

RECEIVED
HYG-215



Mercedes-Benz

Mercedes-Benz USA, LLC

A DaimlerChrysler Company

2004 JUN -9 P 1:46

SENT VIA FAX 202-366-8065 & CERTIFIED U.S. MAIL
DEFECTS INVESTIGATION

June 2, 2004

Kenneth N. Weinstein
National Highway Traffic Safety Administration
400 Seventh Street, S.W. (NSA-01)
Washington, D.C. 20590

04V-285
(3 pages)

Re: Part 573 Defect Information Report

Dear Mr. Weinstein:

On May 4, 2004, pursuant to Section 3(a) of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act (49 U.S.C. § 30166(l)) and the requirements of 49 C.F.R. Part 579.11(a), Mercedes-Benz USA, LLC (MBUSA) submitted, on behalf of our parent company, DaimlerChrysler AG (DCAG), a letter advising the Agency of a Japanese Service Action regarding trunk lid springs in certain S-Class and CL-Class vehicles.

In view of prior NHTSA positions involving Mini-Van hatches, and pursuant to the requirements of 49 C.F.R. Part 573 on behalf of DCAG, this letter advises you of a voluntary safety recall for certain Mercedes-Benz vehicles. Specifically, MBUSA submits this report regarding trunk lid springs in certain S-Class and CL-Class vehicles.

573.6(c)(1): Manufacturer's Name

DaimlerChrysler AG, Stuttgart, Germany.

Designated Agent: Mercedes-Benz USA, LLC
Montvale, NJ 07645



573.6(c)(2): Identification of Vehicles

Make	Line	Model Year	Inclusive Dates of Manufacture
Mercedes-Benz	S-Class 220 Platform	2003-2004	November 2002 – October 2003
Mercedes-Benz	CL-Class 215 Platform	2003-2004	May 2003 – October 2003

573.6(c)(3): Total Number of Vehicles Potentially Containing the Defect

16,270 S-Class and 420 CL-Class vehicles are potentially affected.

573.6(c)(4): Percentage of Vehicles Estimated to Actually Contain the Defect

It is estimated that less than 25% of the subject vehicles described above contain the condition described below.

573.6(c)(5): Description of Defect

DCAG has determined that on affected vehicles, the trunk lid springs could fail in the closed trunk lid position, due to extensive exposure to very high temperatures. Only vehicles without automatic trunk lid closing are affected by this condition. This failure only occurs in the closed position and causes the trunk lid to fail to spring open upon being unlocked, thereby providing warning to the owner of the broken spring condition.

573.6(c)(6): Chronology of Principal Events

The quality control department of the manufacturing plant determined that on certain affected vehicles worldwide, the trunk lid springs could fail in the closed trunk lid position, due to extensive exposure to very high temperatures. This condition represents a non-compliance with Japanese motor vehicle regulations. Accordingly, DCAG has decided to initiate a preventive recall in Japan to remedy this condition on the affected vehicles.

Kenneth N. Weinstein

June 2, 2004

Page 3

On May 4, 2004, pursuant to Section 3(a) of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act (49 U.S.C. § 30166(l)) and the requirements of 49 C.F.R. Part 579.11(a), MBUSA submitted, on behalf of DCAG, a Part 579 report advising you of the Japanese Service Action.

573.6(c)(8): Remedy Program

MBUSA will conduct a voluntary recall campaign for the subject S-Class and CL-Class vehicles. The recall will be conducted in order to replace both trunk lid springs with improved springs of increased strength. The owner notification is planned based on parts and service availability. The owner notification will include instructions on how to obtain reimbursement for repairs made prior to the recall notification.

573.6(c)(9): Copies of Communications with Dealers or Purchasers

A copy will be provided when available.

573.6(c)(10): Copies of Proposed Owner Notification Letter

A copy will be provided when available.

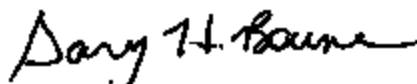
573.6(c)(11): Manufacturer's Campaign Identification Number

The MBUSA Recall Campaign Number will be provided when available.

* * * *

If you or your staff have any questions, please feel free to contact me at (201) 573-2719 or Mr. Stephen Kraitz, of my staff, at 201-573-4118.

Sincerely,



Gary H. Bowne
Department Manager,
Product Compliance, Analysis &
Safety Engineering

cc: Jonathan D. White, NHTSA