# Part 573 Safety Recall Report

**15V-652**

**Manufacturer Name :** Mercedes-Benz USA, LLC.
**Submission Date :** OCT 13,2015
**NHTSA Recall No. :** 15V-652
**Manufacturer Recall No. :** NR

**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 : 2,956
Estimated percentage with defect : 100

**Vehicle Information :**

Vehicle : 2015-2016 Mercedes-Benz S63 AMG 4Matic sedan (222 platform)
Vehicle Type : LIGHT VEHICLES
Body Style : 4-DOOR
Power Train : GAS
Descriptive Information : 222.178 UG7J MY15 1086
222.178 UG7J MY16 394
Production Dates : MAY 14, 2013 - SEP 18, 2015

**VIN (Vehicle Identification Number) Range**

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2014-2014 Mercedes-Benz S63 AMG Sedan
Vehicle Type : LIGHT VEHICLES
Body Style : 4-DOOR
Power Train : GAS
Descriptive Information : 222.178 UG7J 382
Production Dates : MAY 14, 2013 - SEP 18, 2015

**VIN (Vehicle Identification Number) Range**

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2015-2016 Mercedes_Benz S63 AMG 4Matic coupe (217 platform)
Vehicle Type : LIGHT VEHICLES
Body Style : 2-DOOR
Power Train : GAS
Descriptive Information : 217.378 XJ7J 670 MY15
217.378 XJ7J 424 MY16
Production Dates : MAY 14, 2013 - SEP 18, 2015

**VIN (Vehicle Identification Number) Range**

Begin : NR End : NR ☐ Not sequential VINs

**Description of Defect :**

Description of the Defect : DAG has determined that on certain S-Class S63 vehicles (platforms 217 and 222) an issue within the engine control unit software might potentially cause an engine shut-down. Specifically, irregular rpm at idle could lead to unintentional engine shut-down just prior to a vehicle-stop (e.g. while coasting towards a traffic light). If such a situation occurs, the driver might falsely interpret the engine shut-down as planned shut-down as part of the ECO Start/Stop system.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : A potential engine shut-down might be falsely interpreted by the driver as planned shut-down as part of the ECO-Start-function. However, the engine will not restart automatically after releasing the brake-pedal, temporarily immobilizing the vehicle. Nevertheless, the vehicle can be restarted upon shifting transmission into "N" or "P" and activating the ignition cycle. An unintentional shut-down of the vehicle could increase the risk of a crash.

Description of the Cause : An engine control unit software issue might cause a lean fuel mixture during the transition from the overrun fuel cut-off mode into the combustion mode. In the event of unfavorable tolerances and/or adaptations on some vehicles, the lean fuel mixture, combined with an open clutch might lead to the subject condition.

Identification of Any Warning that can Occur : The typical instrument cluster warning lamps which are activated upon engine shut-down with ignition "ON" indicate to the driver that the vehicle is not in ECO Start/Stop mode and needs to be manually restarted.

**Supplier Identification :**

**Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

**Chronology :**

In late May 2015, Daimler received the first individual customer complaint with the subject condition.
As additional customer complaints were received over the following weeks, vehicles were equipped with the software in question and special diagnostic equipment to duplicate the subject condition. In July 2015, the test teams were finally able to reproduce the issue on one vehicle. A thorough root cause analysis was immediately initiated and an adaptation issue was determined to be the underlying causing factor. In August 2015, further investigations were performed to analyze the potentially affected vehicle population.
In early October 2015 DAG determined that a defect exists in the potentially affected vehicle population and decided to recall the vehicles.

**Description of Remedy :**

Description of Remedy Program : Affected vehicles will receive an updated software for the engine control unit.

How Remedy Component Differs from Recalled Component : New engine control unit software version

Identify How/When Recall Condition was Corrected in Production : Flashing of the new software version onto the engine control unit will ensure avoidance of this issue on S-class vehicles in production as well as in the field.

**Recall Schedule :**

Description of Recall Schedule : Dealers will be informed of the new recall on October 16, 2015. Owner notifications will occur December 8, 2015

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported