron and its operation against the single-row steel timing chain causes the teeth to wear prematurely; while the teeth can potentially break off, this is relatively rare. Wear to the camshaft adjuster can cause:

- The engine's valve timing to be advanced or retarded;
- The timing chain to stretch; and,
- At worst, changes to engine timing can cause the pistons and valves to collide – such engine damage is extremely serious.

[Merc271](#) provides re-manufactured camshaft adjusters in which the original gear face has been removed and a high-tensile, surface hardened steel gear profile has been applied to make it significantly stronger. Some owners, however, recommend replacing the timing chains and camshaft adjusters as a preventative measure every 130,000 kilometres.

Symptoms

Symptoms of camshaft adjuster failure include:

- A rattling noise on start-up caused by play of the timing chain and camshaft adjuster teeth;
- Uneven running and a rough idle;
- Diagnostic trouble codes (DTCs) related to camshaft timing.

Replacement

Replacing the camshaft adjuster requires:

- The solenoid and valve cover to be removed;
- The tension on the timing chain to be released; and,
- The camshaft adjuster to be removed from the camshaft.

Mercedes-Benz W212 E 220 CDI, E 250 CDI and E 300 BlueTEC Hybrid: OM651 injector failure

For the [OM651 turbo-diesel engine](#), the Delphi piezo injectors that were fitted for the 125 kW to 150 kW variants (i.e. the W212 E 220 CDI BlueEfficiency, E 250 CDI BlueEfficiency and E 300 BlueTEC Hybrid) experienced a high failure rate, with failure 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 retro-fitted 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 W212 E 200 CDI, E 220 CDI, E 250 CDI and E 300 BlueTEC Hybrid: OM651 timing chain/tensioner wear

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.

Mercedes-Benz W212 E 350 CDI: OM642 engine

- Pre-2010 [OM642 engines](#) were susceptible to oil cooler leaks due to heat-related seal

degradation. In 2010, Mercedes-Benz introduced more durable Viton seals which could be identified by their purple colour (the previously used seals were orange).

- The TWC temperature sensor (part no. A005 153 40 28) was susceptible to failure and was subsequently replaced with part no. A007 153 74 28. When the temperature sensor fails, the check engine light may illuminate and issue the OBD-2 diagnostic code P2031.
- The positive crankcase ventilation system vents to the inlet of the turbocharger. However, the vented air may contain too much oil to easily pass through the swirl motor valves which are downstream of the turbocharger. Once this oil and sludge begins to accumulate, the swirl motor valves may become inoperative and blow a fuse that controls other sensors which are required for the engine and emissions systems to operate properly. As a result, the vehicle will enter 'limp home' mode and limit engine speed to 3000 rpm.

Mercedes-Benz W212 E 350 and E 500: actuator cam for VIM

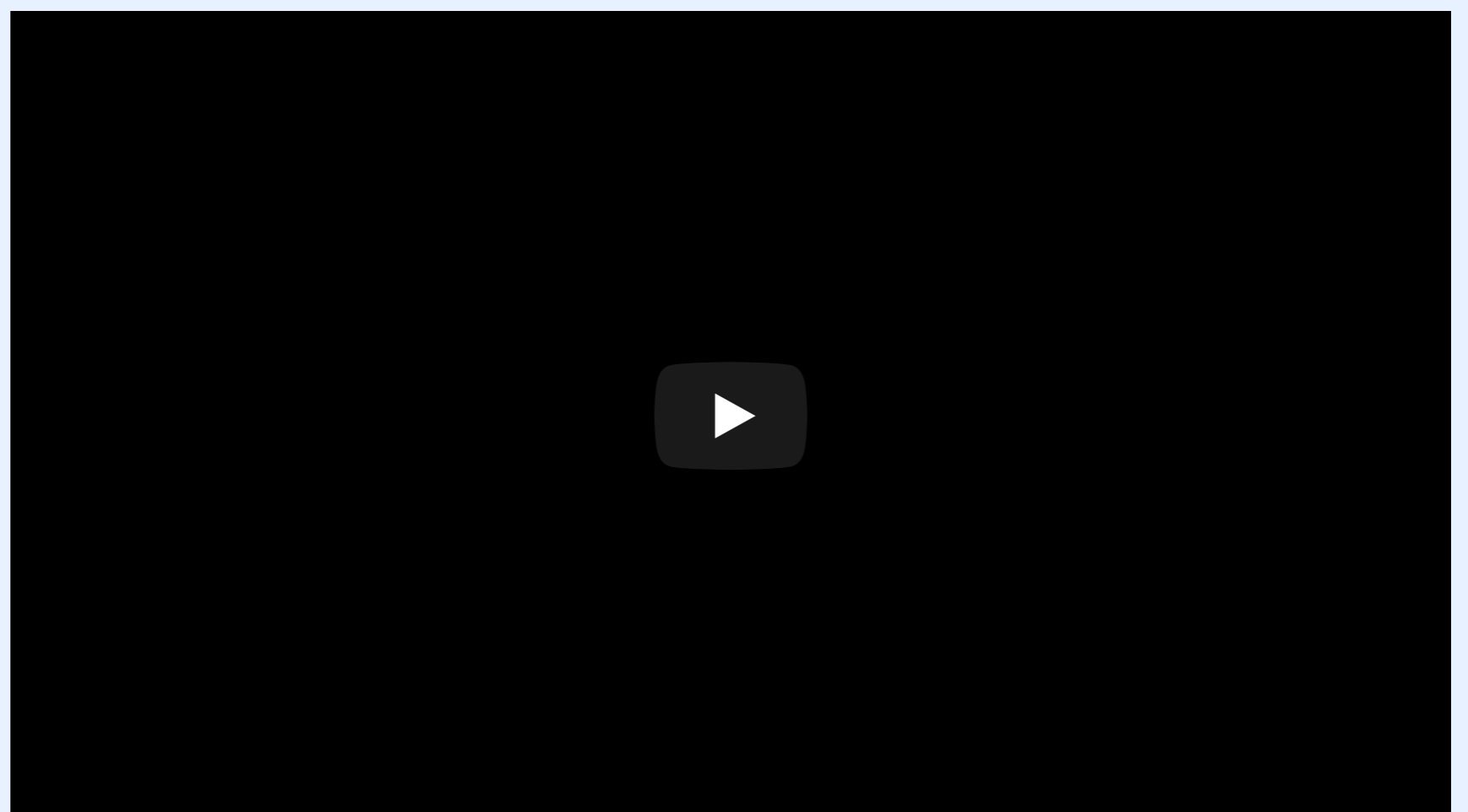
For Mercedes-Benz W212 E 350 (2009-11) and E 500 (2009-11) vehicles, the plastic actuator cam in the variable intake manifold (VIM) for the [M272 V6](#) and [M273 V8](#) engines is susceptible to failure. Symptoms of a broken actuator cam include:

- Rough idle;
- A loss of power (particularly at low and mid-range engine speeds);
- Illumination of the check engine lights; and,
- Diagnostic Trouble Codes (DTCs) such as P2004, P2005, P2006, P2187 and P2189.

Due to the venting of oil from the PCV (positive crankcase ventilation) system, carbon deposits can accumulate on the swirl flaps inside the variable intake manifold. These carbon deposits increase the resistance on the plastic actuator cam and this can cause it to break. Other parts can also fail as a result, including the swirl flaps, the actuator mounting arms and the vacuum diaphragms.

AustralianCar.Reviews understands that the original equipment supplier for the intake manifold is Pierberg and that Mercedes-Benz's repair involves replacing the entire intake manifold since they do not supply replacement actuator cams. However, [eEuroparts.com](#) sell intake manifold repair kits that replace the plastic actuator cam with a metal component and can be used for DIY repairs. However, the intake manifold also needs to be cleaned as part of any repair. For further information about this problem, please see:

- [eEuroparts.com: Fixing Mercedes-Benz Intake Manifold Woes](#); and,
- [eEuroparts.com: Mercedes-Benz Intake Manifold Repair DIY](#).





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