

Mercedes-Benz B200 W247

2019-2025 · 1.33 turbo M282 (163 hp) 4-cylinder petrol with 7G-DCT

carchecker.pro

Est. annual maintenance cost: €800-1,500

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Generally reliable, but early 2019-2020 cars have open recalls (turbo oil line, DCT oil level). Verify recall status with the VIN before visiting.

BEFORE THE VIEWING

Recall status (VIN check)

Contact a Mercedes dealer with the VIN to check all recalls. The turbo oil supply line (fire risk, 2019-2020) and DCT oil level (2018-2020) recalls are safety-critical.

Service records

Look for oil changes every 12 months or 25,000 km. The M282 engine benefits from regular servicing. Also check if DCT transmission oil was changed around 60,000 km.

MOT / TUV history

Request previous inspection reports. The W247 scores well in TUV tests overall, so repeated failures on the same item can point to a neglected or hard-driven example.

AT THE CAR

Tyres and exterior condition

Standard sizes are 205/60 R16 or 225/45 R18. Check tread depth and sidewall date codes. Uneven inner-edge wear on the fronts can point to alignment problems.

MBUX screens on cold start

Watch both the instrument cluster and the central touchscreen during startup. Both should light up within a few seconds. A black or frozen screen can point to a hardware fault (€800-1,500 to fix).

Engine cold start and idle

Start the engine cold and listen for the first 30 seconds. Rough idling or misfires can point to worn spark plugs or ignition coils, which tend to wear early on the M282 (from around 40,000 km).

Oil level and condition

Check the dipstick (driver's side of the engine bay). The M282 can consume some oil, especially with spirited driving. Dark, thick oil can point to overdue servicing.

DURING THE DRIVE

7G-DCT gearbox in slow traffic

Drive slowly and feel for juddering or hesitation between 1st and 2nd gear. The dual-clutch gearbox is the biggest wear item on the B200, especially in stop-and-go driving conditions.

Suspension over bumps

Drive over speed bumps at low speed with the windows down. A metallic clunking from the front usually points to worn stabilizer links, a common issue from around 60,000 km onwards.

Engine and turbo response

Accelerate firmly from low revs and check for smooth turbo buildup with no hesitation. Any stuttering or loss of power at higher revs can point to ignition or turbo actuator issues.

NOTES

THIS CAR AT A GLANCE

Premium compact MPV, built 2019-2025. Generally reliable with good inspection scores. The dual-clutch gearbox and MBUX system are the main watch points.

KNOWN WEAK POINTS

DCT clutch wear

Shudder and jerky low-speed shifts

€900-2,500

MBUX screen blackout

Display freezes or goes black on startup

€300-1,500

Turbo oil line leak

Fire risk recall on 2019-2020 models

€200-800

Ignition coil failure

Early wear from around 40,000 km

€250-500

Stabilizer link rattle

Front suspension knocking over bumps

€150-350

