

Part 573 Safety Recall Report**15V-138****Manufacturer Name :** Mercedes-Benz USA, LLC.**Submission Date :** MAR 09,2015**NHTSA Recall No. :** 15V-138**Manufacturer Recall No. :** 2015030004**Manufacturer Information :**

Manufacturer Name : Mercedes-Benz USA, LLC.

Address : One Mercedes Dr, PO Box 350
Montvale NJ 07645-0350

Company phone : 201-573-5339

Population :

Number of potentially involved : 3,039

Estimated percentage with defect : 1

Vehicle Information :

Vehicle : 2015-2015 Mercedes-Benz C300 4matic

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : 205049 WF4K 2,909 vehicles

Production Dates : APR 07, 2014 - JUL 25, 2014

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2015-2015 Mercedes-Benz C400 4matic

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : 205066 WF6G 130 vehicles

Production Dates : APR 07, 2014 - JUL 25, 2014

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Defect :**

Description of the Defect : 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 potential issues with the fuel gauge and pump in certain 2015 Model Year Mercedes-Benz C-Class (205 platform) vehicles. A

subset of the subject C-Class vehicles (platform 205) manufactured between April 7, 2014 and July 25, 2014 at the US production plant in Tuscaloosa, AL, may not have had the fuel delivery module properly attached to the fuel tank prior to shipment from the plant. Subject vehicles required rework of the fuel storage and delivery systems at the plant after the vehicles had come off of the assembly line. Secondly, electrical wires connecting to the fuel delivery module might have been pinched between the flange of the fuel delivery module and the tank. On vehicles where the locking plate was not properly secured, the fuel delivery module may become loose over time, without positive mechanical attachment to the top of the tank. On units where the electrical wires were pinched, the attachment of the fuel sending unit may be compromised, and the insulation of the wires may be damaged.

Description of the Safety Risk : On vehicles where the locking plate was not properly secured, the fuel delivery module may become loose over time, without positive mechanical attachment to the top of the tank. On units where the electrical wires were pinched, damage could potentially lead to a failure of the fuel gauge and in some instances potentially and ultimately to a fuel pump stall and a vehicle disablement which could increase the risk of an accident.

Description of the Cause : A subset of the subject C-Class vehicles (platform 205) manufactured between April 7, 2014 and July 25, 2014 at the US production plant in Tuscaloosa, AL, may not have had the fuel delivery module properly attached to the fuel tank prior to shipment from the plant. Subject vehicles required rework of the fuel storage and delivery systems at the plant after the vehicles had come off of the assembly line. As part of the post-production rework, the fuel tank had to be opened and closed through the service opening. During the closing and re-sealing operation two potential issues might have occurred: First, the steel bayonette-type locking plate, which mechanically secures the flange of the fuel delivery module to the fuel tank, might not have been properly secured. Secondly, electrical wires connecting to the fuel delivery module might have been pinched between the flange of the fuel delivery module and the tank. On units where the electrical wires were pinched, the attachment of the fuel sending unit may be compromised, and the insulation of the wires may be damaged.

Identification of Any Warning that can Occur : Fuel gauge issue.

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

FOREIGN STATES

Country : NR

Chronology :

At the end of September and in October 2014, a limited number of subject C-Class vehicles were found in the US with the defect described above. Investigations were launched in November 2014 to determine the root cause and whether the reported cases were related. Further research determined that in all reported instances the vehicles had been subject to the same fuel system rework action at the US plant in Tuscaloosa, AL.

Beginning in December 2014, MBUSA began conducting additional testing and inspections on potentially affected vehicles in order to understand the root cause and the potential consequences of the issue. In early March 2015, DAG determined that the existence of a safety defect in the affected vehicle population cannot be excluded.

Description of Remedy :

Description of Remedy Program : MBUSA will conduct a voluntary recall campaign to inspect all potentially affected vehicles for pinched wires and improperly secured locking plates. If necessary, the wiring will be properly re-positioned and all locking plates will be properly secured. MBUSA does not plan to provide notice about pre-notice reimbursement to owners because all involved vehicles remain covered under the new vehicle warranty.

How Remedy Component Differs from Recalled Component :

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported