

Part 573 Safety Recall Report

17V-094

Manufacturer Name : Daimler Vans USA, LLC**Submission Date :** FEB 10, 2017**NHTSA Recall No. :** 17V-094**Manufacturer Recall No. :** NR**Manufacturer Information :****Population :**

Manufacturer Name : Daimler Vans USA, LLC

Number of potentially involved : 2

Address : 303Perimeter Center North
Suite 202 Atlanta GA 30346

Estimated percentage with defect : 100 %

Company phone : 8548883214

Vehicle Information :

Vehicle 1 : 2015-2015 Mercedes-Benz Sprinter

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : VAN

Power Train : DIESEL

Descriptive Information : 2015MY Mercedes-Benz Sprinter

Production Dates : SEP 26, 2014 - OCT 09, 2014

VIN Range 1 : Begin : NR End : NR

 Not sequential**Description of Noncompliance :**

Description of the Noncompliance : Daimler AG, the manufacturer of Mercedes-Benz Sprinter Vans, became aware that on 2 SPRINTER 4x4 market introduction vehicles for the US market a drive shaft loss protection catch strap was not mounted onto the vehicle. This additional catch strap is required in order to ensure fulfilment of the FMVSS 310 for vehicles which have a permissible curb weight of 7,400lbs (UVW = unloaded vehicle weight), including the body builder scopes. Tests to confirm the fulfillment of the FMVSS 310 have not been performed for vehicles of this weight class without an additional loss protection (catch strap) for the vehicle's drive shaft.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : NR

Description of the Cause : The subject vehicles were produced prior to the official start of series production. At that point in time the required equipment for certification of vehicles with a UVW of 7,400lbs had not been defined.

Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name : NR
Address : NR
NR
Country : NR

Chronology :

DAG was aware that as of December 2014 several market introduction vehicles reached Mercedes-Benz USA Vehicle Preparation Centers (VPC). The purpose of these vehicles was the use for exhibitions, sales pictures and showroom presentations and these vehicles should remain in possession of MB USA until re-work to final series configuration was carried out properly. In March 2016 DAG received unconfirmed information that some vehicles were probably sold to customers without completion of the required re-work. DAG started investigation and identification of explicit configuration of each vehicle. Moreover, DAG checked the complete population of the market introduction vehicles with respect to their current location. The remaining vehicles in the VPC were instantly blocked to prevent sale/dispatch and to start the required re-work accordingly. In December 2016 DAG received the final information on the exact number of affected vehicles in customers' hands.

Daimler AG is not aware of any complaints from customers concerning this matter.

Description of Remedy :

Description of Remedy Program : An authorized Mercedes-Benz Sprinter dealer will retrofit the additional propeller shaft catch strap to the affected vehicles. Pursuant to 49 C.F.R. § 577.11(e), Daimler Vans does not plan to provide notice about pre-notice reimbursement to owners since all involved vehicles remain covered under the new vehicle warranty.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : From start of series production all vehicles produced are fitted with the drive shaft catch strap in accordance with the certified configuration for vehicles with an UVW of 7,400lbs.

Recall Schedule :

Description of Recall Schedule : Dealers will be notified of the pending voluntary recall campaign in March 2017. A copy of all communications will be provided when available.

Owners will be notified one week after the recall launch to the dealers.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported