

Mercedes-Benz E220d W213

2016-2023 · 2.0L OM654 turbodiesel (194 hp) · 9G-Tronic automatic

Est. annual maintenance cost: €1,050-1,950

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The OM654 engine has a known rocker arm wear problem from around 100,000 km. Listen for a deep rumble at the air filter box at idle. Post-2019 cars are less affected.

BEFORE THE VIEWING

- Recall status (fire risk)**
This car has multiple recalls, including a critical coolant pump fire risk (2017-2021 models). Contact Mercedes with the VIN and confirm all recalls are completed before visiting.
- Service records and oil changes**
The OM654 engine needs strict oil changes every 12 months or 15,000 km. Ask for full records and check whether the 9G-Tronic gearbox fluid was changed every 60,000 km.
- AIRMATIC or steel springs?**
Ask the seller whether the car has air suspension (AIRMATIC). If yes, ask them not to move the car before your visit so you can check for overnight sagging on arrival.

AT THE CAR

- Tyres and exterior condition**
Standard size is 225/55 R17. Check date codes on sidewalls and tread depth. Rear tyres typically wear faster on this car. Look for uneven wear pointing to alignment issues.
- Cold start and rocker arm noise**
Start the engine completely cold. Listen for timing chain rattle in the first 30 seconds. Then at warm idle, listen near the air filter box for a deep rumbling or popping sound.
- Dashboard warnings and AdBlue**
Check the dashboard for any AdBlue countdown warnings or engine management lights. These "no restart in X km" messages point to NOx sensor or AdBlue system faults.
- Oil level and coolant check**
Check the oil level via the digital display (no dipstick on the OM654). The oil should be dark but not gritty. Check coolant level in the expansion tank for any drop or discoloration.

DURING THE DRIVE

- Gearbox shifts at low speed**
Drive slowly in traffic and during parking manoeuvres. The 9G-Tronic can jerk or hesitate between 1st and 3rd gear. Smooth, barely noticeable shifts are what you want to feel.
- Suspension and ride quality**
On AIRMATIC cars, try all ride height modes and listen for the compressor running constantly. On steel spring cars, feel for knocking over bumps, which can point to worn top mounts.
- Engine response and DPF status**
Check average speed on the trip computer. Below 25 km/h suggests heavy city use and higher diesel particulate filter (DPF) risk. On the motorway, the engine should pull smoothly without hesitation.

NOTES

THIS CAR AT A GLANCE

Executive diesel saloon, built 2016-2023. Comfortable and efficient, but the OM654 engine has a known rocker arm weakness from 100,000 km.

KNOWN WEAK POINTS

Rocker arm / camshaft wear

Valve train wear, worse on pre-2019 cars
€1,500-3,000

NOx sensor / AdBlue faults

Sensor degradation or AdBlue tank issues
€400-2,000

AIRMATIC air spring leak

Rubber springs crack after 6-10 years
€1,200-2,500

DPF clogging

From short-trip driving, needs regen runs
€200-2,000

Timing chain guide wear

Plastic guides crack at high mileage
€1,500-4,000

