

Mercedes-Benz A250 W177

2018-present · 2.0L M260 turbo petrol (224 hp) · 7G-DCT

carchecker.pro

Est. annual maintenance cost: €1,100-2,050

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The M260 engine has a known cylinder head valve seat issue, but Mercedes extended the warranty to 15 years. Confirm coverage with the VIN before visiting.

BEFORE THE VIEWING

Cylinder head warranty status

Contact a Mercedes dealer with the VIN to confirm the 15-year / 241,000 km cylinder head warranty applies. Ask whether the head has already been replaced.

Service and gearbox oil history

Request full service records. Look for transmission oil changes every 60,000 km. Mercedes calls it a lifetime fill, but skipping this is linked to early DCT failure.

Recall status

Early W177 models (2017-2018 production) had airbag cover and seat weld recalls. Ask the dealer or check with Mercedes whether all open recalls are completed.

AT THE CAR

Tyres and exterior condition

Check tread depth and sidewall date codes on the 225/45 R18 tyres. Front tyres wear faster on this front-wheel-drive car. Look for uneven wear that can point to alignment issues.

Cold start and idle quality

Start the engine fully cold. Listen for rough idle or misfires in the first 30 seconds. A shaky idle or engine warning light can point to the cylinder head valve seat wear problem.

MBUX infotainment system

Tap through the touchscreen menus, test voice commands, and try Bluetooth pairing. Turn the car off and restart to check the system boots cleanly. Black screens and freezes are a known issue.

Water ingress check

Lift the floor mats in all four footwells and the boot. Feel for dampness and smell for mould. On cars with a panoramic sunroof, blocked drain tubes can leak water onto electronics under the seats.

DURING THE DRIVE

DCT gearbox in slow traffic

Drive in stop-and-go traffic for at least 10 minutes. Feel for juddering when pulling away, delayed gear engagement, or harsh shifts between 1st and 2nd. Try a steep hill start at low speed.

Turbo response under load

Accelerate firmly from low revs in 3rd or 4th gear. The turbo should build boost smoothly. Hesitation, a sudden power drop, or an engine warning light can point to a sticking wastegate actuator.

Dashboard warnings and electronics

Watch for any warning lights during the drive, especially the engine management light. Test the parking sensors, reversing camera, and driver assist features while conditions allow.

NOTES

THIS CAR AT A GLANCE

Sporty compact with 224 hp M260 turbo. Cylinder head and DCT gearbox are the main concerns, but the extended warranty helps.

KNOWN WEAK POINTS

Cylinder head valve seats

Premature wear, misfires at 40-80k km
€3,000-5,000

7G-DCT gearbox judder

Clutch wear, mechatronic failure
€1,500-3,500

MBUX screen failure

Blackouts, freezes, cable oxidation
€500-2,500

Turbo wastegate actuator

Sticking from carbon buildup
€500-2,000

Sunroof water ingress

Blocked drains, wet footwells
€150-800

