



Mercedes-Benz

Mercedes-Benz USA, LLC

Frank Diertl
General Manager, Engineering Services

October 28, 2005

05V-505
(3 pages)

SENT BY FAX 202-366-8065 AND CERTIFIED MAIL

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

RECEIVED
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DEFECTS INVESTIGATION

Re: Part 573 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 recall for certain Mercedes-Benz vehicles. Specifically, Mercedes-Benz USA, LLC (MBUSA) submits this report regarding the "Rear Lamp Module" in the SLK models described below.

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	SLK - Model 170	1998-2004	November, 1996 - April, 2004

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

Approximately 69,278 SLK vehicles are potentially affected.



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

Based on field information, the percentage of vehicles that are projected to actually contain the issue described below is 100%.

573.6(c)(5): Description of Defect

In the U.S., in order to increase the convenience of customer access to replacement light bulbs, certain widely available light bulbs (Bulb Trade No. 1073) were used for the brake light in affected vehicles. These bulbs have a higher wattage and generate more heat than the bulbs used in production for other countries (Bulb Trade No. P21W).¹ Due to the additional heat generated by the No. 1073 bulb, the base of the socket in affected U.S. vehicles can be subject to thermal deformation over time. This deformation can cause movement in the socket-to-bulb connection, which may lead to a loosening of the electrical contacts in the socket, and failure of the bulb to illuminate. This can cause a failure of one of the side brake lights. The central brake light is not affected because a different light system is used. There are no claims regarding accidents, injuries or property damage as a result of this situation.

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

In September 2005, NHTSA opened a preliminary evaluation of this issue based on 13 owner complaints to the Office of Defects Investigation. In the course of preparing a response to the ODI's information request, DCAG determined that a Part 573 Defect Information Report and related recall were required to address this condition.

573.6(c)(8): Remedy Program

MBUSA will conduct a voluntary recall campaign for the subject SLK – Model 170 vehicles. All rear lamp modules will be replaced in the affected vehicles with redesigned rear lamp modules. The new module is now being designed and will use a more heat resistant material and enhanced lamp holder mounting to withstand the energy emission of all certified bulb types.

¹ Both bulb types have the same voltage (13.8), and the same candlepower (32). The rear lamp module was tested and certified to meet FMVSS 108, and all referenced SAE standards, including SAE J586, using either type of bulb.

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The owner notification will commence as soon as the redesigned module is available to dealers. It will include instructions on how to obtain reimbursement for repairs that were 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.

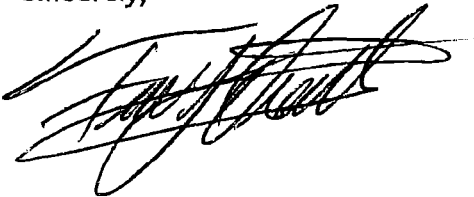
573.6(c)(11): Manufacturer's Campaign Identification Number

The MBUSA Recall Campaign Number will be provided when available.

* * * *

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

Sincerely,



cc: George Person