

Part 573 Safety Recall Report

17V-308

Manufacturer Name : Mercedes-Benz USA, LLC.**Submission Date :** MAY 09, 2017**NHTSA Recall No. :** 17V-308**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 : 1-800-367-6372

Population :

Number of potentially involved : 5,818

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2015-2015 Mercedes-Benz SLK 250

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : 172.447 PK4H 1 Vehicle

Production Dates : MAR 19, 2015 - FEB 03, 2017

VIN Range 1 : Begin : NR End : NR

 Not sequential

Vehicle 2 : 2016-2017 Mercedes-Benz SLC 300

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : 172.438 PK3J 4175 Vehicles

Production Dates : MAR 19, 2015 - FEB 03, 2017

VIN Range 1 : Begin : NR End : NR

 Not sequential

Vehicle 3 : 2016-2016 Mercedes-Benz SLK 350

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : 172.457 PK5H 663 Vehicles

Production Dates : MAR 19, 2015 - FEB 03, 2017

VIN Range 1 : Begin : NR End : NR

 Not sequential

Vehicle 4 : 2017-2017 Mercedes-Benz SLC 43 AMG

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : 172.466 PK6G 979 Vehicles

Production Dates : MAR 19, 2015 - FEB 03, 2017

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 certain SLK/ SLC-Class vehicles (172 platform) may have incorrect Electronic Stability Program (ESP) software installed. In the event a driver assist system (e. g. adaptive cruise control) initiates automatic braking and aborts again during the early stage of brake pressure increase, a low residual pressure could remain in the hydraulic brake system. As such, the braking system could continue applying minimal pressure with the brake pad contacting the rotor, and may heat up when driving is continued. This issue may only occur during a very small time period (<100ms) after automatic braking is initiated. If the driver actuates the brake pedal thereafter, the desired brake pressure is raised as intended and completely reduced after the brake pedal has been released. This includes any previously remaining residual pressure.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Constant brake pad application over longer periods of driving could lead to the brake fluid heating in the brake caliper, resulting in higher pressure in the brake system. This could increase the vehicle driving resistance, and the risk of a crash. This does not affect driving stability. Brake fade may influence braking performance. However, the vehicle can be safely stopped at any time. The brake system and ESP continues to fulfill the regulatory safety standards under these conditions. In addition, smoke may result particularly at low driving speeds and after the vehicle is at a stop, and the risk of a fire may be increased.

Description of the Cause : The supplier incorrectly programmed certain ESP software versions.

Identification of Any Warning that can Occur : The customer is made aware by a continuously increasing and perceptible vehicle deceleration and possibly smoke from the fender wells.

Supplier Identification :**Component Manufacturer**

Name : Continental Teves AG & Co. oHG
Address : Guerickestrasse 7
Frankfurt FOREIGN STATES 60488
Country : Germany

Chronology :

In early 2016 isolated cases of brake system heat were reported to DAG. Neither third party damages, nor personal injuries were reported nor could the phenomenon be reproduced.
In April 2016 a task force was established to further analyze the issue. The analysis of all relevant hardware components confirmed that the brake system worked faultlessly. Further isolated cases from the field were reported and the hardware components were excluded as a root cause.
From August 2016 onwards, DAG focused the analysis on the driver assist systems and the ESP software.
From September 2016 onwards, DAG created and tested a new ESP software.
In early 2017 DAG performed additional analysis to identify potentially affected vehicles.
From March 2017 onwards, DAG again reviewed all reported cases from the field regarding this issue and determined that some customers perceive the possible formation of smoke as fire.
In May 2017, DAG decided to recall the vehicles.

Description of Remedy :

Description of Remedy Program : An authorized Mercedes-Benz dealer will update the software for the ESP 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 : Dealers will be notified of the voluntary recall campaign in May 2017. Owners will be notified in late June 2017, approximately one week after recall launch to the dealers. 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