Mercedes-Benz Part 573 Submission
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Chronology-Only section
Supplement to Amendment 3

Chronology of Defect/Noncompliance Determination

In February 2018, MBAG started initial investigations based on findings during testing of the AMG GT model. These investigations indicated that the ESP System might not have been adapted for the different brake types as required. The ESP Software was reviewed and corrected. In the course of this software review it was identified that the failure mode system for a failure of the brake negative pressure supply might not have been implemented into the software as intended. An updated software was introduced, and produced vehicles were updated in the production plant or the respective Vehicle Preparation Centers prior to sale.

In July 2019, MBAG was informed by the supplier about findings in a test where the ESP System did not perform as intended. Further analysis was started together with the supplier. This analysis showed that the software integrated yaw rate sensor diagnosis might not be active in all situations. Additional analyses were initiated to determine the limits of the yaw rate sensor diagnosis. It was found that a potential yaw rate sensor drift might not be recognized in a key cycle, if a regulating ESP Based on this, investigations were started to identify potential effects of an unidentified yaw rate sensor drift. The investigations indicated that in the event of an unidentified yaw rate sensor drift, an ESP intervention might not correspond to the current driving situation. In addition, analyses regarding the probability of a simultaneous regulating ESP intervention during the yaw rate sensor diagnosis were started. These analyses showed, that due to the short time span of the sensor diagnosis run, this simultaneous event would be very unlikely, but could not be completely ruled out.

In parallel, the range of potentially affected vehicles was analyzed based on the ESP-software version. During this analysis, certain vehicles were identified that might not have received the aforementioned ESP software update in 2018 regarding the brake type adaptation and failure mode for the brake negative pressure supply system.

On June 26, 2020, MBAG decided to conduct a recall to address these issues. No field complaints have been identified regarding either issue.

In September 2020, during the preparation of the recall campaign, the After-Sales department was informed by the market organization in Japan, that it had identified vehicles outside the previously determined range of the affected vehicles that might also be equipped with the affected software version.

Further investigations were initiated to analyze whether these additional vehicles did in fact include the affected software version and in October 2020, MBAG identified potential inaccuracies in the manner in which it identified the affected vehicles and that the software at issue might have been introduced for specific models only in an earlier model year.

Subsequently, a vehicle analysis was performed based on the equipped software version without model year filtering to identify any additionally affected vehicles.

On December 11, MBAG decided to amend the recall to include an additional 757 vehicles worldwide to the recall population, of which 360 vehicles were added to the U.S. market.