

Motamedamin, Ali (NHTSA)

From: Yon, Scott (NHTSA)
Sent: Saturday, April 30, 2011 8:59 AM
To: Motamedamin, Ali (NHTSA)
Subject: FW: PE10-050 Closure

Ali,

Can you make sure this gets into the public file please. Any further questions on this?

Scott

Scott Yon
Direct: 202-366-0139
Toll Free: 1-877-5 DOT DOT (536-8368) ext 60139
Fax: 202-366-1767

From: Montague, R. Latane [<mailto:latane.montague@hoganlovells.com>]
Sent: Friday, April 29, 2011 12:45 PM
To: Motamedamin, Ali (NHTSA)
Cc: Yon, Scott (NHTSA); Glassman, Jacqueline S.
Subject: PE10-050 Closure

Ali,

As discussed, here are answers to the additional questions ODI had on the MB BLS. Give me a call if you have any further questions.

1) Does the M-Class have a Park Lock over-ride described in the owners manual?

Yes, please find below the description from the owners manual.

Towing

Transmission selector lever, manually unlocking



P27.60-2000-26

In the case of power failure the transmission selector lever can be manually unlocked, e.g. to tow the vehicle.

To do so, insert a pin (1), e.g. ball point pen, into the covered opening below the position "D" of the shift pattern. While pushing the pin down, move selector lever from position "P".

After removal of the pin from the opening, the cover will not close fully. Only after moving the selector lever to positions "D+" and "D-" does the cover return to its closed position.

Stranded vehicle

Freeing a stranded vehicle, on which the wheels are dug into sand or mud, should be done with the greatest of care, especially if the vehicle is laden.

Avoid pulling the vehicle jerkily or diagonally, since it could result in damage to the chassis alignment.

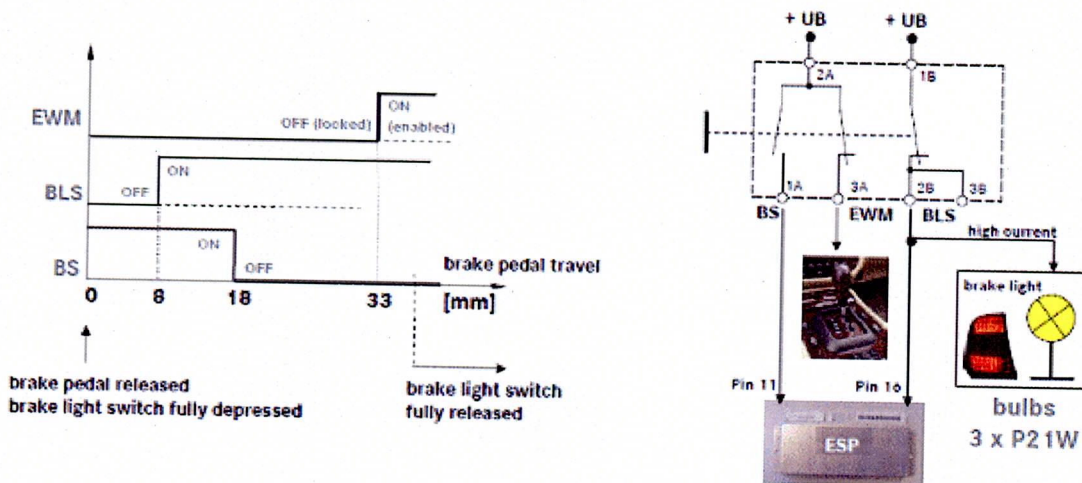
Never try to free a vehicle that is still coupled to a trailer.

If possible, a vehicle equipped with trailer hitch receiver should be pulled backward in its own previously made tracks.

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2) Provide an electrical schematic for the BLS and a diagram showing the sequence of switch actuations (change states) for all three circuits.

Below is an electrical schematic diagram for the BLS, and a diagram showing the sequence of switch actuations for the three circuits.



3) Identify the circuit states when the switch is fully depressed.

When the brake pedal is fully depressed (and the brake lamp switch plunger extends fully out), the shift lock contact is ON (enabled), the BLS contact is ON and the BS contact is OFF. This is shown in the left-hand diagram in question #2 (right-hand side).

4) Provide information on the diagnostic codes referenced, specifically what faults or vehicle conditions set the codes.

The table below includes the requested information for the C1200, C1141 and C1207. The vehicle conditions that set the code are in the third column, entitled "set conditions."

DTC	Name	set conditions	MIL	BLS relevant diagnostic code	relevant when plunger is "stuck"
1200	Break light switch plausibility	BS=0 & BLS=0 for 200ms OR BS=1 & BLS=1, vehicle decel > 2m/s ² for 1.1s (fulfilled > 20 times)	BAS/ESP, ETS	x	
1207	Break light switch plausibility	Membrane Travel Sensor plausibility - when BLS not active: membrane travel > 3.5mm for more than 2.5s	BAS/ESP	x	x
1141	Pressure sensor	pressure sensors plausibility - ps1 compared to ps2 OR	BAS/ESP		
		pressure sensor 1 offset failure, precondition: no 1200 active, BLS=0 & main brake cylinder pressure 1 > 15bar for 360ms OR	BAS/ESP	x	x
		pressure sensor 2 offset failure, precondition: no 1200 active, BLS=0 & main brake cylinder pressure 2 > 15bar for 360ms OR	BAS/ESP	x	x
		pressure sensor 1 sensor failure - electric failure OR	BAS/ESP		
		pressure sensor 2 sensor failure - electric failure	BAS/ESP		

5) How do you get a MIL when the plunger is stuck? If the BLS circuit states don't change, what is the vehicle input that causes C1141 and C1207?

The ESP system is designed to illuminate a MIL if it receives contradicting information from the brake light switch on the one hand, and from the brake pressure sensors or the membrane travel sensor on the other hand. If the plunger of the brake light switch has become immovable, the BLS signal would continue to stay OFF (rather than ON), but braking activity would be reported to the ESP system via the brake pressure sensors or the membrane travel sensor. As a consequence, the ESP/BAS MIL will be illuminated.

6) What are the model years for the vehicles mentioned in our March 17 response to question #10?

- BR170 - SLK: MY2000 - 2004
- BR202 - C: MY2000
- BR208 - CLK: MY2000 - 2002 (coupe), MY2000 - 2003 (cabrio)
- BR210 - E: MY2000 - 2002 (sedan), MY2000 - 2003 (wagon)
- BR463 - G: MY2002 - to date

R. Latane Montague

Partner

Hogan Lovells
Columbia Square
555 Thirteenth Street, NW
Washington, DC 20004

Direct: +1 202 637 6567
Fax: +1 202 637 5910
Email: latane.montague@hoganlovells.com

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