

Click to prove  
you're human

































[illegible]



[illegible]



The Koutubia Mosque in sub-Saharan Africa, Kente cloth is first woven in France, the first piedfort coins were minted The city of Tula burns down, marking the end of the Toltec Empire West Africa is established See also: Timeline of historic inventions 12th century 1104: The Venice Arsenal of Venice, Italy is founded. It employed some 6,000 people, producing 100,000 sailing ships in large assembly lines, hundreds of years before the Industrial Revolution. 1106: The Chinese engineer Shen Kuo comes up with the mechanical clockwork of the south-pointing chariot with the distance-measuring odometer device. 1111: The Chinese Donglin Academy is founded 1165: The Lihue Pagoda of Hangzhou, China, is built 1170: The Roman Catholic notion of Purgatory is defined [9]1185: First record of windmills Wikimedia Commons has media related to 12th century. ^ Soekmono, R. Drs., Pengantar Sejarah Kebudayaan Indonesia 2, 2nd ed. Penerbit Kanisius, Yogyakarta, 1973, 5th reprint edition in 1988 p.57. ^ Britannica, T. Editors of Encyclopædia Britannica. ^ Enn Tarvel (2007). Sigtuna hukkmüne. Archived 2017-10-11 at the Wayback Machine Haridus, 2007 (7-8), p.3841 ^ Notice sur les Arabes hilaliens. Isma! Hamet, p.248. ^ Francine Weiss and Mark R. Barnes (May 3, 1989), "National Register of Historic Places Registration: Grand Village of the Natchez Site / Fatherland Plantation Site (22-Ad-501)" (pdf), National Park Service, and Accompanying 3 photos, from 1989.(680KB) ^ Warren 1961, p.129. ^ Warren 1961, p.159. ^ Warren 1961, p.60-61. ^ Le Goff, Jacques (1986). The Birth of Purgatory. Chicago: University of Chicago Press. ISBN0226470822.Warren, Wilfred Lewis (1961). King John. University of California Press. p.362. ISBN9780520036437. {{cite book}}: ISBN / Date incompatibility (help)Retrieved from " 4The following pages link to 12th century External tools(link countransclusion counsorted list) See help page for transcluding these entriesShowing 50 items.View (previous 50 | next 50 | 20 | 50 | 100 | 500)Antisemitism in Christianity (links) | edit|Catharism (links) | edit|List of decades, centuries, and millennia (links) | edit|Dialect (links) | edit|House of Habsburg (links) | edit|House of Hohenzollern (links) | edit|History of Mali (links) | edit|Maimonides (links) | edit|Passport (links) | edit|Sumba (links) | edit|Taoism (links) | edit|Wergeld (links) | edit|Zanzibar (links) | edit|20th century (links) | edit|1040 (links) | edit|15th century (links) | edit|16th century (links) | edit|17th century (links) | edit|18th century (links) | edit|14th century (links) | edit|11th century (links) | edit|10th century (links) | edit|9th century (links) | edit|8th century (links) | edit|7th century (links) | edit|6th century BC (links) | edit|1st century BC (links) | edit|2nd century BC (links) | edit|3rd century BC (links) | edit|4th century BC (links) | edit|5th century BC (links) | edit|6th century BC (links) | edit|21st century BC (links) | edit|11th century BC (links) | edit|1000s (decade) (links) | edit|1040s (links) | edit|1299 (links) | edit|1154 (links) | edit|1163 (links) | edit|1160s (links) | edit|1141 (links) | edit|1135 (links) | edit|1204 (links) | edit|View (previous 50 | next 50 | 20 | 50 | 100 | 500 | 2500)Retrieved from " WhatLinksHere|12th century" 01-01-0001:Report in September 2009 of passenger side door lock breaking after two weeks ownership, then the battery failing (possibly related), then a power steering problem involving a three week wait for parts. 28-01-2012: Report of injector problems and need for replacement in E250 CDI. Seems that all German makes are having problems with piezo electric injectors. 04-02-2012:Report of nearside wiper arm becoming detached on two occasions, both of which resulted in such severe damage to the screen that the screen had to be replaced. MB claimed that it was "impossible" and declined to contribute. 24-07-2012:Report of engine of 2010 E250 CDI Blue Efficiency, purchased on MB Finance, repeatedly cutting out to the extend that MB eventually offered a generous buyback. 15-10-2012: Requirement for front brake disc replacement becoming alarmingly common. Can be needed after as little as 12,500 miles. 29-01-2013: Transmission clunks and shudders reported on new E350 CDI automatic. 06-02-2013: Another report of vibration from the automatic transmission, transmission flush and replacement sensor did not completely cure it. 08-02-2013: Lots of problems with Piezo electric injectors on E250 CDI. Replacing them seems to being more problems. Seems that to get maximum engine the tolerances are too fine for reliability. This is becoming a serious issue with the cars. 22-03-2013: Yet another report of a clonky automatic transmission, this on a new E350 CDI. 04-07-2013:Automatics require a change of fluid every 3 years or 50,000 miles, whichever comes first. There is also an emissions software upgrade. A reader took his car for these two jobs and a 3 year service and car came back with an oscillation on the rev counter between 1,200 & 400rpm. Dealer then diagnosed that the transmission had "lost its adaption" (some sort of software issue?). And then it now required a new injection pump. They denied this had anything to do with the work they carried out, and as they said this some pigs flew past the window. 17-10-2013: Parking sensors of 2013 facelift E220 CDI fail intermittently (which makes them useless) and dealer does not seem to want to know. 19-07-2014: 2013 Mercedes E300 BlueTec hybrid has repeatedly failed 4 times, first showing a dashboard warning that the tyre pressure monitor is inoperable, followed by a total loss of power. Software upgrades have not solved this. 26-07-2014: On a 25,000 mile 2010 E200 CGI (petrol) auto the 'gearbox park detent seals' were found to be leaking. Reader wrote to MB and received a cheque for 412 to cover the cost. 14-08-2014: Recurrent breakdowns of new Mercedes W212 E300 hybrid, first time after 3 days. Remains unfixed after 2nd time and cost of replacing hybrid battery pack is estimated at 9,000 + labour. With this model, a hybrid fault results in the car shutting down completely. It does not keep going on its internal combustion engine. 13-01-2015: Windscreens of 2009-2015 E-Class can crack across. One reader suffered this twice in a two year old car in two years. 30-04-2015: Engine failure reported in 2010 Mercedes E200CDI Blue Efficiency. Despite full MB service history, timing chain tensioner failed sending chain through the block. MB has offered to pay 75% of cost, leaving owner with a bill of 4,153. The costs being quoted are: Parts - Engine (7,489)+ Surchage (1,873) = 9,362 excluding VAT. Of this MB is paying 75%. They are asking the customer to pay 2,340+VAT = 2,808 Labour - 2,241 excluding VAT. Of this MB are paying 50%. They are asking customer to pay 1,120+ VAT = 1,344. Total bill = 4,153. 05-07-2015: Report of bang from transmission of 2014 Mercedes E220CDI SE auto when shifting from N to R or N to D. Dealer upgraded software but problem not cured. A 2014 would not yet be due for a change of ATF. Might be failed 'gearbox park detent seals' (see 26-7-2014 above). 05-09-2015: Random starting problems with 60k mile 2009 W212 E-Class traced to starter key locking barrel. Estimated 720 to replace. Similar to problem with C-Class. 12-10-2015: Two successive E220 estates had same problems. Rear air suspension failed on both, and wheelrumps failed on both. 10-10-2015: Report of 2015 resterved Mercedes Benz E-Class catting fire in rear's driveway for the same reason that E-Class built between 17/7/2013 and 31/12/2014 were recalled. The VINs of the recalled cars were WDD21203A2703567 to WDD2122752B133129 and WDD2183592A062023 to WDD2189752A142862. But it appears that owners of cars built in 2014 but not registered until 2015 were not issued with the recall. 22-12-2015: Complaint of failed steering lock on 2009 E220CDI for which the owner was quoted 720 to replace turned out to be nothing more than a failed battery in the key. The spare key worked fine. 19-12-2015: Continuous starting problems with 2011 Mercedes E350 estate, purchased in September 2014 at 47,895 miles. Between May 2015 and December 2015, 5 fuel injectors replaced under warranty, then more starting problems in December 2015 at 62,622 miles. Told it needed a new ECU and that it would not be covered by warranty, but 'goodwill' reduced cost to 300. Car returned 28th December 2015, but again will not start. 30-12-2015: Timing chain failed on October 2010 S212 E200 CGI (petrol) estate at 89,000 miles. Had been fully serviced by MB dealer. Quoted 11,000 for a new engine or offered 6,000 to p/x for another car. 25-06-2016: Report of problems with DAB on 2015 W212 Mercedes Benz E-Class. The signal drops continually in the Watford area and elsewhere. Dealer said software fix would improve signal. It has not. Reader writes that seems to be a common problem with MB. He believes that a new antenna amp and proper coding of the tuner might work. Some late W212s have been banded for band L which is not used in the UK. 23-10-2016: Report of EML light on 2012 Mercedes-Benz E220CDI at 27k miles. Diagnosis reported "Requires upstream temp sensor turbocharger and Soot content of DPF filter 400% need a regeneration". 22-11-2016: Report of autobox of 2014/64 S212 E-Class estate not shifting up to the next gear but revving up to 3000rpm and then barely shifting - not all the time (usually okay after cold start), but especially after frequent start/stop (usually in the city or during traffic on motorways). It would also hold the shift down to a lower gear; thus it would struggle to shift to 7th, until 70+ mph, then it would shift down quickly to 6th when speed falls to 65mph. Owner took to MB dealer (still under warranty and has been fully MB serviced). They updated the software, but problem returned after about a week. 27-11-2016: Report of 'Pre-Safe' flashing up at 60mph in 2013 Mercedes-Benz W212 E-Class. Went into limp home mode, no accelerator, ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2014 Mercedes Benz E250CDI estate. The rest of the front tyre width had tread depth of around 3mm. It was recommended that the tyre be replaced urgently and also a four-wheel alignment check. This identified an issue with the camber on the O/S front wheel. But the camber was found to be non adjustable because straight bolts had been fitted. Replacement adjustable bolts cost 100 (happily financed by the dealer, Robinsons of Bury St Edmunds). This may help to explain the massive problem that owers are having with AWD C43 AMG's and GLC's. 01-03-2017: Report of sunroof seals of 2016 Mercedes-Benz E-Class failing and MB dealer blaming atmospheric conditions. 13-03-2017: Complaint that 2012 Mercedes Benz "E550" (E500?) needed brake discs and pads replaced at 17,000 miles due to lack of use and consequent corrosion of the discs. Owner referred to discs as "rotors" so may be American spec. 11-05-2017: Complaint of fuel smell from underbonnet area of 2013 W212 Mercedes-Benz E200 CGI petrol model with only 20,000 miles. Mercedes dealer had the car for a week, initially finding a loose fitting on the pump to the injectors, and then a 'leaking' linkage in the fuel line, that was running over the gearbox, both of which owner had to pay for. After these 'fixes', and leaving the vehicle overnight, they tell me the fuel smell is still noticeable. Had to go back for further work. 21-05-2017: Complaint of corrosion around central badge of AMG line 5-double spoke alloy wheel on a 2014 Mercedes-Benz E-Class after 18 months. Wheel was replaced without question, but now same is happening to other wheels. 07-06-2017: Report of injector of 32,000 mile 2011/61 Mercedes-Benz E220CDI sticking open, causing the engine to severely overheat and eventually detonating the engine. 28-10-2017: Report of timing chain failure on 2010 Mercedes-Benz E200CGI estate. (1,796cc) Turbo petrol. Happened without any warning. ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2014 Mercedes Benz E250CDI estate. The rest of the front tyre width had tread depth of around 3mm. It was recommended that the tyre be replaced urgently and also a four-wheel alignment check. This identified an issue with the camber on the O/S front wheel. But the camber was found to be non adjustable because straight bolts had been fitted. Replacement adjustable bolts cost 100 (happily financed by the dealer, Robinsons of Bury St Edmunds). This may help to explain the massive problem that owers are having with AWD C43 AMG's and GLC's. 01-03-2017: Report of sunroof seals of 2016 Mercedes-Benz E-Class failing and MB dealer blaming atmospheric conditions. 13-03-2017: Complaint that 2012 Mercedes Benz "E550" (E500?) needed brake discs and pads replaced at 17,000 miles due to lack of use and consequent corrosion of the discs. Owner referred to discs as "rotors" so may be American spec. 11-05-2017: Complaint of fuel smell from underbonnet area of 2013 W212 Mercedes-Benz E200 CGI petrol model with only 20,000 miles. Mercedes dealer had the car for a week, initially finding a loose fitting on the pump to the injectors, and then a 'leaking' linkage in the fuel line, that was running over the gearbox, both of which owner had to pay for. After these 'fixes', and leaving the vehicle overnight, they tell me the fuel smell is still noticeable. Had to go back for further work. 21-05-2017: Complaint of corrosion around central badge of AMG line 5-double spoke alloy wheel on a 2014 Mercedes-Benz E-Class after 18 months. Wheel was replaced without question, but now same is happening to other wheels. 07-06-2017: Report of injector of 32,000 mile 2011/61 Mercedes-Benz E220CDI sticking open, causing the engine to severely overheat and eventually detonating the engine. 28-10-2017: Report of timing chain failure on 2010 Mercedes-Benz E200CGI estate. (1,796cc) Turbo petrol. Happened without any warning. ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2014 Mercedes Benz E250CDI estate. The rest of the front tyre width had tread depth of around 3mm. It was recommended that the tyre be replaced urgently and also a four-wheel alignment check. This identified an issue with the camber on the O/S front wheel. But the camber was found to be non adjustable because straight bolts had been fitted. Replacement adjustable bolts cost 100 (happily financed by the dealer, Robinsons of Bury St Edmunds). This may help to explain the massive problem that owers are having with AWD C43 AMG's and GLC's. 01-03-2017: Report of sunroof seals of 2016 Mercedes-Benz E-Class failing and MB dealer blaming atmospheric conditions. 13-03-2017: Complaint that 2012 Mercedes Benz "E550" (E500?) needed brake discs and pads replaced at 17,000 miles due to lack of use and consequent corrosion of the discs. Owner referred to discs as "rotors" so may be American spec. 11-05-2017: Complaint of fuel smell from underbonnet area of 2013 W212 Mercedes-Benz E200 CGI petrol model with only 20,000 miles. Mercedes dealer had the car for a week, initially finding a loose fitting on the pump to the injectors, and then a 'leaking' linkage in the fuel line, that was running over the gearbox, both of which owner had to pay for. After these 'fixes', and leaving the vehicle overnight, they tell me the fuel smell is still noticeable. Had to go back for further work. 21-05-2017: Complaint of corrosion around central badge of AMG line 5-double spoke alloy wheel on a 2014 Mercedes-Benz E-Class after 18 months. Wheel was replaced without question, but now same is happening to other wheels. 07-06-2017: Report of injector of 32,000 mile 2011/61 Mercedes-Benz E220CDI sticking open, causing the engine to severely overheat and eventually detonating the engine. 28-10-2017: Report of timing chain failure on 2010 Mercedes-Benz E200CGI estate. (1,796cc) Turbo petrol. Happened without any warning. ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2014 Mercedes Benz E250CDI estate. The rest of the front tyre width had tread depth of around 3mm. It was recommended that the tyre be replaced urgently and also a four-wheel alignment check. This identified an issue with the camber on the O/S front wheel. But the camber was found to be non adjustable because straight bolts had been fitted. Replacement adjustable bolts cost 100 (happily financed by the dealer, Robinsons of Bury St Edmunds). This may help to explain the massive problem that owers are having with AWD C43 AMG's and GLC's. 01-03-2017: Report of sunroof seals of 2016 Mercedes-Benz E-Class failing and MB dealer blaming atmospheric conditions. 13-03-2017: Complaint that 2012 Mercedes Benz "E550" (E500?) needed brake discs and pads replaced at 17,000 miles due to lack of use and consequent corrosion of the discs. Owner referred to discs as "rotors" so may be American spec. 11-05-2017: Complaint of fuel smell from underbonnet area of 2013 W212 Mercedes-Benz E200 CGI petrol model with only 20,000 miles. Mercedes dealer had the car for a week, initially finding a loose fitting on the pump to the injectors, and then a 'leaking' linkage in the fuel line, that was running over the gearbox, both of which owner had to pay for. After these 'fixes', and leaving the vehicle overnight, they tell me the fuel smell is still noticeable. Had to go back for further work. 21-05-2017: Complaint of corrosion around central badge of AMG line 5-double spoke alloy wheel on a 2014 Mercedes-Benz E-Class after 18 months. Wheel was replaced without question, but now same is happening to other wheels. 07-06-2017: Report of injector of 32,000 mile 2011/61 Mercedes-Benz E220CDI sticking open, causing the engine to severely overheat and eventually detonating the engine. 28-10-2017: Report of timing chain failure on 2010 Mercedes-Benz E200CGI estate. (1,796cc) Turbo petrol. Happened without any warning. ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2014 Mercedes Benz E250CDI estate. The rest of the front tyre width had tread depth of around 3mm. It was recommended that the tyre be replaced urgently and also a four-wheel alignment check. This identified an issue with the camber on the O/S front wheel. But the camber was found to be non adjustable because straight bolts had been fitted. Replacement adjustable bolts cost 100 (happily financed by the dealer, Robinsons of Bury St Edmunds). This may help to explain the massive problem that owers are having with AWD C43 AMG's and GLC's. 01-03-2017: Report of sunroof seals of 2016 Mercedes-Benz E-Class failing and MB dealer blaming atmospheric conditions. 13-03-2017: Complaint that 2012 Mercedes Benz "E550" (E500?) needed brake discs and pads replaced at 17,000 miles due to lack of use and consequent corrosion of the discs. Owner referred to discs as "rotors" so may be American spec. 11-05-2017: Complaint of fuel smell from underbonnet area of 2013 W212 Mercedes-Benz E200 CGI petrol model with only 20,000 miles. Mercedes dealer had the car for a week, initially finding a loose fitting on the pump to the injectors, and then a 'leaking' linkage in the fuel line, that was running over the gearbox, both of which owner had to pay for. After these 'fixes', and leaving the vehicle overnight, they tell me the fuel smell is still noticeable. Had to go back for further work. 21-05-2017: Complaint of corrosion around central badge of AMG line 5-double spoke alloy wheel on a 2014 Mercedes-Benz E-Class after 18 months. Wheel was replaced without question, but now same is happening to other wheels. 07-06-2017: Report of injector of 32,000 mile 2011/61 Mercedes-Benz E220CDI sticking open, causing the engine to severely overheat and eventually detonating the engine. 28-10-2017: Report of timing chain failure on 2010 Mercedes-Benz E200CGI estate. (1,796cc) Turbo petrol. Happened without any warning. ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2014 Mercedes Benz E250CDI estate. The rest of the front tyre width had tread depth of around 3mm. It was recommended that the tyre be replaced urgently and also a four-wheel alignment check. This identified an issue with the camber on the O/S front wheel. But the camber was found to be non adjustable because straight bolts had been fitted. Replacement adjustable bolts cost 100 (happily financed by the dealer, Robinsons of Bury St Edmunds). This may help to explain the massive problem that owers are having with AWD C43 AMG's and GLC's. 01-03-2017: Report of sunroof seals of 2016 Mercedes-Benz E-Class failing and MB dealer blaming atmospheric conditions. 13-03-2017: Complaint that 2012 Mercedes Benz "E550" (E500?) needed brake discs and pads replaced at 17,000 miles due to lack of use and consequent corrosion of the discs. Owner referred to discs as "rotors" so may be American spec. 11-05-2017: Complaint of fuel smell from underbonnet area of 2013 W212 Mercedes-Benz E200 CGI petrol model with only 20,000 miles. Mercedes dealer had the car for a week, initially finding a loose fitting on the pump to the injectors, and then a 'leaking' linkage in the fuel line, that was running over the gearbox, both of which owner had to pay for. After these 'fixes', and leaving the vehicle overnight, they tell me the fuel smell is still noticeable. Had to go back for further work. 21-05-2017: Complaint of corrosion around central badge of AMG line 5-double spoke alloy wheel on a 2014 Mercedes-Benz E-Class after 18 months. Wheel was replaced without question, but now same is happening to other wheels. 07-06-2017: Report of injector of 32,000 mile 2011/61 Mercedes-Benz E220CDI sticking open, causing the engine to severely overheat and eventually detonating the engine. 28-10-2017: Report of timing chain failure on 2010 Mercedes-Benz E200CGI estate. (1,796cc) Turbo petrol. Happened without any warning. ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2014 Mercedes Benz E250CDI estate. The rest of the front tyre width had tread depth of around 3mm. It was recommended that the tyre be replaced urgently and also a four-wheel alignment check. This identified an issue with the camber on the O/S front wheel. But the camber was found to be non adjustable because straight bolts had been fitted. Replacement adjustable bolts cost 100 (happily financed by the dealer, Robinsons of Bury St Edmunds). This may help to explain the massive problem that owers are having with AWD C43 AMG's and GLC's. 01-03-2017: Report of sunroof seals of 2016 Mercedes-Benz E-Class failing and MB dealer blaming atmospheric conditions. 13-03-2017: Complaint that 2012 Mercedes Benz "E550" (E500?) needed brake discs and pads replaced at 17,000 miles due to lack of use and consequent corrosion of the discs. Owner referred to discs as "rotors" so may be American spec. 11-05-2017: Complaint of fuel smell from underbonnet area of 2013 W212 Mercedes-Benz E200 CGI petrol model with only 20,000 miles. Mercedes dealer had the car for a week, initially finding a loose fitting on the pump to the injectors, and then a 'leaking' linkage in the fuel line, that was running over the gearbox, both of which owner had to pay for. After these 'fixes', and leaving the vehicle overnight, they tell me the fuel smell is still noticeable. Had to go back for further work. 21-05-2017: Complaint of corrosion around central badge of AMG line 5-double spoke alloy wheel on a 2014 Mercedes-Benz E-Class after 18 months. Wheel was replaced without question, but now same is happening to other wheels. 07-06-2017: Report of injector of 32,000 mile 2011/61 Mercedes-Benz E220CDI sticking open, causing the engine to severely overheat and eventually detonating the engine. 28-10-2017: Report of timing chain failure on 2010 Mercedes-Benz E200CGI estate. (1,796cc) Turbo petrol. Happened without any warning. ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2014 Mercedes Benz E250CDI estate. The rest of the front tyre width had tread depth of around 3mm. It was recommended that the tyre be replaced urgently and also a four-wheel alignment check. This identified an issue with the camber on the O/S front wheel. But the camber was found to be non adjustable because straight bolts had been fitted. Replacement adjustable bolts cost 100 (happily financed by the dealer, Robinsons of Bury St Edmunds). This may help to explain the massive problem that owers are having with AWD C43 AMG's and GLC's. 01-03-2017: Report of sunroof seals of 2016 Mercedes-Benz E-Class failing and MB dealer blaming atmospheric conditions. 13-03-2017: Complaint that 2012 Mercedes Benz "E550" (E500?) needed brake discs and pads replaced at 17,000 miles due to lack of use and consequent corrosion of the discs. Owner referred to discs as "rotors" so may be American spec. 11-05-2017: Complaint of fuel smell from underbonnet area of 2013 W212 Mercedes-Benz E200 CGI petrol model with only 20,000 miles. Mercedes dealer had the car for a week, initially finding a loose fitting on the pump to the injectors, and then a 'leaking' linkage in the fuel line, that was running over the gearbox, both of which owner had to pay for. After these 'fixes', and leaving the vehicle overnight, they tell me the fuel smell is still noticeable. Had to go back for further work. 21-05-2017: Complaint of corrosion around central badge of AMG line 5-double spoke alloy wheel on a 2014 Mercedes-Benz E-Class after 18 months. Wheel was replaced without question, but now same is happening to other wheels. 07-06-2017: Report of injector of 32,000 mile 2011/61 Mercedes-Benz E220CDI sticking open, causing the engine to severely overheat and eventually detonating the engine. 28-10-2017: Report of timing chain failure on 2010 Mercedes-Benz E200CGI estate. (1,796cc) Turbo petrol. Happened without any warning. ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2014 Mercedes Benz E250CDI estate. The rest of the front tyre width had tread depth of around 3mm. It was recommended that the tyre be replaced urgently and also a four-wheel alignment check. This identified an issue with the camber on the O/S front wheel. But the camber was found to be non adjustable because straight bolts had been fitted. Replacement adjustable bolts cost 100 (happily financed by the dealer, Robinsons of Bury St Edmunds). This may help to explain the massive problem that owers are having with AWD C43 AMG's and GLC's. 01-03-2017: Report of sunroof seals of 2016 Mercedes-Benz E-Class failing and MB dealer blaming atmospheric conditions. 13-03-2017: Complaint that 2012 Mercedes Benz "E550" (E500?) needed brake discs and pads replaced at 17,000 miles due to lack of use and consequent corrosion of the discs. Owner referred to discs as "rotors" so may be American spec. 11-05-2017: Complaint of fuel smell from underbonnet area of 2013 W212 Mercedes-Benz E200 CGI petrol model with only 20,000 miles. Mercedes dealer had the car for a week, initially finding a loose fitting on the pump to the injectors, and then a 'leaking' linkage in the fuel line, that was running over the gearbox, both of which owner had to pay for. After these 'fixes', and leaving the vehicle overnight, they tell me the fuel smell is still noticeable. Had to go back for further work. 21-05-2017: Complaint of corrosion around central badge of AMG line 5-double spoke alloy wheel on a 2014 Mercedes-Benz E-Class after 18 months. Wheel was replaced without question, but now same is happening to other wheels. 07-06-2017: Report of injector of 32,000 mile 2011/61 Mercedes-Benz E220CDI sticking open, causing the engine to severely overheat and eventually detonating the engine. 28-10-2017: Report of timing chain failure on 2010 Mercedes-Benz E200CGI estate. (1,796cc) Turbo petrol. Happened without any warning. ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2014 Mercedes Benz E250CDI estate. The rest of the front tyre width had tread depth of around 3mm. It was recommended that the tyre be replaced urgently and also a four-wheel alignment check. This identified an issue with the camber on the O/S front wheel. But the camber was found to be non adjustable because straight bolts had been fitted. Replacement adjustable bolts cost 100 (happily financed by the dealer, Robinsons of Bury St Edmunds). This may help to explain the massive problem that owers are having with AWD C43 AMG's and GLC's. 01-03-2017: Report of sunroof seals of 2016 Mercedes-Benz E-Class failing and MB dealer blaming atmospheric conditions. 13-03-2017: Complaint that 2012 Mercedes Benz "E550" (E500?) needed brake discs and pads replaced at 17,000 miles due to lack of use and consequent corrosion of the discs. Owner referred to discs as "rotors" so may be American spec. 11-05-2017: Complaint of fuel smell from underbonnet area of 2013 W212 Mercedes-Benz E200 CGI petrol model with only 20,000 miles. Mercedes dealer had the car for a week, initially finding a loose fitting on the pump to the injectors, and then a 'leaking' linkage in the fuel line, that was running over the gearbox, both of which owner had to pay for. After these 'fixes', and leaving the vehicle overnight, they tell me the fuel smell is still noticeable. Had to go back for further work. 21-05-2017: Complaint of corrosion around central badge of AMG line 5-double spoke alloy wheel on a 2014 Mercedes-Benz E-Class after 18 months. Wheel was replaced without question, but now same is happening to other wheels. 07-06-2017: Report of injector of 32,000 mile 2011/61 Mercedes-Benz E220CDI sticking open, causing the engine to severely overheat and eventually detonating the engine. 28-10-2017: Report of timing chain failure on 2010 Mercedes-Benz E200CGI estate. (1,796cc) Turbo petrol. Happened without any warning. ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2014 Mercedes Benz E250CDI estate. The rest of the front tyre width had tread depth of around 3mm. It was recommended that the tyre be replaced urgently and also a four-wheel alignment check. This identified an issue with the camber on the O/S front wheel. But the camber was found to be non adjustable because straight bolts had been fitted. Replacement adjustable bolts cost 100 (happily financed by the dealer, Robinsons of Bury St Edmunds). This may help to explain the massive problem that owers are having with AWD C43 AMG's and GLC's. 01-03-2017: Report of sunroof seals of 2016 Mercedes-Benz E-Class failing and MB dealer blaming atmospheric conditions. 13-03-2017: Complaint that 2012 Mercedes Benz "E550" (E500?) needed brake discs and pads replaced at 17,000 miles due to lack of use and consequent corrosion of the discs. Owner referred to discs as "rotors" so may be American spec. 11-05-2017: Complaint of fuel smell from underbonnet area of 2013 W212 Mercedes-Benz E200 CGI petrol model with only 20,000 miles. Mercedes dealer had the car for a week, initially finding a loose fitting on the pump to the injectors, and then a 'leaking' linkage in the fuel line, that was running over the gearbox, both of which owner had to pay for. After these 'fixes', and leaving the vehicle overnight, they tell me the fuel smell is still noticeable. Had to go back for further work. 21-05-2017: Complaint of corrosion around central badge of AMG line 5-double spoke alloy wheel on a 2014 Mercedes-Benz E-Class after 18 months. Wheel was replaced without question, but now same is happening to other wheels. 07-06-2017: Report of injector of 32,000 mile 2011/61 Mercedes-Benz E220CDI sticking open, causing the engine to severely overheat and eventually detonating the engine. 28-10-2017: Report of timing chain failure on 2010 Mercedes-Benz E200CGI estate. (1,796cc) Turbo petrol. Happened without any warning. ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2014 Mercedes Benz E250CDI estate. The rest of the front tyre width had tread depth of around 3mm. It was recommended that the tyre be replaced urgently and also a four-wheel alignment check. This identified an issue with the camber on the O/S front wheel. But the camber was found to be non adjustable because straight bolts had been fitted. Replacement adjustable bolts cost 100 (happily financed by the dealer, Robinsons of Bury St Edmunds). This may help to explain the massive problem that owers are having with AWD C43 AMG's and GLC's. 01-03-2017: Report of sunroof seals of 2016 Mercedes-Benz E-Class failing and MB dealer blaming atmospheric conditions. 13-03-2017: Complaint that 2012 Mercedes Benz "E550" (E500?) needed brake discs and pads replaced at 17,000 miles due to lack of use and consequent corrosion of the discs. Owner referred to discs as "rotors" so may be American spec. 11-05-2017: Complaint of fuel smell from underbonnet area of 2013 W212 Mercedes-Benz E200 CGI petrol model with only 20,000 miles. Mercedes dealer had the car for a week, initially finding a loose fitting on the pump to the injectors, and then a 'leaking' linkage in the fuel line, that was running over the gearbox, both of which owner had to pay for. After these 'fixes', and leaving the vehicle overnight, they tell me the fuel smell is still noticeable. Had to go back for further work. 21-05-2017: Complaint of corrosion around central badge of AMG line 5-double spoke alloy wheel on a 2014 Mercedes-Benz E-Class after 18 months. Wheel was replaced without question, but now same is happening to other wheels. 07-06-2017: Report of injector of 32,000 mile 2011/61 Mercedes-Benz E220CDI sticking open, causing the engine to severely overheat and eventually detonating the engine. 28-10-2017: Report of timing chain failure on 2010 Mercedes-Benz E200CGI estate. (1,796cc) Turbo petrol. Happened without any warning. ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2014 Mercedes Benz E250CDI estate. The rest of the front tyre width had tread depth of around 3mm. It was recommended that the tyre be replaced urgently and also a four-wheel alignment check. This identified an issue with the camber on the O/S front wheel. But the camber was found to be non adjustable because straight bolts had been fitted. Replacement adjustable bolts cost 100 (happily financed by the dealer, Robinsons of Bury St Edmunds). This may help to explain the massive problem that owers are having with AWD C43 AMG's and GLC's. 01-03-2017: Report of sunroof seals of 2016 Mercedes-Benz E-Class failing and MB dealer blaming atmospheric conditions. 13-03-2017: Complaint that 2012 Mercedes Benz "E550" (E500?) needed brake discs and pads replaced at 17,000 miles due to lack of use and consequent corrosion of the discs. Owner referred to discs as "rotors" so may be American spec. 11-05-2017: Complaint of fuel smell from underbonnet area of 2013 W212 Mercedes-Benz E200 CGI petrol model with only 20,000 miles. Mercedes dealer had the car for a week, initially finding a loose fitting on the pump to the injectors, and then a 'leaking' linkage in the fuel line, that was running over the gearbox, both of which owner had to pay for. After these 'fixes', and leaving the vehicle overnight, they tell me the fuel smell is still noticeable. Had to go back for further work. 21-05-2017: Complaint of corrosion around central badge of AMG line 5-double spoke alloy wheel on a 2014 Mercedes-Benz E-Class after 18 months. Wheel was replaced without question, but now same is happening to other wheels. 07-06-2017: Report of injector of 32,000 mile 2011/61 Mercedes-Benz E220CDI sticking open, causing the engine to severely overheat and eventually detonating the engine. 28-10-2017: Report of timing chain failure on 2010 Mercedes-Benz E200CGI estate. (1,796cc) Turbo petrol. Happened without any warning. ESP not working. Stopped for 15 minutes. Re-started and all cleared. 07-01-2017: Report of running costs of 2010 Mercedes-Benz E250CDI now at 85,000 miles. In 4.5 years, maintenance and servicing costs have amounted to nearly 4,000, including a new water pump and EGR valve seal in 2016 (both apparently well-known faults to C and E-Class owners with this engine). 09-01-2017: Report of "unusually severe wear on the inner section of the front outside wheel tyre where canvas was exposed" on a 2