

# Part 573 Safety Recall Report

# 17V-250

**Manufacturer Name :** Mercedes-Benz USA, LLC.**Submission Date :** DEC 11, 2017**NHTSA Recall No. :** 17V-250**Manufacturer Recall No. :** 2017060004**Manufacturer Information :**

Manufacturer Name : Mercedes-Benz USA, LLC.

Address : 13470 International Parkway  
Jacksonville FL 32218

Company phone : 1-877-496-3691

**Population :**

Number of potentially involved : 10,832

Estimated percentage with defect : 1 %

**Vehicle Information :**

Vehicle 1 : 2013-2016 Mercedes-Benz G550

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : 463.237 YC3H 4066 Vehicles

Production Dates : JUL 25, 2012 - AUG 31, 2016

VIN Range 1 : Begin : NR End : NR

 Not sequential

Vehicle 2 : 2016-2016 Mercedes-Benz G550

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : 463.239 YC3K 1193 Vehicles

Production Dates : JUL 25, 2012 - AUG 31, 2016

VIN Range 1 : Begin : NR End : NR

 Not sequential

Vehicle 3 : 2016-2016 Mercedes-Benz G65 AMG

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : 463.275 YC7F 165 Vehicles

Production Dates : JUL 25, 2012 - AUG 31, 2016

VIN Range 1 : Begin : NR End : NR

 Not sequential

Vehicle 4 : 2013-2016 Mercedes-Benz G63 AMG

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : 463.273 YC7D 5408 Vehicles

Production Dates : JUL 25, 2012 - AUG 31, 2016

VIN Range 1 : Begin :

NR

End : NR

 Not sequential**Description of Defect :**

Description of the Defect : Daimler AG ('DAG'), the manufacturer of Mercedes-Benz vehicles, has determined that on certain G-Class vehicles (463 platform), insufficient tightening torque at the steering coupling could lead to excessive wear of the steering coupling interlock under conditions of increased force application.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Excessive wear at the splined steering coupling could cause the connection between the coupling and shaft to be compromised, resulting in the possible loss of steering. This would increase the risk of a crash.

Description of the Cause : Tightening torque specifications at the assembly line were not properly adapted to steering gear tolerances after the steering gear supplier had changed.

Identification of Any Warning NR  
that can Occur :

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

Name : NR

Address : NR

NR

Country : NR

**Chronology :**

In March 2015, a failed steering coupling was reported to DAG. Upon completed analysis, the complaint was determined to be an isolated case, caused by incorrect positioning of the steering coupling on the input shaft. A positioning gauge was installed at the supplier as a preventive measure. In January 2016, two additional isolated complaints were reported from the field and immediate countermeasures were put in place by optimizing the assembly instructions. Following these isolated reports, investigations were initiated at DAG and the supplier, including torsion endurance runs on the test bench, simulating 627,500 load changes. In April 2016, internal analysis reports for the two field complaints showed insufficient tightening torques at the

steering coupling. In-depth test series were conducted, as well as force tests on the test bench, which were concluded without any breakages. In August 2016, two additional complaints were received from vehicles, which had both been manufactured before the implementation of the positioning gauge in 2015. Endurance tests were initiated to ensure that appropriate measures had been implemented to prevent the issue from recurring. Later, various tests were done to simulate curb misuse with different torques and load changes. All tests were concluded in March 2017. Final verification of repair instructions and identification of potentially affected vehicles in the field was conducted in late March 2017. In early April 2017, DAG determined that a potential safety risk could not be ruled out.

## Description of Remedy :

Description of Remedy Program : An authorized Mercedes-Benz dealer will replace the steering coupling on the affected vehicles. Pursuant to 49 C.F.R. § 577.11(e), MBUSA 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 : NR

## Recall Schedule :

Description of Recall Schedule : Owners will be notified in May 2017, with an interim letter, and June 2017, approximately one week after recall launch to the dealers. Dealers will be notified of the voluntary recall campaign in April 2017. A copy of all communications will be provided when available.

Planned Dealer Notification Date : JUN 23, 2017 - NR

Planned Owner Notification Date : JUN 30, 2017 - NR

\* NR - Not Reported