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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: **Recall Campaign 2017020021 with RETAIL HOLD ORDER** MY15–17 CLA-Class (117 platform), GLA-Class (156 platform), C-Class (205 platform), E-Class (213 platform) and GLC (253 platform) **Starting Current Limiter**	DATE: February 22, 2016

IMPORTANT NEW RECALL WITH RETAIL HOLD INFORMATION

Please see the attached document for the subject new recall campaign with Retail Hold.

RECALL CAMPAIGN NOTIFICATION WITH RETAIL HOLD ORDER

February 22, 2017

Campaign No. :	Starting Current Limiter
2017020021	

This is to notify you of a **new Recall Campaign with RETAIL HOLD ORDER** for certain CLA-Class (117 platform), GLA-Class (156 platform), C-Class (205 platform), E-Class (213 platform) and GLC (253 platform) vehicles.

Background

Issue	This Recall Campaign has been initiated because 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.
What We're Doing	MBUSA will coordinate and conduct a voluntary recall to remedy the potential for the starting current limiter to overload on affected vehicles.
Parts	The 24,030 new MY17 vehicles in dealer inventory can be repaired (see the attached VIN list). These vehicles will be flagged in VMI as "Open". Affected retailed vehicles, and CVP/Demo /Prior Acquisition will be flagged in VMI as "Pending". Contact your AOM for further information on these vehicles. See the Recall bulletin posted in StarTekinfo under recall campaign 2017020021. A repair kit is under development for retailed vehicles for an approximate July 2017 launch.

Total Vehicles Affected

Vehicle Model Year(s)	2015 – 2017
Vehicle Model	CLA-Class, GLA-Class, C-Class, E-Class, and GLC vehicles, including AMG43 models

Vehicle Populations

Total Recall Population	353,862
Total in Dealer Inventory	55,102 – (26,462 Wholesale status, 28,640 Loaner, Demo, Prior Acq status)

RETAIL HOLD ORDER

Effective **immediately**, a **Retail Hold** is required for any **new** subject vehicles in dealer inventory.

Given this notice, it is a violation of Federal Law for a dealer to sell or lease any new subject CLA-Class, GLA-Class, C-Class, E-Class, and GLC vehicles in dealer inventory covered by this notification until the vehicle has been repaired. Once the repair is complete, the vehicle may be sold or leased.

Loaner and demonstrator vehicles may continue to be driven but must NOT be retailed.

Next Steps/Notes

Customer Notification Timeline	Interim customer notification letters will be mailed in late March/early April 2017
AOMS/SOMS	AOMs –Please forward this notice to your dealers ASAP to ensure that the retail hold of these vehicles is enforced until the vehicle is repaired.

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.

R. Thomas Brunner, Department Manager, Vehicle Compliance & Analysis

Mercedes-Benz

Campaign No. 2017020021, February 2017

TO: ALL MERCEDES-BENZ CENTERS

SUBJECT: **Models 117, 156, 205, 213, and 253; Model Year 2017**
Replace Starting Current Limiter

Daimler AG (DAG), the manufacturer of Mercedes-Benz vehicles, has decided that on certain 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 the worst case, surrounding components could melt, and potentially ignite and lead to a fire. As a precautionary measure an authorized Mercedes-Benz dealer will replace the starting current limiter on affected vehicles.

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 24,030 vehicles are involved.

Order No. P-RC-2017020021
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.

Procedure

1. Disconnect negative battery cable for models:
- 117/156 refer to WIS: AR54.10-P-0003NKB.
- 205/213/253 refer to WIS: AR54.10-P-0003LW.
2. Disconnect harness connector (A, Figure 1).
3. Loosen nut (B), battery clamp for removing starting current limiter (E) from positive battery post.
   Nm Torque nut (B) for battery clamp to positive battery pole: 5.5 Nm.
   Note: Tightening torque **must** be observed.
4. Remove nut (C) then remove cable (1) from current limiter post.
   Note: When loosening the nut (C), the cable (1) must be simultaneously pushed in the direction of the battery to prevent twisting of the starting current limiter (E) on the positive battery post. Subsequently, the starting current limiter (E) will contact the battery housing (Figure 2).
5. Remove nut (D) along with pre-fuse box cable.
   Note: Nut (D) is attached to the pre-fuse box cable.

Note:
- Nm Torque nuts (C and D), positive cable for starter and positive cable for prefuse box to: 16 Nm.
- Tightening torque **must** be observed.

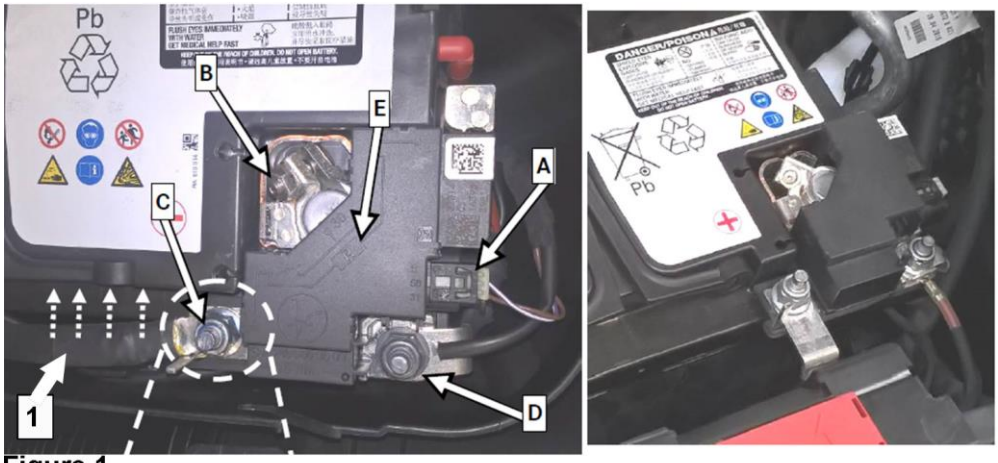

Figure 1

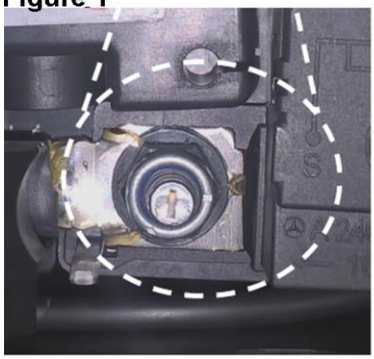

Figure 2

6. Replace starting current limiter (E, Figure 1).
   Note:
   Install new starting current limiter (E) in a tension-free manner with equal clearance on the battery.

7. Installation is reverse order.
8. Reconnect negative battery cable.

Primary Parts Information

Qty.	Part Name	Part Number	Estimated Replacement Rate
1	Starting current limiter	A 246 906 79 01	100%

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: Replace starting current limiter (02-9812).

Damage Code	Operation Number	Labor Time (hrs.)
15 900 04 7	02-9812	0.3

Note

Operation Number labor times are subject to change.

Note:

- Please be aware that only the part number(s) referenced in the Campaign Bulletin is 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: