

NHTSA
Office of Investigations
NSA-1001400
7th Street SW
Washington DC, 20590

2005 JUL 22 AM 10:35

10130247

July 11, 2005

Dear NHTSA:

Per our recent telephone conversation:

Mercedes-Benz Wiring Harness Defect

Enclosed, please find a list of reported complaints that I found on your very own National Highway Traffic Safety Administration (NHTSA) website concerning the chronic engine compartment wiring harness failure suffered by (at the least) 1992 through 1995 Mercedes Benz automobiles. This list is not, by any means, meant to be complete, as it only lists those reports that I was able to locate. Note that the first complaint on the list is mine.

I am outraged at Mercedes-Benz arrogant refusal to own up to, and take responsibility for, this extremely dangerous design and engineering defect. For the life of me (literally), I cannot understand why NHTSA has not investigated this dangerous situation, given the large number of complaints, and will not be satisfied with less than Mercedes' immediate rectification.

http://users.adelphia.net/~infoage1/complaints_nhtsa_mercedes_wiring_harness_failures_1992_1995.html

Sincerely,

[Redacted signature]

Newport Beach, CA [Redacted]

[Redacted address line]

[Redacted address block]

*Manni
7/26/05*

Complaints Summary

Make: MERCEDES BENZ
Model: 500
Type: ANY
Year: 1993
Complaint Number: 10118292

Summary:

THE ENGINE/FUEL INJECTION WIRING HARNESS OF MY 1993 MERCEDES-BENZ 500E (64,000 MILES), HAS CRACKED INSULATION THROUGHOUT AND IS BEGINNING TO SHORT OUT, WITH THE RISK OF CAUSING DANGEROUS ENGINE MALFUNCTION, AND EVEN FIRE INSIDE MY ENGINE COMPARTMENT. I HAVE READ MANY REPORTS OF OTHER MERCEDES-BENZ CARS OF THE SAME AGE RANGE HAVING THE EXACT SAME ISSUE. THIS IS A KNOWN ISSUE WITH MERCEDES THAT THEY REFUSE TO RECALL.

Complaints Summary

Make: MERCEDES BENZ
Model: 500
Type: ANY
Year: 1992
Complaint Number: 10000365

Summary:

FAULTY WIRING IN THE ENGINE BAY. THE ENGINE WIRING HARNESS IS DISINTEGRATING FOR NO OTHER REASON THAN AGE. AS A RESULT, THE ENGINE IS STARTING TO EXHIBIT STALLING ISSUES AND ROUGH RUNNING, ALSO FAULT CODES ARE PRODUCED ON THE CAR COMPUTER.

Complaints Summary

Make: MERCEDES BENZ
Model: 400E
Type: ANY
Year: 1992
Complaint Number: 8019881

Summary:

CONSUMER STATES IN 08/02 EXPERIENCED PROBLEMS W/AIR CONDITIONING CUTTING OFF. VEHICLE CHECKED BY DLR WHO DIAGNOSED THAT INSULATION ON FUEL INJECTION WIRING HARNESS DETERIORATED CAUSING WIRES TO RUB TOGETHER. CONSUMER DISCOVERED THAT HARNESS INSULATION IS MADE OF BIODEGRADABLE MATERIAL RESULTING IN EARLY DETERIORATION. NLM

Complaints Summary

Make: MERCEDES BENZ
Model: 400E
Type: ANY
Year: 1992
Complaint Number: 10005286

Summary:

MAIN ENGINE WIRING HARNESS IS CURRENTLY DETERIORATING CAUSING THE WIRES TO BE EXPOSED TO AN INTENSE AMOUNT OF HEAT.

Complaints Summary

Make: MERCEDES BENZ
Model: 400E
Type: ANY
Year: 1992
Complaint Number: 10018929

Summary:

VEHICLE CHECKED AND FOUND THAT INSULATION ON ALL OF THE FUEL INJECTION WIRING ,TEMPERATURE SENSOR AND FAN THERMAL SWITCH HARNESS DETERIORATED CAUSING WIRES TO RUB TOGETHER. CONSUMER DISCOVERED THAT HARNESS INSULATION IS MADE OF VERY POOR MATERIAL .THE INSULATION BREAKS VERY EASY AT THE TOUCH AND TURNS INTO DUST. THE WHOLE WIRE HARNESS IS IN THE SAME SITUATION. *JB

Complaints Summary

Make: MERCEDES BENZ
Model: 300
Type: ANY
Year: 1993
Complaint Number: 759679

Summary:

MY RESEARCH INDICATE THAT THIS ENGINE WIRING HARNESS PROBLEM IS AN ONGOING ISSUE FOR MANY MERCEDES BENZ, 300 E, AND 300SE CARS WITH THE TWIN CAM ENGINES MADE BETWEEN THE YEARS OF 1993-1995. NOT ONLY I AM UNABLE TO HAVE ROUTINE MAINTENANCE DONE, BUT I AM TOLD BY THE REPAIR FACILITY THAT THIS PRESENTS A SAFETY PROBLEM, BECAUSE THERE IS A RISK OF FIRE ASSOCIATED WITH THIS DEFECT.

Complaints Summary

Make: MERCEDES BENZ
Model: 300
Type: ANY
Year: 1993
Complaint Number: 767819

Summary:

I TALKED TO SEVERAL MACHANICS AND TO DEALER THEY TOLD ME THAT IT IS A COMMON PROBLEM IN THIS VEHICLE I AM VERY SUPRISED THAT IT HAS NEVER BEEN RECALLED. IT ALSO CAUSES THE CAR TO STALL DURING TAKE OFF AND ON THE ROAD WHILE DRIVING AT HIGHWAY SPEEDS IT WILL STALL.SOMETHING MUST BE DONE BEFORE PERSONS ARE KILLED OR INJURED. TS

Complaints Summary

Make: MERCEDES BENZ
Model: E CLASS
Type: ANY
Year: 1993
Complaint Number: 10005860

Summary:

MY 1993 300CE WIRING HARNESS HAS TOTALLY DRIED UP AND CRACKED IN NUMEROUS PLACES. RESULTING IN INTERNITTANT ELECTRICAL PROBLEMS AND WASTED DOLLARS SPENT ON TROUBLE SHOOTING.

Complaints Summary

Make: MERCEDES BENZ
Model: 300
Type: ANY
Year: 1993
Complaint Number: 10003489

Summary:

MERCEDES 1993 300E WIRE HARNESS ENGINE WIRING HARNESS.(300E MERCEDES) CRACKED AND BRITTLE. MADE WITH VERY POOR MATERIALSMADE. THIS IS A KNOWN PROBLEM WITH THIS YEAR AND MAKE OF MERCEDES. IF YOU OWN ONE OF THESE CARS IT IS WELL KNOWN YOU WILL NEED TO REPLACE YOUR HARNESS. MERCEDES KNOWS OF THIS PROBLEM AND DOES NOTHING TO HELP. I HAVE A PROBLEM WHEN MY CAR WILL NOT PASS SMOG UNTIL I REPLACE MINE. I THINK MERCEDES SHOULD A THE LEAST REPLACE THE PART AT NO CHARGE. THOUSANDS OF THESE CARS WERE MADE AND AT A COST OF OVER \$500.00 PER HARNESS THIS IS A LOT OF MONEY FROM CONSUMERS. IF YOU CAN HELP GREAT. THANKS IN ADVANCE FOR YOUR HELP. DAVE MYERS

Complaints Summary

Make: MERCEDES BENZ
Model: 300
Type: ANY
Year: 1993
Complaint Number: 10052963

Summary:

DURING A RECENT SERVICE OF MY VEHICLE AT AN AUTHORIZED MERCEDES BENZ SERVICE CENTER, I WAS INFORMED THAT THE INSULATION COVERING MY WIRES WERE DECOMPOSING AND THE WIRES WERE EXPOSED TO THE ENGINE, HENCE CREATING A SAFETY HAZARD FOR MY FAMILY. DUE TO THE SEVERITY OF THIS PROBLEM, AND THE POSSIBLE CONSEQUENCES IF THE WIRES CAUGHT ON FIRE, I ATTEMPTED TO ASCERTAIN SOME CLARITY TO WHAT MAY HAVE CAUSED THIS PROBLEM. I THEN SPOKE TO THE MECHANIC, AT WHICH TIME HE ADVISED IT WAS A MATERIAL DEFECT. DURING THIS BRIEF DISCUSSION IT WAS ALSO REVEALED THAT THIS WAS NOT THE FIRST TIME HE HAD OBSERVED THIS PROBLEM WITH 1993 300E CLASS. SINCE, THIS APPEARED TO BE A HABITUAL DEFECT WITH THIS MAKE AND MODEL; I ASKED IF A RECALL HAD BEEN ISSUED TO REPLACE THIS DECOMPOSING WIRE HARNESS. AS A RESULT, HE REPLIED "NO." I THEN PAID TO REPLACE MY WIRE HARNESS BECAUSE OF THIS EXTREME HAZARDOUS CONDITION. *LA

Complaints Summary

Make: MERCEDES BENZ
Model: 300 SERIES
Type: ANY
Year: 1993
Complaint Number: 10010094

Summary:

WIRING HARNESS ON 1993-1994 MERCEDES BENZ 300E. THIS IS A KNOWN FAULT BY MERCEDES BENZ RESULTING IN A PREMATURE CORROSION OF THE WIRING HARNESS RUNNING ALONG THE TOP OF THE ENGINE. MERCEDES IS WELL AWARE OF THE PROBLEM AND HAS A LARGE STOCK TO MEET THE DEMAND!*JB

Complaints Summary

Make: MERCEDES BENZ
Model: 400E
Type: ANY
Year: 1993
Complaint Number: 10010497

Summary:

THE ELECTRICAL INSULATION OF THE MAIN WIRING HARNESS HAS VIRTUALLY DISINTEGRATED, APPARENTLY FROM THE (NORMAL) HEAT OF THE ENGINE. THE INSULATION LITERALLY FLAKES AWAY IN MY HAND WHEN BEING HANDLED EVEN WITH THE MOST GENTLE TOUCH. THE MANUFACTURER (MERCEDES) CLAIMS THIS IS NOT A PROBLEM DESPITE THE PHYSICAL EVIDENCE. THE COST TO REPLACE THE WIRING HARNESS IS \$500+ FOR ONLY THE PART; THE COST OF INSTALLATION IS ALSO IN EXCESS OF \$500, THUS COSTING OVER \$1,000. THIS IS A CRITICAL SAFETY ISSUE! THE DETERIORATED INSULATION CAUSES INTERMITTENT ELECTRICAL SHORT-CIRCUITS, CAUSING MY CAR TO SUDDENLY LOSE ENGINE POWER WITHOUT WARNING. JUST AS SUDDENLY, THE CAR REGAINS POWER AND LURCHES AHEAD, THEN LOSES POWER, LURCHES AHEAD, ETC. THE CYCLE OF LURCHING/LOSING POWER HAPPENS IN RAPID SUCCESSION -- FOUR OR FIVE TIMES INSIDE OF A MINUTE -- MAKING THE VEHICLE DIFFICULT TO "CONTROL." ALL OF THIS ON THE 405N FREEWAY IN LOS ANGELES ON THE CUSP OF RUSH-HOUR. *NLM

Complaints Summary

Make: MERCEDES BENZ
Model: 300 SERIES
Type: ANY
Year: 1993
Complaint Number: 10105816

Summary:

UNEXPLAINED ELECTRICAL-RELATED PROBLEMS THAT AFFECT THE CAR'S ABILITY TO OPERATE NORMALLY AND SAFELY. SEVERAL INSTANCES OF CAR GOING INTO "LIMP HOME" MODE AFTER STOPPING AT STOPLIGHT. THIS OCCURRED ON 1/3/05. TURNING OFF CAR AND RESTARTING RESOLVED ON ALL OCASIONS. CAR ALSO RUNS ROUGH AND HAS INSTANCES WHERE IT WILL NOT ACCELERATE WHEN REQUIRED TO DO SO (FIRM PRESSURE ON ACCELERATOR (AS IN PASSING) CAUSE ENGINE TO 1. MISFIRE AND 2. NOT DOWNSHIFT. SERVICE PEOPLE WILL NOT LOOK AT THE PROBLEM UNTIL "KNOWN ENGINE DEFECTIVE WIRING HARNESS" IS REPLACED. IT IS COMMON KNOWLEDGE AND SEARCHABLE ON THE INTERNET THAT THE WIRING HARNESSES IN THE MB W124 CARS WERE MADE WITH AN INSULATION THAT DECAYS RAPIDLY AND CAN CAUSE INTERNAL SHORTS MAKING PROBLEM DIAGNOSIS NEARLY IMPOSSIBLE. MERCEDES WILL, OF COURSE, NOT ADMIT THIS. THIS PUTS ALL ELECTRICAL AND ENGINE CONTROL SYSTEMS AT JEOPARDY AND THEREFOR, THE OCCUPANTS OF THE VEHICLE IN JEOPARDY. THIS SHOULD HAVE BEEN A COMPLETE RECALL BY MB. IT REPRESENTS POOR QUALITY CONTROL, POOR TESTING OF COMPONENTS, AND AN ARROGANCE UNSURPASSED BY AUTO MAKERS. I AM IDENTIFYING THE MOST RECENT OCCURRENCE ALTHOUGH ISOLATED INSTANCES OF THE CAR ENGINE OPERATING ERRATICALLY HAVE OCCURRED SINCE WE PURCHASED THE CAR IN 2001. *AK

Complaints Summary

Make: MERCEDES BENZ
Model: E CLASS
Type: ANY
Year: 1993
Complaint Number: 10056735

Summary:

WIRING HARNESS: UNDER HOOD TOP OF MOTOR FAILED. SHEATHING HAS BECOME BRITTLE AND INDIVIDUAL WIRING STRANDS HAVE MELTED TOGETHER. VEHICLE QUIT RUNNING AND WOULD NOT RESTART. BURNT WIRE COULD BE SMELLED WHEN HOOD WAS RAISED. *AK

Complaints Summary

Make: MERCEDES BENZ
Model: SL
Type: ANY
Year: 1993
Complaint Number: 10105752

Summary:

I AM IN THE PROCESS OF BUYING A SL600 MERCEDES AND IM FINDING EVIDENCE OF BIODEGRADABLE WIRE THAT IS FLAKING AND SHORTING OUT. I AM CONCERNED THAT THERE HAS NOT BEEN A RECALL ON THESE VEHICLES TO FIX THIS PROBLEM.

Complaints Summary

Make: MERCEDES BENZ
Model: 280
Type: PASSENGER CAR
Year: 1994
Complaint Number: 10045725

Summary:

WIRING HARNESS IS BAD ON MY C280 MERCEDES. THEY KNOW ABOUT THIS PROBLEM AND WILL NOT ADMIT IT. MY CAR STALLED GOING DOWN A HILL ON THE WAY TO PARK CITY. I ALMOST WRECKED IT. THIS INFORMATION IS ALL OVER THE INTERNET, BUT MERCEDES WILL NOT DO A RECALL. *LA

Complaints Summary

Make: MERCEDES BENZ
Model: 280
Type: PASSENGER CAR
Year: 1994
Complaint Number: 10059002

Summary:

WIRE HARNESS ON CAR FACTORY INSTALLED BY MERCEDES BECOMES BRITTLE AND CRACKS EXPOSING WIRING CREATING PROBLEMS WITH ELECTRICAL SYSTEM. *AK

Complaints Summary

Make: MERCEDES BENZ
Model: 300
Type: PASSENGER CAR
Year: 1994
Complaint Number: 733503

Summary:

WIRING-HARNNESS FAILURE CREATED EXTREEM SAFETY CONCERN. GASOLINE FLOWED OPEN INTO CYLINDER #1 UNBURNED THRU TAILPIPE & C. CONVERTER(USED 10 GAL GAS IN 50 MILES). SHORT IN HARNNESS ALSO SHORTED OUT HFM CONTROL. GAS LADEN OIL FILLED THE CRANKCASE

Complaints Summary

Make: MERCEDES BENZ
Model: 280
Type: PASSENGER CAR
Year: 1994
Complaint Number: 769109

Summary:

THIS VEHICLE WAS DIAGNOSED WITH A LEAKING HEAD GASKET AND FAILED ENGINE WIRING HARNNESS. THE OIL LEAK HAD BEGUN OVER THREE YEARS AGO, BUT WAS MINOR AND I WAS LEAD TO BELIEVE THAT IT WAS A MINOR SEAL OR GASKET. UPON CONTACTING OTHER OWNERS OF THE SAME TYPE OF VEHICLE, I FOUND OUT THAT IT WAS GENERALLY KNOWN BY MANY OWNERS OF C280'S THAT THE HEAD GASKETS LEAK OIL AND THE ENGINE WIRING HARNESSES GO BAD. THE TERM MOST USED WAS "IT IS NOT A QUESTION OF IF IT WILL FAIL BUT WHEN IT WILL FAIL". UPON LEARNING THIS INFORMATION I INSPECTED THE WIRING IN THE CAR AND IN AREAS WHERE THE WIRES WERE NOT WRAPPED TOGETHER, I COULD SEE THE INSULATION CRACKING AND WHERE THE WIRING LOOKED FINE, ALL I HAD TO DO IS LIGHTLY MOVE THE WIRES AND A NEW CRACK WOULD DEVELOP. WHERE THE CRACKS EXISTED YOU COULD SEE THE WIRE STRANDS BELOW. I STRONGLY BELIEVE THAT THE WIRING HARNNESS FAILURE CAN LEAD TO EQUIPMENT FAILURE AND POTENTIALLY AN ENGINE FIRE. IN MY OPINION AN ENGINE WIRING HARNNESS SHOULD LAST THE LIFE OF THE CAR, DEFINITELY LONGER THAN 50K MILES AS SHOULD A HEAD GASKET THAT HASN'T BEEN STRESSED IN AN OVER HEAT SITUATION. IT IS ALSO MY UNDERSTANDING THAT THE HEADGASKET HAS BEEN REVISED IN LATER VERSIONS. DT

Complaints Summary

Make: MERCEDES BENZ
Model: 320
Type: PASSENGER CAR
Year: 1994
Complaint Number: 10086612

Summary:

THE ENGINE WIRING HARNES HAS FAILED. I HAVE LEARNED THIS IS A COMMON PROBLEM FOR ALL 92-95 E-320 CARS. IT IS A SAFETY PROBLEM AS THE ENGINE CAN JUST QUIT WITHOUT ANY NOTICE. *JB

Complaints Summary

Make: MERCEDES BENZ
Model: 320
Type: PASSENGER CAR
Year: 1994
Complaint Number: 714914

Summary:

THE ENGINE DIES INTERMITTENTLY WHILE DRIVING. THIS PROBLEM HAS HAPPENED AT TIMES WHEN WE COULD HAVE BEEN HIT BY ANOTHER CAR. WHEN IT DIES, THE CAR IS STILL ROLLING WHEN THE ENGINE DIES. TO RESTART THE ENGINE YOU MUST TURN THE KEY OFF, WHICH LOCKS THE STEERING AS YOUR ROLLING DOWN THE ROAD. THIS IS A VERY UNSAFE SITUATION. I CONTACTED THE DEALER AND THEY TOLD ME THIS IS A VERY COMMON PROBLEM WITH MY TYPE OF CAR. THE SAID THAT MERCEDES-BENZ WILL NOT PAY TO FIX THE PROBLEM. THEY TOLD ME THAT THE WIRING HARNESS FOR THE ENGINE IS BURNT UP. THEY SAID THE PROBLEM IS THAT THE WIRES ARE NOT BIG ENOUGH TO CARRY THE ELECTRICAL LOAD. ADDITIONALLY, THE NEW REPLACEMENT HARNESS IS NO DIFFERENT THAN THE ORIGINAL ONE. *AK

Complaints Summary

Make: MERCEDES BENZ
Model: 320
Type: PASSENGER CAR
Year: 1994
Complaint Number: 8014973

Summary:

E SERIES HAS ENGINE WIRING HARNESS DEFECT DUE TO WIRES SHEARING AND BEING EXPOSED. VEHICLE HESITATES BECAUSE WIRES ALSO REGULATE FUEL. PLEASE DESCRIBE DETAILS. *AK

Complaints Summary

Make: MERCEDES BENZ
Model: 350
Type: PASSENGER CAR
Year: 1994
Complaint Number: 10045719

Summary:

SAFETY: THE WIRING HARNESS ON MY MERCEDES BENZ S350 (140 CHASSIS SERIES) HAS DETERIOATED BADLY THAT IT CAUSES A SEVERE SAFETY HAZARD. THE CAR IS DANGEROUS. THE SRS SYSTEM DOES NOT FUNCTION PROPERLY. THE SRS SYSTEM WILL NOT ACTIVATE IN THE 8-10 SECONDS REQUIRED. IT TAKES AS MUCH AS 5-10 MINUTES BEFORE THE SRS LIGHT GOES OUT TO SIGNAL THAT THE SYSTEM IS WORKING. HOWEVER, WITH THIS MALFUNCTION THERE IS NO WAY TO KNOW IF THE SRS IS WORKING AT ALL LEAVING ONE TO WONDER IF THE SYSTEM WILL ACTUALLY WORK, IF NECESSARY. THE WIRES INSIDE THE HARNESS ARE SO DETERIOATED THAT EACH WIRE HAS HUNDREDS OF COMPLETE FRACTURES AND SEPARATIONS. THE ELECTRONICS ARE HAYWIRE AND NONE OF THE ELECTRIC POWERED INSTRUMENTS AND GAUGES CAN BE RELIED UPON FOR ACCURATE INFORMATION. THIS PRESENTS A FIRE HAZARD RISK AS WELL. THE HEADLIGHT SYSTEM BLINKS. AT INOPPORTUNE TIMES. LIGHTS BLOW FOR NO DISCERNABLE REASON. I HAVE OWNED THIS CAR FOR ONE WEEK AND I HAVE EXPERIENCED ALL OF THIS. M *LA

Complaints Summary

Make: MERCEDES BENZ
Model: 320
Type: PASSENGER CAR
Year: 1994
Complaint Number: 10116522

Summary:

1994 MERCEDES BENZ E320 ENGINE WIRING HARNESS AND THROTTLE ACTUATOR WIRING . THE WIRE INSULATION USED ON THE ENGINE WIRING HARNESS AND THE THROTTLE ACTUATOR IN MY CAR HAS BADLY DEGRADED! THIS CAUSES ALL KINDS OF SHORTS WITHIN THE ELECTRONICS OF THE VEHICLE AND PROBLEMS WITH THE ELECTRIC THROTTLE SYSTEM IN THIS CAR. THE PROBLEMS WITH THE THROTTLE ACTUATOR CAUSED MY CAR TO GO IN AND OUT OF LIMP MODE(REduced POWER) WHILE I WAS DRIVING. THIS CAUSED MY CAR TO ACCELERATE VERY QUICKLY AND NEARLY CAUSED AN ACCIDENT!. MY LOCAL MERCEDES DEALER DENIES THAT THERE IS A DEFECT IN THE WIRING ON MY VEHICLE AND THAT THIS IS NOT A COMMON PROBLEM. THAT IS NOT THE CASE! M I HAVE RESEARCHED THIS SITUATION ACROSS THE UNITED STATES VIA THE INTERNET AND I HAVE FOUND WEB FORUMS THAT ARE FULL OF THESE SAME COMPLAINTS. IT WAS MADE CLEAR TO ME THAT FROM 1993-1995 MERCEDES BENZ USED A DEGRADABLE INSULATION ON THE WIRING OF THE VEHICLES. IT WAS SUPPOSED TO BE ENVIORNMENTALY FRIENDLY BUT IT DIDNT STAND UP TO THE HEAT OF THE ENGINE BAY VERY WELL.. EVERY SINGLE ONE OF THESE CARS WILL EVENTUALLY HAVE THE SAME PROBLEMS I HAVE WITH THE ENGINE WIRING HARNESS DUE TO THIS DESIGN FLAW BUILT INTO THE CAR. NOTHING WAS DONE BY MERCEDES TO CORRECT THE PROBLEM EXCEPT SELL ME A NEW WIRING HARNESS FOR 1000 DOLLARS!!!.. THIS PROBLEM NEEDS TO BE A MANUFACTURERS RECALL BEFORE SOMEBODYS THROTTLE GETS STUCK AND THEY GET HURT OR BEFORE THEIR CAR BURNS UP.*AK

Complaints Summary

Make: MERCEDES BENZ
Model: E CLASS
Type: PASSENGER CAR
Year: 1994
Complaint Number: 10026308

Summary:

THE WIRING HARNESS FAILED WHILE CONSUMER WAS MAKING A HIGH SPEED MERGE ONTO THE FREEWAY CAUSING THE VEHICLE'S AUTOMATIC STABILITY CONTROL TO ENGAGE. THIS REDUCED THE ENGINE'S POWER TO APPROXIMATELY 20%, SLOWING THE CAR DOWN, ALMOST CAUSING A COLLISION. 1994, MERCEDES BENZ, 320.*AK

Complaints Summary

Make: MERCEDES BENZ
Model: E CLASS
Type: PASSENGER CAR
Year: 1994
Complaint Number: 10074886

Summary:

1994 MERCEDES BENZ E420- WIRING HARNESS IS DECAYING. THE WIRES ARE BRITTLE AND MELTING TOGETHER. THE INSULATION AROUND THE WIRE IS GONE; AS A RESULT, THE WIRE IS BARE AND UNSAFE. THE VEHICLE SUFFER FROM ALL TYPES OF PROBLEMS; SUCH AS, STALL ON THE HIGHWAY, SURGING IN TRAFFIC JAMS, AND GAUGES INTERMITTENTLY GO HAYWIRE.*AK

Complaints Summary

Make: MERCEDES BENZ
Model: MERCEDES BENZ
Type: PASSENGER CAR
Year: 1994
Complaint Number: 10113455

Summary:

ELECTRICAL WIRING HARNESS FOR THE ENGINE DEFECTIVE ON ALL MODELS RELATED TO 94-95 MERCEDES. *BF THE CONSUMER HAS A 1994 MERCEDES BENZ. HE EXPERIENCED WIRING HARNESS PROBLEMS AND WANTED TO KNOW THE OUTCOME OF OTHER COMPLAINTS THAT HE SAW LISTED. *JB

Complaints Summary

Make: MERCEDES BENZ
Model: SL
Type: PASSENGER CAR
Year: 1994
Complaint Number: 10074940

Summary:

THE WIRING HARNESS TO THE ENGINE CONTROL SYSTEM DEVELOPED SEVERE SHORTS, STALLED THE ENGINE, DISABLED THE ABS, ASR,SRS SYSTEMS. WITH ENGINE STALLED, STEERING AND BRAKING WERE DIFFICULT AND RESULTED IN FRONT END DAMAGE FROM IMPACT TO ROADSIDE BRUSH AND DIRT. WIRING INSULATION INSIDE THE WIRING BUNDLES HAD CRUMBLED TO DUST IN MANY PLACES FAR REMOVED FROM THE SHORT/MINOR FIRE. CAR STILL NOT OPERABLE DUE TO OTHER MAJOR WIRING HARNESS SHORTS DUE TO CRUMBLING INSULATION ON THE WIRES (HIDDEN BY THE BUNDLE JACKET) DEALER RESPONSE TOUGH IF YOU HAD BOUGHT IT FROM US, AND IT WAS NEW, MAYBE, OTHERWISE GOOD BYE!*AK

Complaints Summary

Make: MERCEDES BENZ
Model: 280
Type: PASSENGER CAR
Year: 1995
Complaint Number: 8014541

Summary:

PROBLEM WITH VARIOUS ELECTRICAL COMPONENT FAILED DUE TO ELECTRICAL WIRING HARNESS UNDERHOOD. DEALER AND MANUFACTURER HAS BEEN NOTIFIED. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION.*AK

Complaints Summary

Make: MERCEDES BENZ
Model: 280
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10005610

Summary:

FAULTY WIRING HARNESS. RUBBER COATING HAS DETERIORATED EXPOSING COPPER WIRE, CAUSING ERRONEOUS SIGNALS OF SYSTEMS FAILURES ON DASH PANEL AND REPORTED DURING DIAGNOSTIC TESTING.

Complaints Summary

Make: MERCEDES BENZ
Model: 280
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10087041

Summary:

MY SON'S CAR QUIT RUNNING. THE MECHANIC AT THE GARAGE DISCOVERED THAT THE UNDERHOOD WIRING HARNESS HAD COMPLETELY DETERIORATED. HE SPOKE WITH A MERCEDES MECHANIC WHO TOLD HIM THIS WAS A WELL KNOWN PROBLEM WITH THIS ERA CAR WITH THIS ENGINE. I SPOKE WITH A MERCEDES CUSTOMER SERVICE REP WHO SAID THAT THEY WERE UNAWARE OF AN ISSUE. I POINTED OUT THAT I WAS SEEING COMPLAINTS ON THE NHSTA SITE. HE DENIED THEIR EXISTENCE. HERE ARE THE ODI ID NUMBERS I FOUND IN A QUICK SEARCH. THEY ALL DESCRIBE THE SAME TYPE OF PROBLEM: 769109 10059002 10005610 8014541 742685 737212 836664 733503 720365 720365 10016993 898986 714914 767707 NOW, I AM IN INFECTION CONTROL AND EPIDEMIOLOGY. IF I WERE TO SEE THESE 14 RECORDS ALL ABOUT 1994 AND 1995 MODELS, IT WOULD SUGGEST A CLUSTER AND REQUIRE SOME ACTION ON MY PART. I DON'T KNOW IF THE NHTSA WORKS THAT WAY, BUT REMEMBER THIS DATA IS FROM THE VERY FEW ANGRY CUSTOMERS THAT KNOW HOW OR HAVE THE ABILITY TO GET INTO THIS AGENCY. THE CAR HAS NOT BEEN REPAIRED YET. THE ORIGINAL ESTIMATE WAS IN THE \$2000.00 RANGE. TO THIS POINT MERCEDES HAS BEEN UNWILLING TO HELP OR COOPERATE. HIGH AND LOW VOLTAGE EXPOSED COPPER WIRES UNDER THE HOOD, NEXT TO A POTENTIAL GROUND CAN BE AN EXTREME FIRE HAZARD.*JB

Complaints Summary

Make: MERCEDES BENZ
Model: 300
Type: PASSENGER CAR
Year: 1995
Complaint Number: 737212

Summary:

THE ENGINE ELECTRICAL HARNESS ON 1995 E320 MERCEDES ARE FLAWED BEYOND BELIEF. THE ENTIRE HARNESS BUNDLE WHICH INCLUDES HIGH VOLTAGE LINES FOR IGNITION COILS AND THE FUEL INJECTION SYSTEM HAS A SEVERE FIRE PROBLEM DUE TO THE FACT THAT THE WIRE INSULATION IS INFERIOR IN MATERIAL QUALITY. THE INSULATION ALONG THESE WIRE IS CRACKING AT A RATE OF EVERY 1/4 INCH, THROUGHTOUT THE ENTIRE HARNESS. HIGH VOLTAGE COPPER WIRE ARE MAKING CONTACT, THESE WIRE RUN ON TOP OF THE FUEL CONTROL SYSTEM. ALL AUSTIN BASED MERCEDES SHOPS INFORM ME THAT THIS IS A COMMON PROBLEM WITH THIS YEAR AND MODEL, BUT MERCEDES WILL NOT ADMIT TO IT. THIS PROBLEM IS AS DANGEROUS AS ANY FACING THE CURRENT BOARD AND TO HAVE MERCEDES BENZ ACT LIKE IT IS NOT A PROBLEM IS JUST A BUNCH OF FUEY. PLEASE SEND AN INVESTIGATOR TO LOOK AT THIS WIRING HARNESS AND I WILL ASSURE YOU THAT THIS WILL BE A RECALL EVENT ONCE YOU SEE WHAT IS HAPPENING TO THESE HARNESS'S. THANKS.*AK

Complaints Summary

Make: MERCEDES BENZ
Model: 300
Type: PASSENGER CAR
Year: 1995
Complaint Number: 742685

Summary:

THE ENGINE RAN VERY ROUGH AND RAW GAS WAS GOING OUT OF THE EXHAUST PIPE. THE "CHECK ENGINE" WARNING LIGHT DID NOT COME ON. THE REPAIR SHOP SAID THAT THE ENGINE WIRING HARNESS HAD MELTED THE INSULATION AND CAUSE THE WIRES TO TOUCH. THIS CAUSED THE #6 INJECTOR TO SPRAY TO MUCH FUEL. THE WIRES THAT TOUCHED ALSO BURNED OUT THE ENGINE CONTROL MODULE. THE CRANK CASE AND THE EXHAUST WERE FILLED WITH GAS, AND STILL NO "CHECK ENGINE" LIGHT CAME ON. MERCEDES-BENZ HAS A DIAGNOSTIC DIRECTORY # AF07.00-U-3400A ABOUT THIS PROBLEM, BUT THE WILL NOT PAY FOR THIS REPAIR. THEY SAY THAT THEY HAVE NEVER HEARD OF THIS HAPPENING. I FELT THAT MERCEDES-BENZ SHOULD BE RESPONSABLE AND THEY SHOULD BE MADE TO RECALL THIS CARS BECAUSE OF THE OBVIOUS FIRE HAZARD.*AK

Complaints Summary

Make: MERCEDES BENZ
Model: 320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 720365

Summary:

I PURCHASED THE VEHICLE AND MY SERVICE TECH ADVISED ME OF A DETERIORATED ENGINE WIRING HARNESS INSULATION. I CONTACTED OUR PARTS SUPPLIER AND WAS TOLD THAT MERCEDES WAS HAVING A MAJOR PROBLEM WITH THE HARNESSES IN 1994 AND 1995 E CLASS MODELS. AT THAT POINT I CALLED THE LOCAL DEALER TO HAVE A FACTORY REP LOOK AT MY CAR. I WAS TOLD THAT THE FACTORY REP SAID MERCEDES WAS NOT IN THE BUSINESS OF RECONDITIONING CARS. I THEN ASK TO SPEAK TO THE FACTORY REP MYSELF. THE FACTORY REP CALLED AND SAID HE KNEW OF NO SUCH PROBLEM. HE SUGGESTED I TAKE MY CAR TO ATLANTA SINCE THEY HAD EXPERIENCED THIS PROBLEM IN THEIR REGION. AFTER CALLING SEVERAL DEALERS INSIDE HIS REGION AS WELL AS OTHERS I FOUND THAT ALL DEALERS WERE AWARE OF THIS FIRE HAZARD AND MOST WERE REPLACING THE HARNESS AT NO COST. THE PART NUMBER IS 124 440 5632 AND IS STOCKED AT MOST MAJOR DEALERS BECAUSE OF THE ONGOING PROBLEM. MY FEELING IS , IF MERCEDES-BENZ KNOWS OF THIS SAFETY PROBLEM, WHY HASN'T A RECALL BEEN ISSUED. PLEASE CONTACT ME AND LET ME KNOW OF YOUR FINDINGS. SINCERELY KEITH B. KINGAN. *AK

Complaints Summary

Make: MERCEDES BENZ
Model: 320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10016993

Summary:

WIRING HARNESS ON MY 1995 MERCEDES E320 HAS DETERIORATED AND NEEDS REPLACEMENT AT MY EXPENSE AS PER MERCEDES DEALER. THE CAR STALLS AND IS A SAFETY AND FIRE HAZARD. ONBOARD DIAGNOSTICS ARE RENDERED USELESS. IT IS AN OBVIOUS MATERIALS OR MANUFACTURING DEFECT. PROBLEM IS WELL KNOWN BY MECHANICS, BUT DENIED BY DEALER SERVICE MANAGER. *JB

Complaints Summary

Make: MERCEDES BENZ
Model: 320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 720365

Summary:

I PURCHASED THE VEHICLE AND MY SERVICE TECH ADVISED ME OF A DETERIORATED ENGINE WIRING HARNESS INSULATION. I CONTACTED OUR PARTS SUPPLIER AND WAS TOLD THAT MERCEDES WAS HAVING A MAJOR PROBLEM WITH THE HARNESSES IN 1994 AND 1995 E CLASS MODELS. AT THAT POINT I CALLED THE LOCAL DEALER TO HAVE A FACTORY REP LOOK AT MY CAR. I WAS TOLD THAT THE FACTORY REP SAID MERCEDES WAS NOT IN THE BUSINESS OF RECONDITIONING CARS. I THEN ASK TO SPEAK TO THE FACTORY REP MYSELF. THE FACTORY REP CALLED AND SAID HE KNEW OF NO SUCH PROBLEM. HE SUGGESTED I TAKE MY CAR TO ATLANTA SINCE THEY HAD EXPERIENCED THIS PROBLEM IN THEIR REGION. AFTER CALLING SEVERAL DEALERS INSIDE HIS REGION AS WELL AS OTHERS I FOUND THAT ALL DEALERS WERE AWARE OF THIS FIRE HAZARD AND MOST WERE REPLACING THE HARNESS AT NO COST. THE PART NUMBER IS 124 440 5632 AND IS STOCKED AT MOST MAJOR DEALERS BECAUSE OF THE ONGOING PROBLEM. MY FEELING IS , IF MERCEDES-BENZ KNOWS OF THIS SAFETY PROBLEM, WHY HASN'T A RECALL BEEN ISSUED. PLEASE CONTACT ME AND LET ME KNOW OF YOUR FINDINGS. SINCERELY KEITH B. KINGAN. *AK

Complaints Summary

Make: MERCEDES BENZ
Model: 600
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10109530

Summary:

THE ASR LIGHT WAS ON . VEHICLE EXPERIENCED SUDDEN AND ABRUPT LOSS OF POWER WHILE BEING OPERATED ON THE FREEWAY. *BF THE CONSUMER WAS ADVISED THAT THE WIRING HARNESS FAILED AND SHORTED OR DAMAGED OTHER ELECTRICAL COMPONETS. *JB

Complaints Summary

Make: MERCEDES BENZ
Model: C CLASS
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10014643

Summary:

THE WIRING UNDER THE HOOD WAS STRIPPED, WHICH CAUSED THE ENGINE LIGHT TO STAY ON. *JB *SCC

Complaints Summary

Make: MERCEDES BENZ
Model: C CLASS
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10068304

Summary:

WIRE HARNESS ON MY CAR IS BEGINING TO SHORT OUT, CAUSING FIRE HAZARD, LOSS OF VEHICLE POWER. MERCEDES IS AWARE OF THIS PROBLEM AS THEY ADMIT TO USING AN EXPERIMENTAL PLASTIC TO INSULATE THESE WIRES WHICH BREAKS DOWN WHEN THE WIRES GET HOT. BEING IN THE ENGINE COMPARTMENT ON THE ENGINE THEY NATURALLY GET HOT. A PROBLEM ON ALL OF THESE VEHICLES WHICH IS NOW SHOWING ITSELF AS THESE WIRES ARE BREAKING DOWN. MERCEDES WILL REPLACE THE PART AT NORMAL COST. MODEL YEARS 1994, 1995 MERCEDES.*AK

Complaints Summary

Make: MERCEDES BENZ
Model: C CLASS
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10081445

Summary:

FAX FM CORY MCCALL (OR) RE A SAFETY ISSUE W/HIS 1995 MERCEDES C280. ENGINE WIRE HARNESS IS CRACKING AND SHORTING, HAS FILED A REPORT W/NHTSA BUT AN INVESTIGATION DENIED.*MR THE FAULTY HARNESS CAUSED THE VEHICLE TO HESITATE AND SURGE. THE INSULATION AROUND THE WIRES IS DISINTEGRATING.
*NM

Complaints Summary

Make: MERCEDES BENZ
Model: C CLASS
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10082859

Summary:

1995 C280 MERCEDES. ENGINE WIRING HARNESS FAILURE. CAUSING LOSS OF POWER. ALMOST HIT BY TRUCK WHILE CROSSING A ROAD DUE TO ENGINE ALMOST QUITTING.
*AK

Complaints Summary

Make: MERCEDES BENZ
Model: C CLASS
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10105869

Summary:

THE WIRING HARNEST ON MY CAR IS BAD. THIS SEEMS TO BE A MAJOR PROBLEM WITH THIS CAR AND THIS YEAR. THIS IS VERY EXPENSIVE TO FIX. THE CAR CAN NOT BE DRIVEN. WHEN DRIVING THE CAR IT SPEEDS UP VERY FAST AND ITS HARD TO STOP IT. THE BRAKES GET HARD AND TAKES A WHILE TO STOP. I HAD TO PUT THE CAR IN NEUTRAL AND SHUT OFF THE ENGINE. NOW THE CAR STARTS BUT THE MOTOR RACES UP AND DOWN ALL BY ITSELF.*AK

Complaints Summary

Make: MERCEDES BENZ
Model: C CLASS
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10016302

Summary:

I BOUGHT A 1995 C280 AND THE WIRING HARNESS IS DEFECTIVE AND THE DEALER IS NOT WILLING TO REPLACE IT. I HAD NO IDEA THAT THERE WAS A POOR PLASTIC FORMULATION. THE COST IS >\$1100. SINCE IT CONTROLS ALL THE SAFETY FEATURES OF THE VEHICLE MY FEELING IS THAT IT SHOULD BE A RECALL. *NLM

Complaints Summary

Make: MERCEDES BENZ
Model: C CLASS
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10016656

Summary:

ON NOV 6, 2001, I TOOK MY CAR TO THE DEALERSHIP FOR ROUTINE SERVICE. THE CAR HAD 115,633 MILES AND THE 120,000 MILE SERVICE COST \$743.39. THE DEALER ADVISED ME THAT THE VEHICLE HAD A DEFECTIVE WIRING HARNESS DUE TO POOR QUALITY INSULATION AND RECOMMENDED THE PART BE REPLACED. SINCE THE PART WAS A KNOWN DEFECT, THE MANUFACTURER WOULD PAY FOR THE PART IF I WOULD PAY FOR THE LABOR. I THANKED THE DEALER FOR THE INFORMATION AND SAID I WOULD HAVE THE PART REPLACED AT MY NEXT VISIT. MY NEXT VISIT WAS OCTOBER 29,2002 AND THE MILEAGE WAS 136,544. THE WIRING HARNESS WAS NOT GIVING ME PROBLEMS AT THAT POINT, HOWEVER, SINCE IT DID NEED REPLACING, I REQUESTED THE PART TO BE REPLACED UNDER THE STATED AGREEMENT. I WAS TOLD THAT THEIR OFFER HAD BEEN WITHDRAWN AND THE MANUFACTURER WOULD NOW ONLY PAY FOR 25% OF THE PART. I WAS APPEALING THE DECISION WHEN THE PART FAILED ON APRIL 3, 2003. AFTER MUCH NEGOTIATION, NEITHER THE MANUFACTURER OR DEALER WOULD STAND BEHIND THEIR STATEMENT THAT THE PART WOULD BE REPLACED AND THE PART COST \$895 PLUS \$62.65 TAX AND \$225 IN LABOR FOR A TOTAL OF \$1,182.65. I HAVE SINCE LEARNED THROUGH INTERNET RESEARCH THAT THIS IS A SERIOUS PROBLEM WITH THIS MODEL AND MANY OWNERS HAVE REPORTED PROBLEMS INCLUDING THREE ON THIS WEBSITE. THIS ISSUE IS A KNOWN MANUFACTURER'S DEFECT AND MAY CAUSE SERIOUS SAFETY ISSUES SHOULD THE ENGINE FAIL SUDDENLY BY THE HARNESS SHORTING OUT DUE TO THE DEFECTIVE INSULATION. PLEASE SEE ODI 10016302, 10014643, AND 552493. I DID NOT CHECK YOUR SITE FOR OTHER YEARS OF THIS MODEL. THE MANUFACTURER SHOULD BE HELD RESPONSIBLE FOR REPLACING ALL THESE DEFECTIVE HARNESSES, REGARDLESS OF AGE OR MILEAGE. *NLM

Complaints Summary

Make: MERCEDES BENZ
Model: C220
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10026838

Summary:

THE VEHICLE SHUT OFF WHILE DRIVING. INSULATION ON THE WIRES IN THE WIRING HARNESS PEELED OFF WHICH CAUSED A SHORTAGE. VEHICLE WAS TAKEN TO THE DEALER, WHO REPLACED THE WIRING HARNESS. *AK *NM

Complaints Summary

Make: MERCEDES BENZ
Model: C CLASS
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10120731

Summary:

THE WIRING HARNESS ON THE ENGINE DEGRADES DRASTICALLY TO THE POINT OF THE WIRES BEING NAKED. THE HARNESS USED IN ALL 1994-1996 CARS WERE MADE OF EXPERIMENTAL INSULATION AND SO DOES NOT LAST AND REQUIRES CHANGING WITHIN 50,000 MILES. THIS CAUSES THE WIRES RUNNING THROUGH THE ENGINE TO SHORT AND POSES A SIGNIFICANT FIRE HAZARD. THE SHORTING OF THE HARNESS BURNS THE SENSORS CAUSING FURTHER DAMAGE AND CAUSES MISFIRES IN THE CYLINDERS CAUSING INTERNAL DAMAGE TO ENGINE COMPONENTS. SEVERAL TUNE UPS WERE PERFORMED TO TRY TO CORRECT THIS PROBLEM BUT LATER IT WAS ESTABLISHED THAT THE WHOLE HARNESS WAS THE CULPRIT.

Complaints Summary

Make: MERCEDES BENZ
Model: C220
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10083365

Summary:

WHILE TAKING OFF FROM A STOP POSITION, THE VEHICLE STALLED. THE VEHICLE WOULD RESTART WITHIN 10 MINUTES. THE VEHICLE WAS TAKEN TO A REPAIR SHOP. THE MECHANIC INFORMED THE CONSUMER THAT THE PROBLEM MAYBE AN ELECTRICAL WIRING HARNESS. PLEASE PROVIDE ANY FURTHER INFORMATION.

Complaints Summary

Make: MERCEDES BENZ
Model: E320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10005396

Summary:

I OWN A 1995 MERCEDES BENZ E320 STATION WAGON THAT HAS 76,000 MILES ON IT AS OF 2/6/03. DURING A 75,000 MILE SERVICE, THE DEALER DISCOVERED THAT THE ENGINE COMPARTMENT WIRING HARNESS WAS DECOMPOSING AND NEEDED TO BE REPLACED. SHORTLY AFTERWARD THE "CHECK ENGINE " TROUBLE LIGHT BEGAN TO COME ON REPEATEDLY. THE ENTIRE ENGINE WIRING HARNESS HAD TO BE REPLACED. THE DEALERS SERVICE TECHNICIAN MADE A COMMENT ON MY PAPERWORK THAT THE HARNESS HAD FRAYED THROUGH IN ONE AREA AND WAS SHORTING OUT IN A VALVE COVER. THIS TYPE OF DEFECTIVE PRODUCT CONSTITUTES A CLASS 1 SAFETY ISSUE. VIA THE INTERNET, I DISCOVERED THAT MANY OTHER OWNERS OF THIS TYPE CAR FROM 1994 TO 1996 HAVE EXPERIENCED SIMILAR DECOMPOSING WIRING HARNESSES. THIS SITUATION SHOULD BE ADDRESSED BY A GENERAL RECALL AND MERCEDES BENZ OF NORTH AMERICA SHOULD REPLACE THE DEFECTIVE WIRING HARNESSES.

Complaints Summary

Make: MERCEDES BENZ
Model: E320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10007924

Summary:

OEM WIRING HARNESS IN 1995 E320 BECOMES BRITTLE AND CRACKS AT AROUND 100,000 MILES THAT CAUSES ENGINE TO MISFIRE.

Complaints Summary

Make: MERCEDES BENZ
Model: E320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10021229

Summary:

PRODUCT:MERCEDES 1995 E320 SEDAN PROBLEM: THE ENGINE'S WIRING HARNESS HAS ITS INSULATION MADE OF PVC. PVC CANNOT AND HAS NOT TOLERATED THE HEAT AND VIBRATION DEVELOPED WITHIN THIS VEHICLE'S ENGINE COMPARTMENT. IT, THE PVC INSULATION, HAS BECOME SO BRITTLE IT IS LITERALLY CHIPPING APART AT EVERY VITAL SENSOR AND/OR DEVICE- INCLUDING FUEL DELIVERY COMPONENTS! THIS HAS ME EXTREMELY CONCERNED SINCE I'M STARTING TO GET CHECK ENGINE SIGNALS TO THE DASH DISPLAY NOW. I CALLED MERCEDES' 800 NUMBER AND THEY ARE ACTING IGNORANT ABOUT THIS ISSUE SINCE I'M NOT THE ORIGINAL OWNER. *JB

Complaints Summary

Make: MERCEDES BENZ
Model: E320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10021237

Summary:

WHILE VEHICLE WAS BEING SERVICED AND INSPECTED, THE MECHANIC EXAMINED THE ENGINE WIRING HARNESS AND DETERMINED THAT THE WIRE INSULATION ON THE HARNESS WAS SHOWING SIGNS OF SERIOUS DETERIORATION AND RECOMMENDED REPLACING IT BEFORE IT CAUSED PROBLEMS BY SHORTING OUT. *TT

Complaints Summary

Make: MERCEDES BENZ
Model: E320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10025278

Summary:

UNDERHOOD ENGINE WIRING HARNESS INSULATION DETERIORATING RAPIDLY ON OUR 1995 E320 WAGON DUE TO HEAT FATIGUE. THIS IS A UNIVERSAL DEFECT WITH ALL 1993-1995 MERCEDES-BENZ E320 MODELS. ON OUR PREVIOUS 1994 E320, THIS PROBLEM CAUSED THE CAR TO LOSE POWER TO ONE OR MORE CYLINDERS. DEFINITE FIRE HAZARD.*AK

Complaints Summary

Make: MERCEDES BENZ
Model: E320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10025251

Summary:

ENGINE STALLED MULTIPLE TIMES IN TRAFFIC. REPLACEMENT OF ENGINE WIRING HARNESS SOLVED THE PROBLEM. INSULATION ON THE INDIVIDUAL WIRES IN THE ORIGINAL ENGINE WIRING HARNESS ASSEMBLY HAS SERIOUSLY DECAYED TO THE POINT THAT IT IS FLAKING LEAVING BARE EXPOSED COPPER WIRE WITHIN THE ASSEMBLY. THE BARE WIRES WITHIN THE ASSEMBLY CONCEIVABLY MADE SPURIOUS ELECTRICAL CONTACT CAUSING THE ENGINE STALLS. I AVIDLY PARTICIPATE IN MERCEDES AUTOMOTIVE TECHNICAL CHAT ROOMS. THIS PARTICULAR PROBLEM (DECAY OF ENGINE WIRING HARNESS INSULATION) IS RUMORED TO BE CONFINED TO THE MERCEDES 1993-1995 MODELS WITH M104 ENGINES. THIS WOULD INCLUDE MODELS C280, 300E (3.2L AND 2.8L ENGINE), E320, S320. WITHIN THESE MODELS, THE PROBLEM APPEARS WIDESPREAD. IT IS RUMORED THAT MERCEDES WAS TRYING TO FORMULATE AN ECO-FRIENDLY INSULATION THAT WOULD DEGRADE IN THE LANDFILL. THOUGH IT WAS A NOBLE EFFORT, THE WIRING UNFORTUNATELY DECAYED BEFORE ITS TIME WAS DUE, LEAVING A THREE YEAR PRODUCTION OF E320 MODELS WITH WIRING THAT IS UNSAFE AND PRONE TO CAUSE STALLING. I HAVE THE OLD WIRING FROM MY VEHICLE AND I CAN PROVIDE DIGITAL IMAGES OF THIS WIRING ILLUSTRATING THE PROBLEM IN DETAIL UPON REQUEST. I BELIEVE THE ENGINE WIRING HARNESS OF ALL AFFECTED MERCEDES VEHICLES SHOULD BE SUBJECT TO RECALL BECAUSE IT IS NOT A PART OF A CAR THAT IS NORMALLY EXPECTED TO FAIL, AND IT HAS A PROFOUND EFFECT ON SAFETY AND EMISSIONS. THE REFERENCES BELOW CONTAIN DOCUMENTED COMPLAINTS OF MANY PEOPLE WHO HAVE THE ABOVEMENTIONED PROBLEM. REFERENCES: [HTTP://WWW.MERCEDESSHOP.COM/SHOPFORUM](http://www.mercedeshop.com/shopforum) [HTTP://WWW.BENZWORLD.ORG/FORUMS](http://www.benzworld.org/forums) [HTTP://FORUMS.MBWORLD.ORG/FORUMS](http://forums.mbworld.org/forums)
*AK

Complaints Summary

Make: MERCEDES BENZ
Model: E320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10025434

Summary:

I OWN A 1995 MERCEDES BENZ E320 WAGON. PURCHASED IN FEB 2003 WITH 5300 MILES ON ODOMETER. THE HFM ENGINE WIRING HARNESS HAD TO BE REPLACED IMMEDIATELY AFTER TRIP TO DEALERSHIP FOR EXCESSIVE FUEL CONSUMPTION/HEAVY SULFUR ODOR. MERCEDES BENZ WEB CHATROOMS (MBWORLD.ORG, BENZWORLD.ORG, MERCEDESSHOP.COM) DETAIL LITERALLY SEVERAL DOZEN CASES OF DEFECTIVE WIRING HARNESSES WHICH REQUIRED REPLACEMENT FOR W124 CARS WITH M104 ENGINES OF MODEL YEARS 1992 TO 1995. THESE WIRING HARNESSES WERE APARENTLY MADE WITH WIRES WHOSE INSULATION IS PRONE TO EXCESSIVE DEGREDATION WITH HEAT AND TIME. THE LOSS OF INSULATION EVENTUALLY LEADS TO SHORT-CIRCUITING OF THE WIRES AND A HOST OF DRIVEABILITY ISSUES. REPLACEMENT OF MY HARNESS FIXED MY PROBLEM. THIS PART IS APPARENTLY UNIVERSALLY DEFECTIVE FROM THE FACTORY, AND AS SUCH I BELIEVE THAT A RECALL OF THE DEFECTIVE ITEM IS IN ORDER. *AK

Complaints Summary

Make: MERCEDES BENZ
Model: E320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10028506

Summary:

I OWN A 1995 E320 SDN, I HAVE 87,000 MILES ON THE VEHICLE AND MERCEDES HAS PERFORMED ALL MAJOR SERVICE OF THE VEHICLE DURING THE TIME I HAVE OWNED THE CAR (4YRS). I WAS INFORMED THAT THE MAIN WIRE HARNESS IS FALLING APART AND IT WAS RECOMMENDED THAT IT BE REPLACED TO THE TUNE OF \$1,200.00 PLUS. I HAVE WORKED ON CARS FOR MANY YEARS AS WELL AS RESTORING THEM AND HAVE NEVER RUN ACROSS A PROBLEM SUCH AS THIS. M.B. SHOULD STAND BEHIND THIS FAILURE AND INITIATE A RECALL.*AK

Complaints Summary

Make: MERCEDES BENZ
Model: E320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10047373

Summary:

DISINTEGRATION OF THE ENGINE WIRING HARNESS CAUSING LOSS OF POWER WHILE DRIVING. *LA

Complaints Summary

Make: MERCEDES BENZ
Model: E320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10049625

Summary:

I OWN A 1995 MERCEDES BENZ E320 WAGON. I HAVE OWNED THE CAR FOR SEVERAL MONTHS AND DECIDED TO CHANGE THE OIL. WHILE REACHING INTO THE ENGINE COMPLARTMENT, I FELT AN ELECTRICAL SHOCK FROM A WIRE BUNDLE NEAR THE OIL FILTER. I LOOKED AND SAW BARE WIRES EXPOSED WHERE THE INSULATION WAS MISSING. I HAVE SINCE FOUND OUT MANY OTHER OWNERS OF SAME VEHICLE HAVE EXPERIENCED SIMILAR ISSUES WITH THE WIRING HARNESS. THIS SEEMS TO ME TO BE A VERY DANGEROUS AND VERY COMMON DEFECT WITH CERTAIN MODEL YEARS. THE REPAIR IS VERY COSTLY. WHY IS THERE NOT A RECALL ON THIS VERY COMMON AND HAZARDOUS ISSUE? IT IS AN OBVIOUS DESIGN FLAW.*AK

Complaints Summary

Make: MERCEDES BENZ
Model: MERCEDES BENZ
Type: PASSENGER CAR
Year: 1995
Complaint Number: 567089

Summary:

CONSUMER STATES THAT ALL THE WIRES NEEDED TO BE REPLACED. *SLC

Complaints Summary

Make: MERCEDES BENZ
Model: E320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10100487

Summary:

THE INSULATION THAT PROTECTS THE WIRES IN THE ENGINE WIRING HARNESS OF 1995 MERCEDES E320 VEHICLES DETERIORATES AND CAUSES THE WIRES TO SHORT. THIS ELECTRICAL SHORT MAY RESULT IN UNEXPECTED ENGINE STALLING, THUS CREATING A HAZARDOUS CONDITION. THE ENGINE WIRING HARNESS MUST BE REPLACED. THIS CONDITION EXISTS IN ALL 1995 E320 VEHICLES SOLD IN THE UNITED STATES. THE CONDITION EXISTS IN OTHER YEARS AND MODELS BY MERCEDES, HOWEVER I DO NOT HAVE SPECIFIC INFORMATION CONCERNING THE AFFECTED YEARS AND MODELS. *NM

Complaints Summary

Make: MERCEDES BENZ
Model: E320
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10074970

Summary:

WHEN I HAD MY 60,000 MILE SERVICE I WAS TOLD THE THE WIRING HARNESS WAS DEFECTIVE AND NEEDED TO BE REPLACED TO THE TUNE OF ABOUT 1500.00 DOLLARS. MERCEDES WOULD NOT PAY ANY PART OF THIS REPAIR EVEN THOUGHT THE DEALER INDICATED THAT IT WAS A OBVIOUS DESIGN PROBLEM IN THE WIRING HARNESS OF THE E320 SERIES AND HAD BEEN FIXED IN LATER MODELS. MY PROBLEM WAS THAT THE HARNESS WIRES LEADING TO THE SPARK PLUGS HAS HARDENED AND THE INSULATION HAS FLAKED OFF OF THE WIRES. GOD ONLY KNOWS WHERE THE HARNESS HAS HARDENED ELSEWHERE AND WHAT POTENTIAL PROBLEMS COULD OCCUR WHEN THE VEHICLE IS BEING DRIVEN. I THINK THAT SINCE IT HAS BEEN OMITTED AS A DEFECT AND IS NOW CAUSING SAFETY AND RELIABILITY PROBLEMS THAT THE MANUFACTURE SHOULD STEP UP AND REPAIR THE PROBLEMS. *AK

Complaints Summary

Make: MERCEDES BENZ
Model: S CLASS
Type: PASSENGER CAR
Year: 1995
Complaint Number: 10112214

Summary:

EXPERIENCING MULTIPLE CHECK ENGINE FAULTS IN MY 1995 MERCEDES BENZ S600. SURGING ENGINE, INTERMITTENT ROUGH IDLE. INSPECTION OF WIRING HARNESS CONTROLLING ENGINE SHOWS DEGRADING WIRING INSULATION. MANY CRACKS IN INSULATION ARE CAUSING SHORT CIRCUITS WHICH CAN CAUSE ENGINE STALLING, SURGING, AND IS A FIRE HAZARD. THIS WILL REQUIRE THE WIRING HARNESS TO BE REPLACED. THE WORK HAS NOT YET BEEN PERFORMED. *JB

Complaints Summary

Make: MERCEDES BENZ
Model: SL
Type: ANY
Year: 1995
Complaint Number: 10014590

Summary:

THE ENGINE INJECTOR HARNESS FAILED, THE DEALER AND MANUFACTURER WERE CONTACTED AND STATED THEY WOULD ONLY COVER 80% OF THE BILL. *JB