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Service

# newschannel update

TO: Mercedes-Benz Dealer Principals, General Managers, Sales Managers, Service Managers, Parts Managers	FROM: Thomas Brunner, Department Manager, Vehicle Compliance and Analysis, Engineering Services
RE: <b>Recall Campaign 2017080002</b> MY15-17 CLA-Class (117 platform), GLA-Class (156 platform), C-Class (205 platform), E-Class (213 platform) and GLC (253 platform) <b>Retrofit Fuse on Starting Current Limiter</b>	DATE: September 1, 2017

## IMPORTANT RECALL LAUNCH INFORMATION

Please see the attached document for the subject recall campaign launch information.





# RECALL CAMPAIGN LAUNCH NOTIFICATION UPDATE

September 1, 2017

<b>Campaign No. :</b>	<b>Campaign Desc. :</b>	<b>Retrofit Starting Current Limiter Fuse</b>
<b>2017080002</b>	<b>1702P15A29</b>	
<p>This is to notify you of a <b>Recall Campaign UPDATE</b> to replace the starting current limiter on approximately <b>269,376</b> MY15-17 CLA-Class (117 platform), GLA-Class (156 platform), C-Class (205 platform), E-Class (213 platform) and GLC (253 platform) vehicles. This notification supplements the initial communication distributed on February 21, 2017. Please review the information below. The Recall Campaign is visible on the <a href="http://www.safercar.gov">www.safercar.gov</a> website and may generate questions from customers. Affected vehicles will be flagged in VMI on September 1, 2017, as "Open".</p>		
<b>Background</b>		
<b>Issue</b>	<p>Daimler AG (DAG), the manufacturer of Mercedes-Benz vehicles, has determined that on certain CLA-Class (117 platform), GLA-Class (156 platform), C-Class (205 platform), E-Class (213 platform) and GLC (253 platform) vehicles, the starting current limiter could be overloaded under certain conditions during the starting procedure. In the event the starter is blocked due to engine/transmission damage (e.g. a hydro-locked engine), a very high electric current would flow through the starting current limiter during the subsequent start attempt. Should the driver attempt to start the engine repeatedly despite the engine not cranking, the very high electric current draw could lead to overheating of the starting current limiter. In a worst case, surrounding components might melt, and potentially ignite, and lead to a fire.</p>	
<b>What We're Doing</b>	<p>MBUSA will conduct a voluntary recall. An authorized Mercedes-Benz dealer will retrofit a fuse on the starting current limiter on the affected vehicles.</p>	
<b>Parts</b>	<p>Affected vehicles are flagged in VMI as "Open". <b>Initial part quantities will be allocated to dealers. Dealers do not need to order parts for the recall launch.</b></p>	
<b>Vehicles Affected</b>		
<b>Vehicle Model Year(s)</b>	2015-2017	
<b>Vehicle Model</b>	CLA-Class, GLA-Class, C-Class, E-Class, and GLC vehicles, including AMG43 models	
<b>Vehicle Populations</b>		
<b>Total Recall Population</b>	269,376	
<b>Total Vehicles in Dealer Inventory</b>	9,423	
<p><b>Given this notice, it is a violation of Federal law for a dealer to sell or lease any new MY15-MY17 CLA-Class, GLA-Class, C-Class, GLC-Class, or E-Class vehicles in dealer inventory covered by this notification until the vehicle has been repaired. Affected vehicles will be flagged in VMI as "OPEN". Work Instructions will be available in Star TekInfo. Once the repair is complete, the vehicle may be sold or leased.</b></p> <p style="text-align: center;"><b>Loaner and demonstrator vehicles may continue to be driven, but must not be retailed until repaired.</b></p> <p><b>Additionally, given this notice, it is a violation of Federal Law for car rental companies to rent any MY15-17 CLA-Class, GLA-Class, C-Class, GLC-Class, or E-Class vehicles covered by this notification until the vehicle has been repaired.</b></p>		
<b>Next Steps/Notes</b>		
<b>Customer Notification Timeline</b>	<p>Customer interim letters were originally mailed in April 2017. Final remedy customer notification letters will be mailed early September 2017.</p>	
<b>AOMS/SOMS</b>	<p>AOMs – Recall may generate questions from your dealers. Please forward this notice to your dealers ASAP.</p>	
<b>Rental Fleet Partners</b>	<p>This recall may affect vehicles in your fleet. Please contact your respective MBUSA fleet representative for further information and next steps. For repairs, please contact your preferred MBUSA dealer.</p>	
<p>While we regret any inconvenience this may cause, MBUSA is determined to maintain a high level of vehicle quality and customer satisfaction. Please refer all customer inquiries to the Customer Assistance Center at 1-800-FOR-MERCEDES.</p>		



Mercedes-Benz

Campaign No. 2017080002, September 2017

TO: ALL MERCEDES-BENZ CENTERS

SUBJECT: **Models 117, 156, 205, 213, and 253; Model Years 2015-2017**  
**Retrofit Fuse on Starting Current Limiter**

Daimler AG (DAG), the manufacturer of Mercedes-Benz vehicles, has decided that on certain CLA (117 platform), GLA (156 platform) C-Class (205 platform), E-Class (213 platform) and GLC (253 platform) vehicles, the starting current limiter could be overloaded under certain conditions during the starting procedure. In the event the starter is blocked due to engine/transmission damage (e.g. hydro locked engine), a very high electric current would flow through the starting current limiter during the subsequent start attempt. Should the driver attempt to start the engine repeatedly despite the engine not cranking, the very high electric current draw might lead to overheating of the starting current limiter. In a worst case, surrounding components might melt, and potentially ignite and lead to a fire. As a precautionary measure an authorized Mercedes-Benz dealer will install an additional fuse in the electrical line to the starter.

**Special Tool (W 246 589 00 40 00) is required ONLY FOR MODELS 117 and 156.**

**DO NOT** use the tool on models 205, 213 and 253. Using it on these models will damage the current limiter.

Prior to performing this Recall Campaign:

- Please check VMI to determine if the vehicle is involved in the Campaign and if it has been previously repaired.
- Please review the entire Recall Campaign bulletin and follow the repair procedure exactly as described.

Please note that Recall Campaigns **do not expire** and may also be performed on a vehicle with a vehicle status indicator.

Approximately 269,480 vehicles are involved.

Order No. P-RC-2017080002

This bulletin has been created and maintained in accordance with MBUSA-SLP S423QH001, Document and Data Control, and MBUSA-SLP S424HH001, Control of Quality Records.

## Check/test procedure

1. Check whether a front-end relay or a voltage dip limiter is installed.
  - a. If the **front-end relay** (figure 1) is positioned horizontally on the positive pole, continue below with the work instruction for the appropriate model. .
  - b. If the **voltage dip limiter** (figure 2) is positioned **laterally** in a vertical position **at the battery**, the procedure is complete – no further action needed..  
**Do not** install the electrical fuse on the **voltage dip limiter!**

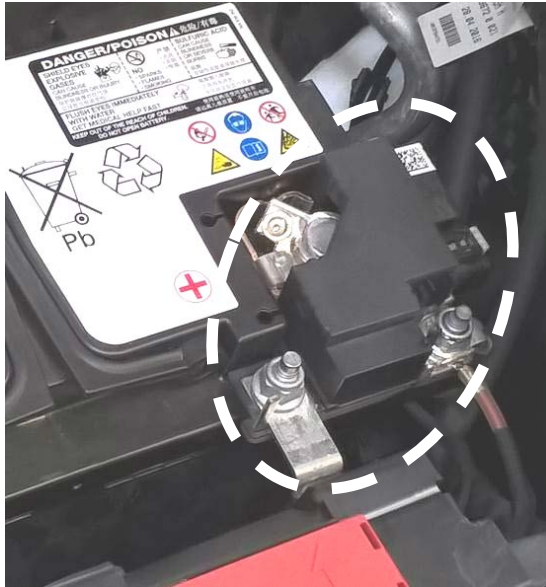


Figure 1 (front-end relay)

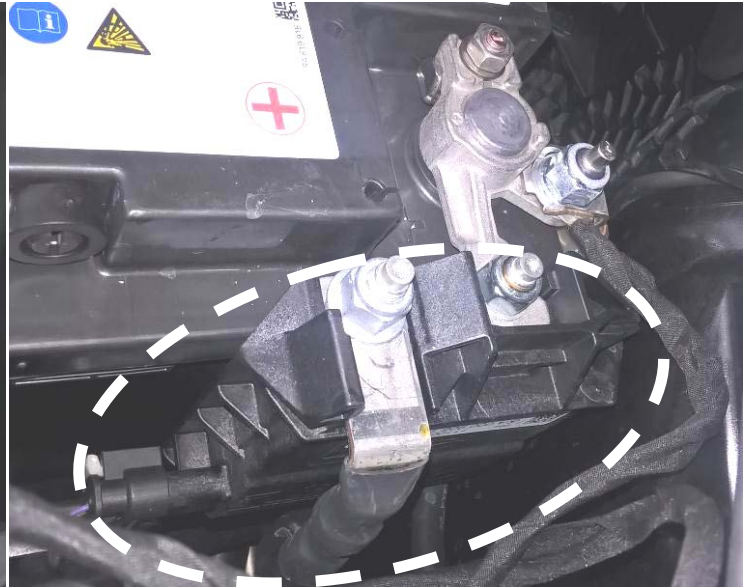


Figure 2 (voltage dip limiter)

**i** Document the **findings** from the check/test procedure on the RO.

**Please note:**

Below you will find two unique sets of work instructions. The first set is for 205, 213, and 253 (pages 3-5). Below that is the work instruction for 117 and 156 (pages 5-8).

## Work instruction for 205, 253, and 213

1. Disconnect negative battery cable at on-board electrical system battery.

**i** Model 205, 253, and 213 see AR54.10-P-0003LW.

**Nm** Nut of battery cable to negative pole/positive pole of on-board electrical system battery **6 Nm**

**i** Secure the disconnected negative battery cable against unwanted contact.

2. Loosen the nut (A, figure 3) of the battery clamp on the positive pole.

**i** After loosening, the battery clamp must **rotate freely on the pole!**

**Nm** Nut of battery clamp for front-end relay to positive pole **6 Nm**

**i** **Tightening torque must be strictly observed!**



Figure 3

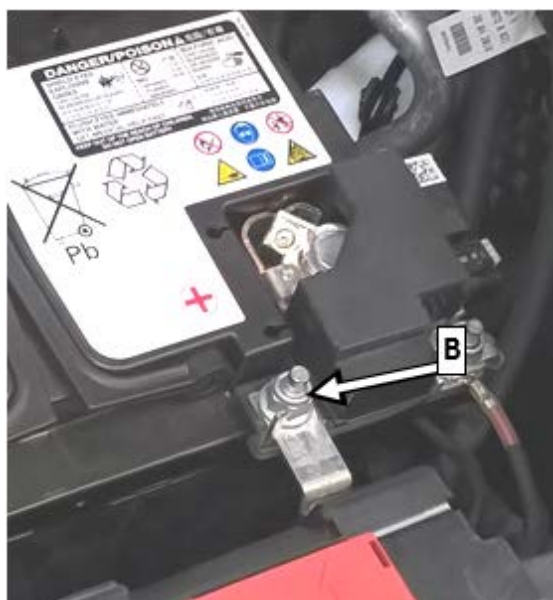


Figure 4

3. Unscrew the nut (B, figure 4) and remove the line.

**Nm** Nut of positive line/starter wiring harness to front-end relay **16 Nm**

**i** **Tightening torque must be strictly observed!**



4. Subsequently installing the electrical fuse between the front-end relay and starter line.  
(figure 5)

**Nm** Nut for electrical additional fuse to front-end relay **16 Nm**

**i** When tightening the additional fuse, ensure the front-end relay has a uniform distance to the battery!



Figure 5



Part No. A 117 545 09 00

5. On models **205, 253, and 213**, attach the starter line (E, figure 6) to the electrical additional fuse and tighten.

**i** The starter line must be **turned by 90° degrees** before fastening tight.

**Nm** Nut for starter line to front-end relay **16 Nm**

**i** When tightening the starter line, ensure the front-end relay has a uniform distance to the battery!

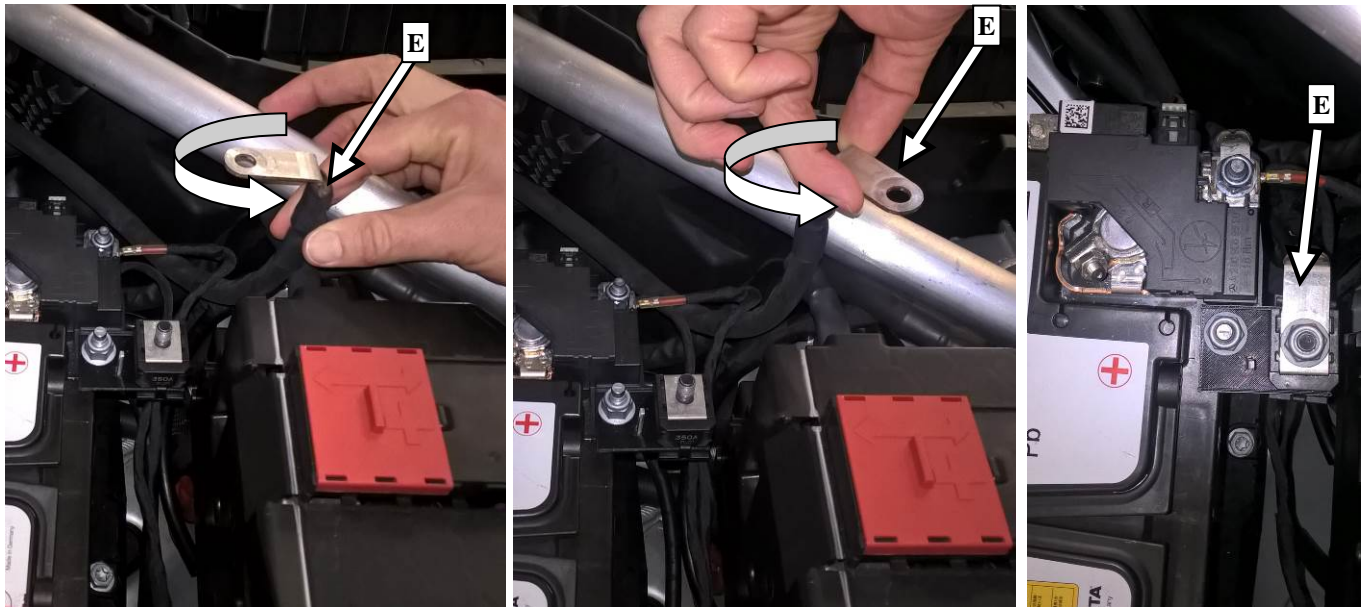


Figure 6

6. Tighten the nut of the battery clamp at the positive pole.
    - Nm** Nut of battery clamp for front-end relay to positive pole **6 Nm**
    - i** **Tightening torque must be strictly observed!**
    - i** When tightening the battery clamp, ensure the front-end relay has a uniform distance to the battery!
  7. Connect negative battery cable to on-board electrical system battery.
    - Nm** Nut of battery cable to negative pole/positive pole of on-board electrical system battery **6 Nm**
  8. Install remaining parts.
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## Work instruction for 117 and 156

1. Disconnect negative battery cable at on-board electrical system battery.
  - i** Model 117 and 156 see AR54.10-P-0003NKB
  - Nm** Nut of battery cable to negative pole/positive pole of on-board electrical system battery **6 Nm**
  - i** Secure the disconnected negative battery cable against unwanted contact.
2. Loosen the nut (A, figure 2) of the battery clamp on the positive pole.
  - i** After loosening, the battery clamp must **rotate freely on the pole!**
  - Nm** Nut of battery clamp for front-end relay to positive pole **6 Nm**
  - i** **Tightening torque must be strictly observed!**



Figure 2

### 3. Only for model 117 and 156

Attach special tool **W 246 589 00 40 00** to the **starter line** and battery.

- i** Attach special tool **only on the cable** and **not on the front-end relay!**
- i** The special tool prevents the transfer of the loosening torque to the front-end relay when opening the screwed connection of the starter line (B, figure 3).
- i** **Carefully tighten the knurled nut** (C, figure 3) until the front-end relay lightly contacts the battery (D, figure 4).
- i** Do not over **tighten the knurled nut too much** so as to prevent damage to the front-end relay



Figure 3

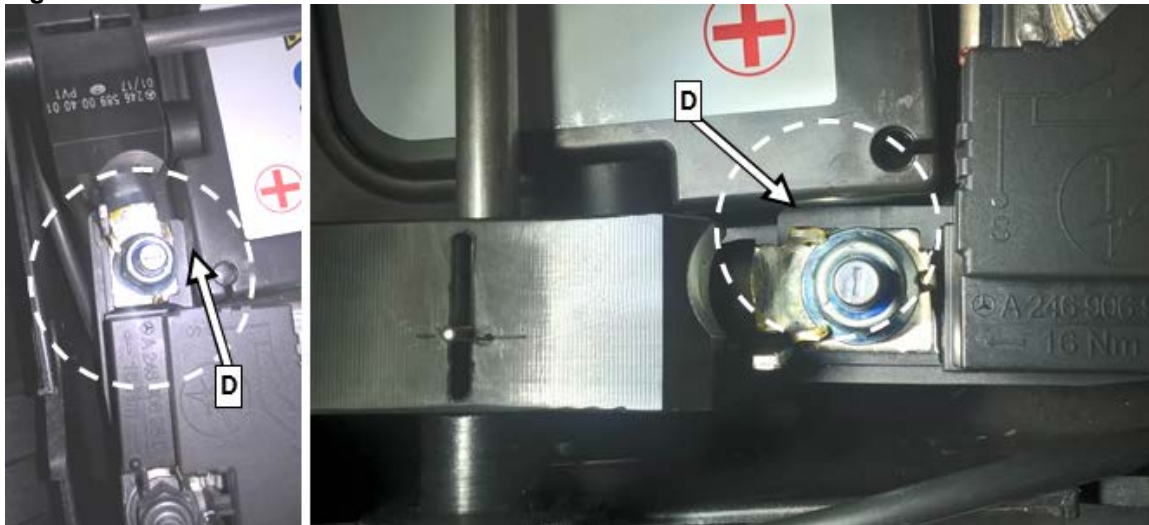


Figure 4



4. Unscrew the nut (B, figure 5) and remove the line, including the special tool.

**Hm** Nut of positive line/starter wiring harness to front-end relay **16 Nm**

**i** **Tightening torque must be strictly observed!**



Figure 5

5. Subsequently install the electrical fuse between the front-end relay and starter line.

**Hm** Nut for electrical additional fuse to front-end relay **16 Nm**

**i** When tightening the additional fuse, ensure the front-end relay has a uniform distance to the battery!



Figure 6



Part No. A 117 545 08 00

6. On models **117 and 156** attach the starter line (E, figure 8) to the electrical additional fuse and tighten.

**i** Install excess cable on models 117 and 156 as a downward U between the battery and the battery box.

The starter line **may not be pushed backward out of the battery box** as otherwise the chafe protection (F, figure 8) is moved.

**i** **Route the starter line free of tension.**

**Hm** Nut for starter line to front-end relay **16 Nm**



Figure 7

7. Tighten the nut of the battery clamp at the positive pole.

**Hm** Nut of battery clamp for front-end relay to positive pole **6 Nm**

**i** **Tightening torque must be strictly observed!**

**i** When tightening the battery clamp, ensure the front-end relay has a uniform distance to the battery!

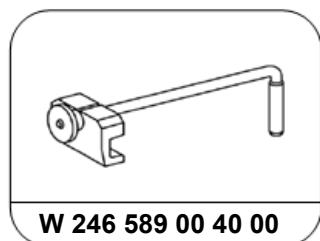
8. Connect negative battery cable to on-board electrical system battery.

**Hm** Nut of battery cable to negative pole/positive pole of on-board electrical system battery **6 Nm**

9. Install remaining parts.



### Special Tools



**Primary Parts Information**

<b>Qty.</b>	<b>Part Name</b>	<b>Part Number</b>	<b>Estimated Replacement Rate</b>
2	Nut	N 000000 008271	100%
1	Starting current limiter (205,213,253)	A 117 545 09 00	100%
1	Starting current limiter (117,156)	A 117 545 08 00	100%

**i Note:**

- Please be aware that only the part number(s) referenced in the Campaign Bulletin is/are approved for use to repair the vehicle. Repairs performed using any other part(s) will not have been performed in accordance with the campaign. Accordingly, warranty claims submitted with reference to an improper part number(s) will be denied.
- The following allowable labor operation should be used when submitting a warranty claim for this repair:

**Warranty Information**

**Operation:** Subsequently installing an electrical fuse at the front-end relay (02-2047)  
Includes: Disconnecting and connecting the ground line of the battery  
Check front-end relay (02-2046)

<b>Damage Code</b>	<b>Operation Number</b>	<b>Labor Time (hrs.)</b>
15 900 38 7	02-2047	0.2
15 900 38 8	02-2046	0.1

**i Note**

Operation Number labor times are subject to change.