



Mercedes-Benz

Mercedes-Benz USA, LLC

Frank Diertl
General Manager, Engineering Services

05V-133

(4 pages)

March 31, 2005

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

DEFECTS INVESTIGATION

2005 APR -1 P 3:28

RECEIVED
0506-215

Re: Part 573 Defect Information Report

Dear Ms. DeMeter:

Pursuant to the requirements of 49 C.F.R. Part 573, and on behalf of our parent company, DaimlerChrysler AG (DCAG), this letter advises you of a voluntary safety recall for certain Mercedes-Benz vehicles. Specifically, Mercedes-Benz USA, LLC (MBUSA) submits this report regarding the SBC brake system in certain E-Class, SL-Class and CLS-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	E-Class 211 Platform	2003 - 2005	August 2001 - March 2005
Mercedes-Benz	SL-Class 230 Platform	2003 - 2005	June 2001 - March 2005
Mercedes-Benz	CLS-Class 219 Platform	2006	March 2004 - March 2005



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

Approximately 204,000 vehicles are potentially affected.

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

Approximately 2% of the vehicles are potentially affected by the electrical contact problem and 0.6% of the vehicles are potentially affected by the pump element problem described below.

573.6(c)(5): Description of Defect

Two issues with the SBC unit have been found in limited numbers which may result in the SBC unit switching to the hydraulic function mode. The first operational aspect involves a supplier problem concerning the SBC pump piston. During a limited production period of approximately 2 months in 2003, SBC units were received in which the pump pistons could be out of permissible tolerances. As a result, in certain pumps manufactured during this time period there is the potential for the guiding disc of the SBC pump to loosen. When this situation occurs, the pump piston will not operate within specification or, in a limited number of cases, may actually stick during its travel. In either case the SBC internal diagnostic routine will recognize the action as out of tolerance and switch the brake system to the hydraulic function mode.

The second operational issue could occur when a vehicle is subject to unusually high vibrations. Such vibration can cause movement in the connection between the SBC unit and the wiring harness. This movement can cause deterioration of the contact between the two contacts of the connector harness which will result in an increased electrical resistance at the connection point. This resistance is periodically monitored by the internal diagnostic routine of the SBC system. If this routine detects an increased resistance, it will switch the system to the hydraulic function mode.

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

DaimlerChrysler executed a recall in 2004 with regards to the SBC system. The company received a limited number of customer complaints following the recall

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indicating that in a limited number of instances the units continued to switch to the hydraulic mode. Further investigation thereof resulted in the determination of the root causes described above. Comprehensive quality assurance measures have been introduced within the supplier with regards to the pump piston. Furthermore, with respect to the SBC/Wiring harness connection point, changes have been introduced in production to assure a firm fit under all operating conditions.

573.6(c)(8): Remedy Program

Mercedes-Benz will conduct a voluntary recall campaign for the subject E-Class, SL-Class and CLS-Class vehicles. The recall will be conducted in order to inspect, modify and replace potentially affected components as described below. 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.

All vehicles in the designated production range will have their SBC pump unit checked with regards to their production date. If the hydraulic unit belongs to the affected batch, the unit will be replaced. Additionally, a bracket will be installed on all SBC units in order to prevent movement between the SBC control unit and the wiring harness. Furthermore, the ground wire of the SBC system will be replaced in order to assure that any past vibration has not negatively affected the connection.

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

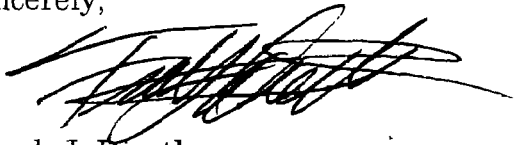
The MBUSA Recall Campaign Number will be provided when available.

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If you or your staff have any questions, please feel free to contact me at (201) 573-2517 or Mr. Gary Bowne, of my staff, at 201-573-2719.

Sincerely,

A handwritten signature in black ink, appearing to read 'Frank J. Diertl', with a stylized, cursive script.

Frank J. Diertl
General Manager,
Engineering Services

cc: George Person