



Mercedes-Benz

Mercedes-Benz USA, LLC  
A Daimler Company

**SENT VIA CERTIFIED U.S. MAIL**

November 17, 2010

National Highway Traffic Safety Administration  
Office of Defect Investigation  
Attention: Jennifer Timian, Chief Recall Management Division NVS 215  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

**Re: 49 CFR Part 573; Recall of Mercedes-Benz M-Class (164), GL-Class (164.8), E-Class (212) and R-Class (251) Diesel Fuel Filter**

Dear Ms. Timian:

Pursuant to 49 CFR Part 573.6(c)(10), this letter contains 3 documents that were communicated to our dealers on the above subject and will be submitted in the Mercedes-Benz USA, LLC (MBUSA) regular monthly mailing for the month of November, 2010.

Manufacturer's Campaign Identification Number  
2010110001

NHTSA Recall Number  
10V-540

Should you have any questions, please do not hesitate to contact me at 201-573-2622.

Sincerely,

R. Thomas Brunner  
Department Manager,  
Vehicle Compliance and Analysis

Stephen Kraitz  
Compliance Engineer  
Vehicle Compliance and Analysis

Enclosure





Mercedes-Benz

**MERCEDES-BENZ USA, LLC**

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# newschannel UPDATE

TO: Mercedes-Benz Dealer Principals, General Managers, Sales Managers, Service Managers, Parts Managers

FROM: Thomas Brunner; Department Manager; Vehicle Compliance and Analysis; Engineering Services

DATE: November 2, 2010

RE: **Recall Campaign– Replace Diesel Fuel Filter, Models 164, 164.8, 212, 251 Model Year 2011**

On Friday, October 29, 2010 the National Highway Traffic Safety Administration (NHTSA) was notified that Mercedes-Benz USA, LLC (MBUSA) will conduct a voluntary Recall Campaign on certain Model Year 2011 **Diesel Fuel Only** M-Class (164), GL-Class (164.8), E-Class Sedan (212), and R-Class (251) vehicles with regard to the diesel fuel filter. This notification will be posted on the NHTSA web site and may generate some customer questions.

DAG has determined that during the supplier manufacturing of the diesel engine fuel filter, the O-ring may not have been properly lubricated in all cases. Lack of lubrication can lead to leakage of the fuel filter. As a result, diesel fuel may be deposited on the highway and create the potential for a crash.

MBUSA therefore has initiated a voluntary recall of all potentially affected vehicles described above. The recall will be conducted to replace the diesel fuel filters in the subject vehicles.

**Given this notice, it is a violation of Federal law for a dealer to deliver any new affected motor vehicle; Model Year 2011, Diesel Fuel Only, M-Class (164), GL-Class (164.8), E-Class Sedan (212), and R-Class (251), covered by this notification, for sale or lease until the vehicle has been repaired. See attached Excel file of affected vehicles.**

**This Recall Campaign will be launched in mid - late November, 2010, based on parts availability, and affects approximately 2,297 vehicles in the U.S.**

Owner notification will to be sent approximately one week after recall launch.

While we regret any inconvenience this causes, Mercedes-Benz USA, LLC is determined to maintain a high level of vehicle quality and customer satisfaction.

Please refer all customer inquiries to the Customer Assistance Center at 1-800-FOR-MERCEdes (1-800-367-6372).





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# newschannel UPDATE

TO: Mercedes-Benz Dealer Principals, General Managers, Sales Managers, Service Managers, Parts Managers

FROM: Thomas Brunner; Department Manager; Vehicle Compliance and Analysis; Engineering Services

DATE: November 16, 2010

RE: **Recall Campaign 2010110001- Replace Diesel Fuel Filter, Models 164, 164.8, 212, 251 Model Year 2011**

On Tuesday, November 2, 2010 Dealers were informed that the National Highway Traffic Safety Administration (NHTSA) was notified that Mercedes-Benz USA, LLC (MBUSA) will conduct a voluntary Recall Campaign on certain Model Year 2011 **Diesel Fuel Only** M-Class (164), GL-Class (164.8), E-Class Sedan (212), and R-Class (251) vehicles with regard to the diesel fuel filter. This notification is posted on the NHTSA web site and may generate some customer questions.

**This Recall Campaign is being launched today and the approximately 2,302 affected vehicles will be flagged in VMI.**

**An initial 50% quantity of the required parts will be distributed automatically to dealers.**

**Owner notification letters will to be mailed approximately one week after recall launch.**

**Given this notice, it is a violation of Federal law for a dealer to deliver any new affected motor vehicle; Model Year 2011, Diesel Fuel Only, M-Class (164), GL-Class (164.8), E-Class Sedan (212), and R-Class (251), covered by this notification, for sale or lease until the vehicle has been repaired.**

DAG has determined that during the supplier manufacturing of the diesel engine fuel filter, the O-ring may not have been properly lubricated in all cases. Lack of lubrication can lead to leakage of the fuel filter. As a result, diesel fuel may be deposited on the highway and create the potential for a crash. MBUSA therefore has initiated a voluntary recall of all potentially affected vehicles described above. The recall will be conducted to replace the diesel fuel filters in the subject vehicles.

A copy of the campaign bulletin is attached, and may also be found on StarTekInfo.

While we regret any inconvenience this causes, Mercedes-Benz USA, LLC is determined to maintain a high level of vehicle quality and customer satisfaction.

Please refer all customer inquiries to the Customer Assistance Center at 1-800-FOR-MERCedes (1-800-367-6372).



FILE: SERVICE: GROUP 00 OF SERVICE INFORMATION BINDER  
PARTS: GROUP I OF INFORMATION – PARTS & ACCESSORIES BINDER

Campaign No. 2010110001, November 2010

TO: ALL MERCEDES-BENZ CENTERS

SUBJECT: **Models 164, 164.8, 212, 251, Model Year 2011**  
**Replace Diesel Fuel Filter**

This Recall Campaign has been initiated because Daimler AG (DAG), the manufacturer of Mercedes-Benz vehicles, has determined that during the supplier manufacturing of the diesel engine fuel filter, the O-ring may not have been properly lubricated in all cases. Lack of lubrication can lead to leakage of the fuel filter. As a result, diesel fuel might be deposited on the highway and create the potential for a crash.

MBUSA therefore has initiated a voluntary recall of all potentially affected vehicles described above. The recall will be conducted to replace the diesel fuel filters in the subject vehicles

Attached is a sample copy of a letter which owners of the affected vehicles will receive.

Prior to performing this Recall Campaign:

- Please check VMI to determine if the vehicle is involved in the Campaign and if it has been previously repaired.
- Please review the entire Recall Campaign bulletin and follow the repair procedure exactly as described.

Please note that Recall and Service Campaigns **do not expire** and may also be performed on a vehicle with a vehicle status indicator.

Approximately 2,302 vehicles are involved.

Order No. S-RC-2010110001

This bulletin has been created and maintained in accordance with MBUSA-SLP S423QH001, Document and Data Control, and MBUSA-SLP S424HH001, Control of Quality Records.

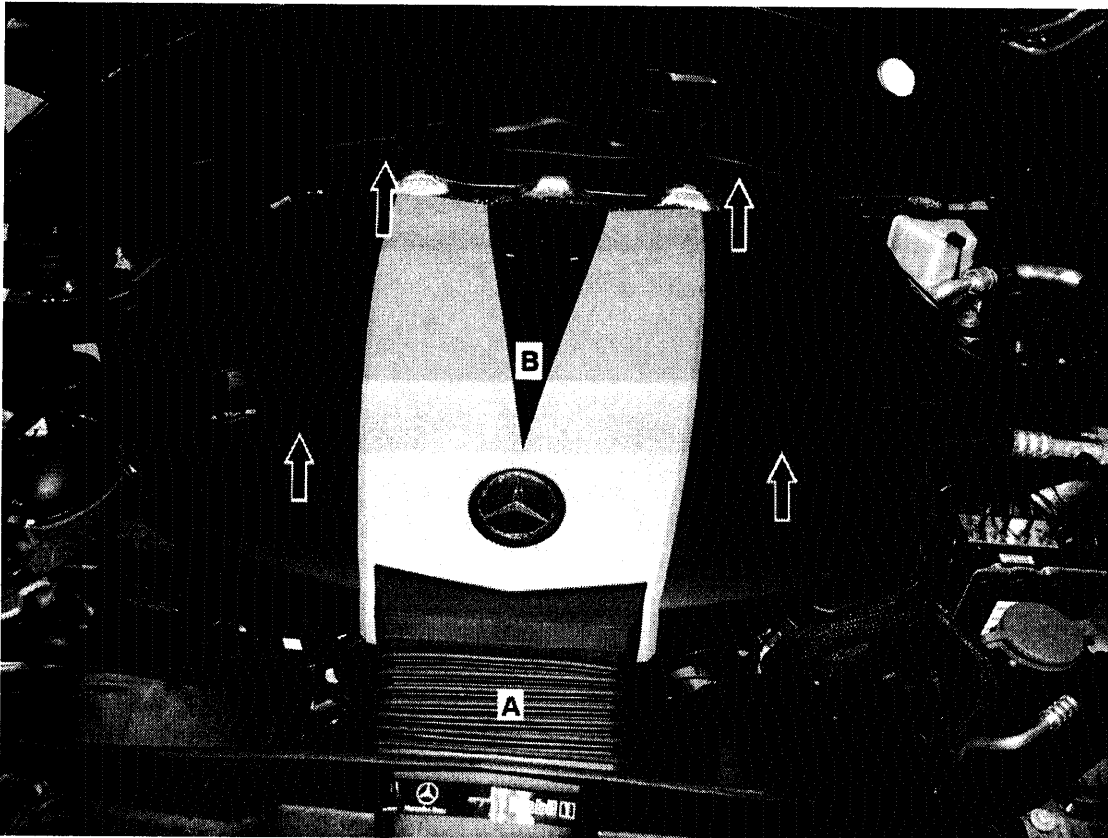
## Procedure

### Warning!

- **Risk of explosion** caused by fuel igniting, **risk of poisoning** caused by inhaling and swallowing fuel and **risk of injury** to eyes and skin caused by contact with fuel.  
No fire, sparks, open flames or smoking. Pour fuel only into suitable and appropriately marked containers. Wear protective clothing when handling fuel. Refer to WIS: AS47.00-Z-0001-01A
- **Risk of injury** to skin and eyes caused by handling hot or glowing objects. Wear safety gloves, protective clothing and safety glasses, if necessary. Refer to WIS: AS00.00-Z-0002-01A.

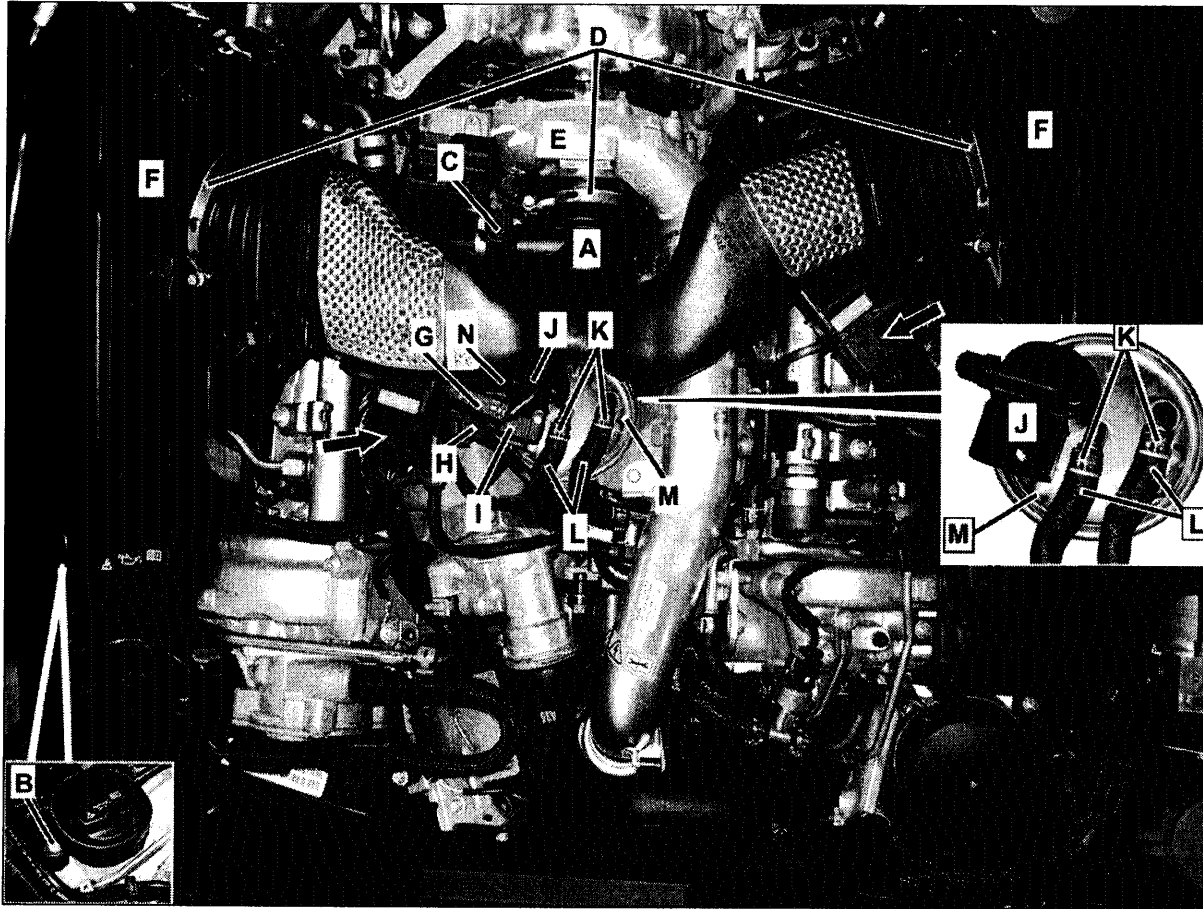
### Caution!

Information on preventing damage to electronic components due to electrostatic discharge. Refer to WIS: AH54.00-P-0001-01A



**Figure 1**

1. Remove upper engine cover:
  - Model 164/164.8; refer to WIS: AR01.10-P-2405GZB.
  - Model 212: Unclip air duct (A, Figure 1) from upper engine cover (B) then disconnect duct (A) from cover (B). Pull cover (B) up (arrows) from mounting posts at front and rear and remove.
  - Model 251; refer to WIS: AR01.10-P-2405RTB.



**Figure 2 (Overhead view)**

2. Remove engine air intake duct (A, Figure 2) by loosening clamps (D).
  - Remove bolt (B, Figure 2) securing right air filter housing to engine.
  - Disconnect harness connectors (arrows, Figure 2) from mass air flow sensors and vent line heater (C).
  - Loosen intake duct clamps (D, Figure 2).
  - Partially remove intake air duct (A, Figure 2) from turbocharger (E), remove air intake duct hoses from air filter housings (F) then remove air intake duct (A) from engine.
3. Disconnect engine harness connector (G, Figure 2) from mounting bracket (H) and move aside.
4. Disconnect engine harness connector (I, Figure 2 [to fuel filter]) from water level sensor (J).
5. Unfasten CLICK clamps (K, Figure 2) from fuel lines (L) then disconnect fuel lines (L) from fuel filter (M).

**Note:**

- Place shop rag under fuel lines (L) to absorb any escaping fuel.
- Do not reuse CLICK clamps (K)

**⚠ Caution!**

Do not use pointed or sharp-edged tools to disconnect fuel lines (L) from fuel filter (M) or damage to fuel lines (L) may result.

6. Loosen fuel filter bracket screw (N, Figure 2) then remove fuel filter.

7. Installation is in reverse order.

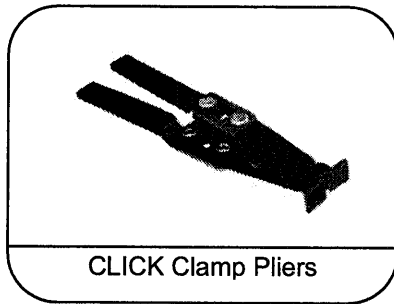
**Note:**

- Do **not** crush the sealing ring between the turbocharger (E, Figure 2 [refer to DTB S-B-09.20/29]) and the engine intake air duct (A).
- Connect fuel lines (L) to filter fuel (M) before tightening fuel filter bracket screw (to allow proper positioning of fuel lines).
- Replace fuel line CLICK clamps (K), do **not** reuse old clamps.
- Use only proper CLICK clamp pliers (refer to page 5) to fasten click clamps (K) to fuel lines (L) or clamps (K) may be damaged when fastening.



**Warning!**

- **Risk of accident** caused by vehicle starting off by itself when engine is running. **Risk of injury** caused by contusions and burns during starting procedure or when working near the engine as it is running.
- **Start engine and check fuel system for leaks.** Secure vehicle to prevent it from moving by it self. Wear closed and snug-fitting work clothes. Do not touch hot or rotating parts. Refer to WIS: AS00.00-Z-0005-01A.

**Locally Sourced Tool****Primary Parts Information**

<b>Qty.</b>	<b>Part Name</b>	<b>Part Number</b>	<b>Estimated Replacement Rate</b>
1	Fuel filter	A 642 090 49 52 05	100%
1	Hose clamps	A 004 997 20 90	
1		A 006 997 18 90	

**Note:**

- Please be aware that only the part number(s) referenced in the Campaign Bulletin is approved for use to repair the vehicle. Repairs performed using any other part(s) will not have been performed in accordance with the campaign. Accordingly, warranty claims submitted with reference to an improper part number(s) will be denied.
- The following allowable labor operation should be used when submitting a warranty claim for this repair:

**Warranty Information**

**Operation:** Replace fuel filter (02-3657)

Damage Code	Operation Number	Labor Time (hrs.)	Model Indicator(s)
47 901 01 7	02-3657	0.9	BF, FG, Z6
		1.0	ED

**NOTE REGARDING CUSTOMER REIMBURSEMENT**

Reimbursement to customers for repairs performed prior to this recall:

If the customer already paid to have this recall campaign condition repaired and provides adequate documentation to support their claim of a non-warranty repair of this item, they may be eligible to receive reimbursement.

Requests for reimbursement may include parts, labor, fees and taxes.

Reimbursement is limited to the amount the replacement of the fuel filter would have cost if completed by an authorized Mercedes-Benz dealer under this campaign.

Submit a warranty claim, utilizing Damage Code 47 901 01 8 as a sublet, utilizing the sublet code of "SUB." Sublet repairs require dealer text as stated in the Warranty Policies and Procedures Manual. Repair date should be the date that the customer paid for the repair.

**Note:**

Please note the claim submitted for customer reimbursement will **not** close the campaign (if still open). If the customer is still in possession of the vehicle with an open campaign, please arrange to close the campaign in the usual manner as described in this bulletin.