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DEFECTS INVESTIGATION
RECALL MGMT DIV.



Mercedes-Benz

Mercedes-Benz USA, LLC

Frank Dierl
General Manager, Engineering Services

October 1, 2007

SENT BY FAX 202-366-8065 AND CERTIFIED MAIL

Mr. Daniel C. Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

07V-465
(3 pages)

Re: Part 573 Non-compliance Information Report

Dear Mr. Smith:

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 noncompliance with a motor vehicle safety standard in certain Mercedes-Benz vehicles. Specifically, Mercedes-Benz USA, LLC (MBUSA) submits this report regarding a non-compliance involving rear outboard seat belts in certain 2008 Model Year C-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	C-Class W 204	2008	May 2007 - August 2007



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

Approximately 5,823 vehicles are potentially affected in the US.

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

The percentage of vehicles that are projected to actually contain the issues described below is 100%

573.6(c)(5) Description of Non-Compliance

DCAG has determined that the rear outboard seat belts on the vehicles described above do not comply with the lap-belt lockability requirement of FMVSS 208 § 7.1.1.5(a), which enables the lap belt portion of the belt to be locked by the user to facilitate the use of older non-LATCH design child restraint devices. This non-compliance does not impact the compliance or functionality of the seat belts with respect to their normal use by adult passengers, or the use of newer LATCH equipped child restraint seats. The cause of this non-compliance is the increased tension in the seat belt spool resulting from the belt length of the stored belt combined with random vehicle bouncing. Under certain circumstances, this situation may cause the locking mechanism not to perform as required by the applicable FMVSS for the use with older non-LATCH child restraints. When using newer LATCH equipped child restraint seats, the rear seat belt is not utilized and the vehicle and child seat are in full compliance with FMVSS 208. When using older non-LATCH child restraint seats, there is also no increased risk of injury. With older non-LATCH child seats, which use the rear seat belt, even in a braking situation the normal belt locking mechanism prevents the belt from lengthening and the child seat from moving even if the lap belt locking mechanism is not functional. In addition, in a crash situation, the rear seat belts are equipped with pre-tensioners and will reel in the belt for a tighter fit than even a normal locked belt. Accordingly, there is no increased risk to the safety of child seat occupants as a result of this situation, even when using older non-LATCH child restraints.

573.6(c)(7) Determination of Noncompliance

DCAG became aware of this situation from reports from routine vehicle inspections at our vehicle preparation center (VPC). This led to the filing of this notice.

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573.6(c)(8) Remedy Program

MBUSA will conduct a voluntary recall campaign for the subject W 204 (C-Class) vehicles described above. The preventive safety campaign will be conducted to replace all potentially affected seat belts.

DCAG expects to begin and complete dealer and owner notification in November, 2007.

573.6(c)(10): Copies of Communications with Dealers or Purchasers

A copy will be provided when available.

573.6(c)(11): Copies of Proposed Owner Notification Letter

A copy will be provided when available.

573.6(c)(12): Manufacturer's Campaign Identification Number

The MBUSA Recall Campaign Number will be provided when available.

Should you have any questions, please do not hesitate to contact Gary Bowne at 201-573-2719.

Sincerely,



for Frank Diertl
General Manager
Engineering Services