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DEFECTS INVESTIGATION
RECALL MGMT DIV.



Mercedes-Benz

Mercedes-Benz USA, LLC

Frank Dierl
General Manager, Engineering Services

December 19, 2007

SENT BY FAX 202-366-7882 AND CERTIFIED U.S. MAIL

Mr. Daniel C. Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E.
NVS-200, Room W45-306
Washington, D.C. 20590

08V-006
(3 pages)

Re: Part 573 Defect Information Report

Dear Mr. Smith

Pursuant to the requirements of 49 C.F.R. Part 573, and on behalf of our parent company, Daimler AG (DAG), this letter advises you of a voluntary safety related recall for certain Mercedes-Benz vehicles. Specifically, Mercedes-Benz USA, LLC (MBUSA) submits this report regarding crankshaft sensors in certain 2007 Model Year Mercedes-Benz vehicles.

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

Daimler AG, Stuttgart, Germany.

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

573.6(c)(2): Identification of Vehicles

Make	Line/Model	Model Year	Inclusive Dates of Manufacture
Mercedes-Benz	M-Class, Model 164 R-Class, Model 251 E-Class, Model 211 GL-Class, Model X164	MY 2007	May, 2006 - October, 2007



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

Approximately 9,004 Mercedes-Benz 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 3%

573.6(c)(5): Description of Defect

DAG has determined that the crankshaft sensor in certain diesel engines could fail due to separation of bond wires from the lead frame in the sensor. This results in an interruption in the electrical connection in the chip housing of the sensor. When this happens, affected vehicles may lose power rather than enter a limp-home mode. In addition, the affected vehicles cannot be restarted after failure of the electrical connection in the sensor.

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

The service department identified this issue during the course of field inspections of affected vehicles. After investigating this issue, the development department determined that the root cause was an interruption of the electric connection in the chip housing of the sensor. DAG has since traced the cause of the interruption to a manufacturing process failure in its supplier's operation. This process was corrected and a clean point established. Accordingly, DAG has decided to initiate this recall campaign to replace the crankshaft sensor in the affected vehicles.

573.6(c)(8): Remedy Program

MBUSA will conduct a voluntary recall campaign for the subject vehicles described above. The recall will be conducted to replace all potentially affected crankshaft sensors.

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

Dealers will be notified of the pending recall campaign in December, 2007. The recall campaign is expected to commence in February, 2008. A copy of all communications will be provided when available.

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

Owner notifications are expected to begin and end in February, 2008. A copy of the owner notification will be provided when available.

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573.6(c)(11): 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,

A handwritten signature in black ink, appearing to read "Gary Bowne", with a large, sweeping flourish extending from the end of the name.