

### **Chronology of Defect/Noncompliance Determination**

At the end of September 2018, MBAG launched an investigation based on an individual field report describing an instance in which a customer reported an SRS warning message in the instrument cluster that was linked to a damaged wire in the front door wiring harness. The initial analysis of this single instance indicated that damage to the pressure sensor wire potentially led to increased resistance and an active SRS lamp. Mercedes began an investigation into whether damaged wire harnesses were occurring in the field and the potential consequences. Similar reports of damaged wire harnesses were infrequent -- a requisite number of returned parts to conduct a thorough analysis was collected by May/June, 2019.

Since there are many wires within the affected wire harness, Mercedes conducted independent analysis with regard to each of the wires, its potential to be damaged and the consequences of any such damage. Different consequences could ensue depending on which of the wires within the wire harness might be subjected to damage. While the analysis depended on collecting a requisite number of returned parts for evaluation, Mercedes was able to implement into series production in November, 2018 a rerouting of the wire harness in an attempt to eliminate or reduce any further incidents. The analysis was also intended to review the efficacy of that change and to determine whether additional aspects of the wire harness routing or assembly should be considered. In September, 2019, Mercedes confirmed the efficacy of the production series change. Mercedes then also reviewed in October, 2019 whether there might be additional assembly processes that could impact the potential for the wires to be damaged, and concluded at the end of that month that the assembly processes did not contribute additional risks and that the rerouting of the wire harnesses resolved the issue. Mercedes presented the matter to its Committee on November 8, 2019, and the Committee concluded that a potential safety risk could not be ruled out and that a safety recall was therefore warranted.