

Part 573 Safety Recall Report

16V-335

Manufacturer Name : Mercedes-Benz USA, LLC.

Submission Date : MAY 16, 2016

NHTSA Recall No. : 16V-335

Manufacturer Recall No. : NR



Manufacturer Information :

Population :

Manufacturer Name : Mercedes-Benz USA, LLC.

Number of potentially involved : 1

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

Estimated percentage with defect : NR

Company phone : 1-800-367-6372

Vehicle Information :

Vehicle 1 : 2016-2016 Mercedes-Benz CLA-Class Sedan

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : 117.352 SJ5C 1 vehicle

Production Dates : NOV 10, 2015 - NOV 10, 2015

VIN Range 1 : Begin : NR **End :** NR

Not sequential

Description of Defect :

Description of the Defect : Daimler AG has determined that on certain CLA-Class AMG vehicles (117 platform), a potentially defective weld between the clutch disk and hub may develop a crack.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If the entire weld cracks through no traction would result at this clutch. The gearbox could then either shift into 'neutral' or go into a partial gearbox limp home mode. In the event of a shift into 'neutral' there would be no torque from the power train and the vehicle would coast to a stop. Depending on the traffic situation this could increase the risk of a potential accident.

Description of the Cause : Due to incorrect welding machine parameters, the weld between the disk and the hub of the dual clutch could be outside of specification.

Identification of Any Warning that can Occur : Customers will not be alerted in advance. In the event of no traction, a warning message in the instrument cluster is displayed.

Supplier Identification :**Component Manufacturer**

Name : NR
Address : NR
NR
Country : NR

Chronology :

In October 2015, DAG launched initial investigations based on findings of a regular quality analysis in production.

DAG determined that, in the analyzed cases, the welding machine parameters were outside of specification.

In November 2015, further analysis was done to learn more about those parts. It was determined that a certain batch of clutches with a defective weld had been manufactured and might not meet the internal rigidity requirements.

In late 2015, internal DAG vehicles were equipped with clutches having similar weld cracks to analyze the potential effect in an vehicle environment.

In February 2016, one of the internal vehicles experienced the conditions above.

In March 2016, DAG reviewed logistics documents to determine which transmissions might have been equipped with a potentially cracked weld.

In April 2016, further analyses were done to identify potentially affected vehicles in the field.

In May 2016, DAG determined that a potential safety risk cannot be ruled out.

Description of Remedy :

Description of Remedy Program : An authorized Mercedes-Benz dealer will replace the dual clutch on the affected vehicle. Pursuant to 49 C.F.R. § 577.11(e), MBUSA does not plan to provide notice about pre-notice reimbursement to the owner since the involved vehicle remains covered under the new vehicle warranty.

How Remedy Component Differs NR
from Recalled Component :

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

Recall Schedule :

Description of Recall Schedule : The respective dealer will be notified of the voluntary recall campaign in June 2016.

Based on a single vehicle potentially affected, MBUSA will reach out to the owner directly in June 2016 and therefore no owner letter will be mailed

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported