

Mercedes-Benz G63 AMG W463

2018-present · 4.0L M177 V8 biturbo (585 hp) AMG Speedshift TCT 9-speed · 4MATIC

Est. annual maintenance cost: €2,400-4,400

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The M177 V8 is robust, but oil separator clogging leads to rear main seal leaks. Ask for proof this was addressed, especially on 2018-2020 builds.

BEFORE THE VIEWING

Recall status (multiple critical)

Contact Mercedes-Benz with the VIN. Several safety-critical recalls exist: turbo oil line leak (fire risk, 2019), front axle wiring harness (ABS/ESC loss, 2019-2021), and fuel pump shutdown (2021-2023).

Service records

Full dealer or AMG specialist history is essential. Verify oil changes every 10,000-15,000 km with the correct AMG specification oil. Look for any rear main seal or oil separator work.

MOT / inspection history

Review past inspection reports for suspension advisories or steering play. The G63's solid front axle and air suspension are common wear points that inspectors flag early.

AT THE CAR

Tyres and exterior condition

Check tyre size (275/50 R20), tread depth, and sidewall date codes. The G63's 2,500 kg weight wears tyres faster than most SUVs. Look for uneven wear, which can point to alignment or steering issues.

Air suspension ride height

Walk around and check if the car sits level on all four corners. A sagging corner after sitting overnight points to a leaking air spring bladder. Listen near the wheels for a compressor running.

Oil leak at bellhousing

Look under the car where the engine meets the transmission. Oil residue there can point to a failed rear main seal caused by a clogged oil separator. This is the most expensive common repair on the G63.

Window regulators (all four)

Operate all four windows fully up and down. Listen for grinding or clicking, especially from the rear doors. The plastic guide wheels in the rear regulators are a known weak point on the G-Class.

DURING THE DRIVE

Wastegate rattle at low rpm

Accelerate gently from around 1,500 rpm and listen for a metallic rattle between 1,800 and 2,500 rpm. This is a known wastegate flapper issue. Mild rattle is cosmetic, but severe cases can affect boost.

Steering shimmy at highway speed

Drive at 80-120 km/h over uneven surfaces. Oscillation or vibration through the wheel points to worn front-end parts (steering damper, track bar bushings). A full rebuild can cost up to €2,500.

Fuel gauge accuracy (2019-2020)

If viewing a 2019 or 2020 model, ask to fill the tank and confirm the gauge reads full. A known sensor fault can show empty on a full tank. Repair may require replacing the entire fuel tank assembly.

NOTES

THIS CAR AT A GLANCE

Luxury AMG V8 off-roader, built from 2018. Mechanically robust, but repairs are expensive when they come. Oil separator health is the key concern.

KNOWN WEAK POINTS

Oil separator / seal

Rear main seal leak from clogged separator

€2,000-8,000

Turbo wastegate rattle

Metallic rattle at 1,800-2,500 rpm

€400-3,000

Air suspension struts

Air spring bladders crack after 6-8 years

€1,500-5,000

Steering front-end wear

Damper, track bar, ball joints wear out

€500-2,500

Engine mount degradation

Worn mounts stress AC condenser piping

€800-2,000

