

**Part 573 Safety Recall Report****15V-711****Manufacturer Name :** Mercedes-Benz USA, LLC.**Submission Date :** OCT 26,2015**NHTSA Recall No. :** 15V-711**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 : 126,260

Estimated percentage with defect : 1

**Vehicle Information :**

Vehicle : 2008-2009 Mercedes-Benz C-Class C300 sedan (204 platform)

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : 204.0544 GF54 61862 vehicles

Production Dates : JAN 29, 2008 - DEC 17, 2008

**VIN (Vehicle Identification Number) Range**

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2008-2009 Mercedes-Benz C-Class C300 4Matic (204 platform)

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : 204.081 GF81 36888 vehicles

Production Dates : JAN 26, 2007 - DEC 17, 2008

**VIN (Vehicle Identification Number) Range**

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2008-2009 Mercedes-Benz C-Class C63 AMG (204 Platform)

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : 204.077 GF77 2236 vehicles

Production Dates : JAN 29, 2007 - DEC 17, 2008

**VIN (Vehicle Identification Number) Range**

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2008-2009 Mercedes-Benz C-Class C350 (204 Platform)

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : 204.056 GF56 21013

Production Dates : JAN 29, 2007 - DEC 17, 2008

**VIN (Vehicle Identification Number) Range**

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2010-2010 Mercedes-Benz GLK-Class GLK350 (204 Platform)

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : 204,956 GG5G 2 vehicles

Production Dates : JAN 29, 2007 - DEC 17, 2008

**VIN (Vehicle Identification Number) Range**

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2010-2010 Mercedes-Benz GLK-Class GLK350 4Matic (204 Platform)

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : 204.987 GG8H 4259 vehicles

Production Dates : JAN 29, 2007 - DEC 17, 2008

**VIN (Vehicle Identification Number) Range**

Begin : NR

End : NR

 Not sequential VINs**Description of Defect :**

Description of the Defect : Daimler AG has become aware within the scope of its worldwide product monitoring that on certain C-Class and GLK vehicles (204 platform) produced between 03/2006 and 12/2008, the SRS control unit function could be compromised.

Due to insufficient passivization in the production process of the power supply component of the control unit (ASIC), corrosion in the semiconductor material

could lead to swelling of the separation layer in the semiconductor. Subsequently, electrical connections might be interrupted, which could lead to a failure of the ASIC component.

FMVSS 1 :NR

FMVSS 2 :NR

Description of the Safety Risk : The interruption of internal electrical contacts of the ASIC component could lead to a malfunction of the SRS control unit, causing the SRS warning lamp to illuminate, and subsequent deactivation of the SRS components. Should the SRS warning lamp be ignored where the system is not checked, and the car is in crash of sufficient severity requiring deployment of the SRS, the risk of injuries to the occupants may increase.

Additionally, in the event one specific electrical connection is interrupted, several SRS components could inadvertently deploy, which may increase the risk of a crash and/or injuries.

Description of the Cause : Due to insufficient passivation in the production process of the power supply component of the control unit (ASIC), corrosion in the semiconductor material could lead to swelling of the separation layer in the semiconductor. Subsequently, electrical connections might be interrupted, which could lead to a failure of the ASIC component.

Identification of Any Warning that can Occur : In the event of an SRS control unit malfunction, the customer will be made aware of the issue through illumination of the SRS warning lamp.

In the event of an inadvertent deployment of the SRS components, there is no warning to the driver.

**Supplier Identification :**

**Component Manufacturer**

Name : Continental AG

Address : 1830 MacMillan Park Dr.

Fort Mill SOUTH CAROLINA 29707

Country : United States

**Chronology :**

In March 2013, following instances in the field with customer complaints concerning "SRS warning lamp on," DAG initiated a service campaign outside the USA for vehicles with 4-cyl. gas engine and 5-speed auto transmission, an engine/transmission combination that was not offered in the USA.

At that time, DAG also was aware of isolated instances of unintended airbag deployment in vehicles with this combination of engine/transmission in various countries outside the USA.

As a result of internal investigations, a major influencing factor was believed to be the specific, higher thermal load to the control unit on vehicles with this combination of engine/transmission. The SRS control unit is located above the transmission tunnel and is thus exposed to thermal loads from the engine and transmission. In the 2nd half of 2013, DAG became aware of the first two instances of unintended airbag deployments in vehicles with 6-cyl. engines in two different countries outside the USA. These vehicles were equipped with a 6-cyl. gas engine and 7-speed auto transmission, a combination of engine/transmission offered in the USA. Therefore, further investigations into the issue were initiated; however at that time no defect trend was identified.

During 2014 (Jan/Aug/Nov), MBUSA became aware of three alleged instances of unintended airbag deployments in vehicles with 6-cyl. engines in the U.S. However, the detailed analysis of these cases did not reveal a clear root cause due to the individual histories of those vehicles (e.g. prior flood damage, prior crash damage).

In the summer of 2015, a 3rd instance of unintended airbag deployment in a vehicle with a 6-cyl engine occurred outside the USA. Following this instance, the earlier instances in the US were again investigated, and a common root cause was identified in all of the cases of unintended airbag deployments in this context.

In mid-October 2015, DAG determined that a defect exists in the SRS control unit of the subject vehicles.

**Description of Remedy :**

**Description of Remedy Program :** An authorized Mercedes-Benz dealer will first check the SRS control unit and replace it, if necessary. MBUSA will provide notice about pre-notice reimbursement to owners in the customer letter.

**How Remedy Component Differs from Recalled Component :** The design and production process of the ASIC component in the SRS control unit was improved: Thicker passivation layer, widening of electrical connections, increased drying temperature and duration.

**Identify How/When Recall Condition was Corrected in Production :** The implementation of improvement measures in the production process of the ASIC component has ensured that this complaint can no longer occur in vehicles produced from January 1, 2009 onwards

**Recall Schedule :**

Description of Recall Schedule : Dealers will be notified of the pending voluntary recall campaign in October, 2015. Owner will receive a customer notification letter within the 60 day limit. An exact date for the voluntary recall campaign to commence has not yet been determined. 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