



**Sprinter Engineering and
Compliance Support**

August 09, 2011

Sent by email (rmd.odi@dot.gov) and FedEx

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

11V-410
(4 Pages)

Re: Amended Part 573 Information Report, Recall No. 09V418000

Dear Mr. Harris,

This letter is submitted by the Mercedes-Benz USA, LLC's Sprinter Engineering and Compliance Support Division, on behalf of our parent company Daimler AG, pursuant to 49 C.F.R. Part 573. This report amends a safety campaign involving certain model year 2002-2003 Sprinter vehicles, badged as Dodge or Freightliner.

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

Daimler AG, Stuttgart, Germany

Designated Agent: Michael Scott
S&E Compliance Manager
Sprinter Engineering and
Compliance Support
8501 Palmetto Commerce Pkwy
Ladson, SC 29456
Tel: (843)695-5057
Fax: (843)695-5031

573.6(c)(2): Identification of Vehicles

Make	Model / Type	Model Year	Inclusive Dates of Manufacture
Sprinter	2500, 3500	2002, 2003	October 2001 - September 2003

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

Approximately 665 Sprinter 2500 and 3500 MY 2002 and MY 2003 vehicles are potentially affected and are sold under both the Dodge and Freightliner brand name.

Sprinter Engineering and
Compliance Support
8501 Palmetto Commerce Pkwy
Ladson, SC 29456
Phone (843) 695-5000
Fax (843) 695-5127
www.mbsprinterusa.com



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

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

573.6(c)(5): Description of Defect

The MY2002 and MY2003 Sprinter Vans have an intake manifold that is equipped with an integrated but separate exhaust channel for exhaust recirculation. Daimler AG has determined that due to residual sulfur in the diesel fuel of 500ppm, a chemical reaction takes place which, under certain driving conditions, leads to the creation of sulfuric acid in the aforementioned exhaust channel in such a high concentration, that a pre-damage in form of corrosion within the exhaust channel occurs. Progression of the corrosion may ultimately lead to leakage of exhaust gas and possible damage to the fuel return line or to heat damage to the insulation at the front wall.

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

In October 2009, the Sprinter Division of MBUSA notified NHTSA of a safety recall campaign involving 13,509 MY 2002-2003 Sprinter 2500 and 3500 vehicles produced between October 2001 and September 2003. The original population was determined by initially confirming which engines were produced with the affected intake manifold and then identifying the vehicles in which those engines were installed.

MBUSA received a customer field complaint in September 2010, after the recall commenced, in a vehicle outside the recall population. DAG initiated a review of the original VIN list, which involved further efforts to trace affected intake manifolds to particular engines.

DAG has now determined that the data available from the engine plant may not conclusively identify every engine in which an affected intake manifold may have been installed. DAG has received no further complaints or reports involving vehicles outside the original recall population. Although DAG believes that additional vehicles are not likely impacted, DAG has decided to expand the recall population to include all vehicles built with engines produced within a specified date range.

573.6(c)(7): Basis for Determination of Defect

Internal investigations after receiving field complaint regarding leaking intake manifolds showed the failure mechanism and the possible consequences.

573.6(c)(8)(i): Remedy Program

Chrysler, LLC will notify owners of Dodge and MBUSA will notify owners of Freightliner Sprinters in the expanded vehicle range and the intake manifold will be replaced.

There will be no charge to owners of the subject vehicles. Owners who incurred costs to obtain a remedy for the problem addressed by the recall prior to the recall will be reimbursed.

MBUSA will shortly determine when the action will begin, as well as when owner notification letters will be sent.

573.6(c)(9): Copies of Communication with Dealers and 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

NHTSA Recall No. 09V418000
MBUSA Recall No. 2010040002

If you or your staff have any questions, please feel free to contact me at michael.d.scott@daimler.com

Sincerely



Michael D. Scott
S&E Compliance Manager
Sprinter Engineering and
Compliance Support

p.p.



Walther Bloch
Engineering Support Manager
Sprinter Engineering and
Compliance Support

From: (843) 695-5057
Michael Scott
MBUSA
8501 Palmetto Commerce Parkway
Ladson, SC 29456

Origin ID: CHSA



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Claude Harris
NHTSA - Administrator
1200 NEW JERSEY AVE SE
S.E.
WASHINGTON, DC 20590

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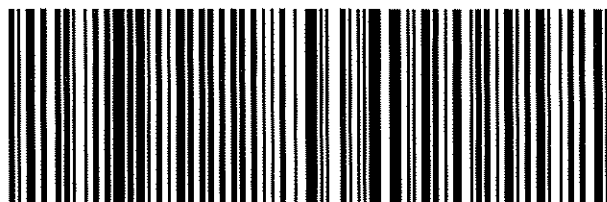
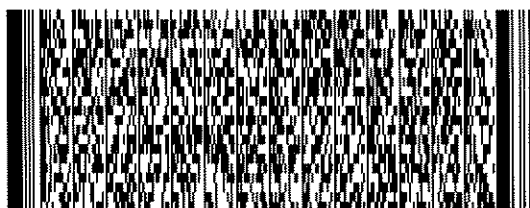
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