

**Part 573 Safety Recall Report****15V-082****Manufacturer Name :** Mercedes-Benz USA, LLC - DBA Sprinter**Submission Date :** FEB 12,2015**NHTSA Recall No. :** 15V-082**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Mercedes-Benz USA, LLC - DBA Sprinter

Address : 8501 Palmetto Commerce Pkwy

Ladson SC 29456

Company phone : 843-695-5057

**Population :**

Number of potentially involved : 5,586

Estimated percentage with defect : 2

**Vehicle Information :**

Vehicle : 2015-2015 MB/FTL Sprinter 2500 and 3500 Engine OM651

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style : VAN

Power Train : DIESEL

Descriptive Information : This is a voluntary safety recall campaign

Production Dates : JUL 01, 2014 - OCT 14, 2014

**VIN (Vehicle Identification Number) Range**

Begin : NR

End : NR

 Not sequential VINs**Description of Defect :**

Description of the Defect : Daimler AG (DAG) has determined that due to the NAFTA specific vehicle types and NAFTA specific crashworthiness requirements, the Model year 2015 vehicles were produced with an abutting wedge at the B-pillar necessary to meet the internal requirements concerning door opening forces after crash-testing conditions with a severe frontal impact.

DAG has determined that despite existing assembly instructions, individual worker errors could have led to an incorrectly installed abutting wedge in certain vehicles in the affected production range. In these cases the abutting wedge may have been attached to the B-pillar with an improper orientation.

Description of the Safety Risk : If a vehicle with an incorrectly installed abutting wedge is involved in an accident with a heavy frontal collision, it cannot be excluded that significantly greater forces are necessary to open the doors.

Description of the Cause : DAG has determined that despite existing assembly instructions, individual worker errors could have led to an incorrectly installed abutting wedge in certain vehicles in the affected production range. In these cases the abutting wedge may have been attached to the B-pillar with an improper orientation.

Identification of Any Warning that can Occur : As the malfunction can only occur in an accident with heavy frontal collision, the customer does not receive advance warnings.

**Supplier Identification :****Component Manufacturer**

Name : NR

Address : NR

FOREIGN STATES

Country : NR

**Chronology :**

At the end of September 2014 DAG found two vehicles on the production line with an incorrectly assembled abutting wedge on the B-pillar. Further investigations were immediately started to determine the root cause. In October 2014 audits on the line were executed. An additional check with a stamp point in the finishing area was implemented to ensure the correct execution of the work instructions. Furthermore, the evaluation of the potential consequences of an incorrect assembly was started.

In November 2014 the internal rework process was started. Statistics of the reworked vehicles showed afterwards, that 1,6% of the vehicles in the plant had one of the two B-pillars the abutting wedge installed incorrectly.

In January 2015, DAG determined that the existence of a safety defect in the cases of a severe frontal collision in the affected vehicle population cannot be excluded.

**Description of Remedy :**

Description of Remedy Program : Via its Mercedes-Benz service partners, DAG will conduct a voluntary safety recall to check the correct installation of the abutting wedges and correct them if necessary.

How Remedy Component Differs from Recalled Component : The affected part will be installed with the correct orientation

Identify How/When Recall Condition was Corrected in Production : At the end of September 2014 DAG found two vehicles on the production line with an incorrectly assembled abutting wedge on the B-pillar. Further investigations were immediately started to determine the root cause.

In October 2014 audits on the line were executed. An additional check with a stamp point in the finishing area was implemented to ensure the correct execution of the work instructions. Furthermore, the evaluation of the potential consequences of an incorrect assembly was started.

In November 2014 the internal rework process was started. Statistics of the reworked vehicles showed afterwards, that 1,6% of the vehicles in the plant had one of the two B-pillars the abutting wedge installed incorrectly. In January 2015, DAG determined that the existence of a safety defect in the cases of a severe frontal collision in the affected vehicle population cannot be excluded.

**Recall Schedule :**

Description of Recall Schedule : DAG estimates owner notification will begin in March 2015.

Dealers will be notified of the pending voluntary recall campaign in March 2015. The voluntary recall campaign is expected to commence in March 2015.

A copy of all communications will be provided when available.

A copy of the owner notification will be provided when available.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

\* NR - Not Reported