Part 573 Safety Recall Report

15V-505

Manufacturer Name : Mercedes-Benz USA, LLC.
Submission Date : DEC 28, 2015
NHTSA Recall No. : 15V-505
Manufacturer Recall No. : 2015080001

Manufacturer Information :

Manufacturer Name : Mercedes-Benz USA, LLC.
Address : One Mercedes Dr, PO Box 350
Montvale NJ 07645-0350
Company phone : 1-800-367-6372

Population :

Number of potentially involved : 209
Estimated percentage with defect : 1

Vehicle Information :

Vehicle : 2016-2016 Mercedes-Benz E350
Vehicle Type : LIGHT VEHICLES
Body Style : 4-DOOR
Power Train : GAS
Descriptive Information : 212059 77 affected

Production Dates : APR 16, 2015 - APR 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2016-2016 Mercedes-Benz E400
Vehicle Type : LIGHT VEHICLES
Body Style : 4-DOOR
Power Train : GAS
Descriptive Information : 212065 20 affected

Production Dates : APR 16, 2015 - APR 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2016-2016 Mercedes-Benz E400 4Matic
Vehicle Type : LIGHT VEHICLES
Body Style : 4-DOOR
Power Train : GAS
Descriptive Information : 212067 2 affected

Production Dates : APR 16, 2015 - APR 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2016-2016 Mercedes-Benz E63 4M S AMG
Vehicle Type : LIGHT VEHICLES
Body Style : 4-DOOR
Power Train : GAS
Descriptive Information : 212076 2 affected

Production Dates : APR 16, 2015 - APR 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2016-2016 Mercedes-Benz E350 4Matic
Vehicle Type : LIGHT VEHICLES
Body Style : 4-DOOR
Power Train : GAS
Descriptive Information : 212088 85 affected

Production Dates : APR 16, 2015 - APR 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2016-2016 Mercedes-Benz E63-4M S AMG
Vehicle Type : LIGHT VEHICLES
Body Style : STATIONWAGON
Power Train : GAS
Descriptive Information : 212276 2 affected

Production Dates : APR 16, 2015 - APR 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2016-2016 Mercedes-Benz E350 4Matic
Vehicle Type : LIGHT VEHICLES
Body Style : STATIONWAGON
Power Train : GAS
Descriptive Information : 212288 4 affected

Production Dates : APR 16, 2015 - APR 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2015-2015 Mercedes-Benz CLS400
Vehicle Type : LIGHT VEHICLES
Body Style : 4-DOOR
Power Train : GAS
Descriptive Information : 218365 5 affected

Production Dates : APR 16, 2015 - APR 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2015-2015 Mercedes-Benz CLS400 4Matic
Vehicle Type : LIGHT VEHICLES
Body Style : 4-DOOR
Power Train : GAS
Descriptive Information : 218367 3 affected

Production Dates : APR 16, 2015 - APR 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2015-2015 Mercedes-Benz CLS 550
Vehicle Type : LIGHT VEHICLES
Body Style : 4-DOOR
Power Train : GAS
Descriptive Information : 218373 5 affected

Production Dates : APR 16, 2015 - APR 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2015-2015 Mercedes-Benz CLS63-4M "P" AMG
Vehicle Type : LIGHT VEHICLES
Body Style : 4-DOOR
Power Train : GAS
Descriptive Information : 218376 3 affected

Production Dates : APR 16, 2015 - APR 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2015-2015 Mercedes-Benz CLS550 4Matic
Vehicle Type : LIGHT VEHICLES
Body Style : 4-DOOR
Power Train : GAS
Descriptive Information : 218391 1 affected

Production Dates : APR 16, 2015 - APR 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Description of Defect :

Description of the Defect : The rubber seal is attached to the top edge of the secondary bulkhead in the engine compartment and relies on a press-fit from an integral steel cable to secure the seal to the bulkhead. The rubber seal is designed to seal the bulkhead to the closed hood to isolate noises, odors, humidity and heat.
Due to supplier rework of the rubber seal used on the affected vehicles, the integral steel cable might have been damaged. This could lead to lower holding forces on the bulkhead. In the event the rubber seal is not properly secured to the secondary bulkhead, it is possible for the seal to temporarily adhere to the engine hood when the hood is opened. Should this occur, the rubber seal might be partially lifted from the secondary bulkhead.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Under adverse circumstances, a partially displaced seal may drop into the area between the engine and the secondary bulkhead. Should a sufficient length of rubber seal be displaced from the bulkhead, and should this portion of the seal drop down, it is possible that the loose end of the seal might contact parts of the exhaust system, specifically the catalytic converter.
Should the catalytic converter be sufficiently hot at the time of contact with the rubber seal, the potential risk of fire cannot be excluded.

Description of the Cause : Due to supplier rework of the rubber seal used on the affected vehicles, the integral steel cable might have been damaged

Identification of Any Warning that can Occur : Seal may drop into the area of the secondary bulkhead

Supplier Identification :

Component Manufacturer

Name : Veritas AG

Address : Stettiner Str. 1-9
Gelnhausen FOREIGN STATES 63571

Country : Germany

Chronology :

In April 2015 DAG became aware through feedback of the internal Quality Assurance department of a single case in the production plant in which the holding force of the rubber seal on the secondary bulkhead was lower than designed.

Investigations were started immediately to determine the root cause and the effects of the reported vehicle condition. In May 2015, the root cause was identified as relating to supplier rework of a limited number of rubber seals, which might have led to damage of the integral steel cable. In June 2015, analyses were conducted to understand the impact of the potential rework damage on the holding force of the rubber seal on the secondary bulkhead.

In July 2015, DAG determined the population of potentially affected vehicles and determined that a safety related defect cannot be excluded.

Description of Remedy :

Description of Remedy Program : MBUSA will conduct a voluntary safety recall campaign on the subject vehicles described above as a precautionary measure to replace the rubber seal in the engine compartment. 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 : The remedy component is not damaged

Identify How/When Recall Condition was Corrected in Production : The recall condition was corrected with new, non-reworked parts.

Recall Schedule :

Description of Recall Schedule : Dealers will be notified of the pending voluntary recall campaign in August, 2015. The voluntary recall campaign is expected to commence in August. A copy of all communications will be provided when available.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported