

Mercedes-Benz Part 573 Submission

Original Submitted to Portal May 9, 2022

Chronology-Only section

Supplement to Original Submission – April 26, 2024

Chronology of Defect/Noncompliance Determination Supplement for ODI 22-00855-27860-10

In July 2021, MBAG launched initial investigations based on an individual field report from outside the US describing an instance in which a customer allegedly experienced a reduced brake force support. No damages or personal injuries were reported. Parts of the affected vehicle were requested for further analysis. MBAG determined that, in the analyzed case, the function of the brake booster was impaired and corrosion of the brake booster housing was observed.

Starting in August 2021, further analyses was conducted regarding a potential failure mechanism, root cause and potential consequences. These analyses included investigations of parts procured from used parts suppliers, corrosion tests and functional tests of the brake booster in order to study the influence of continuous corrosion to the mechanical integrity and function of the brake booster.

Additionally, in September 2021, a field study was initiated in order to analyze the level of corrosion on brake booster housings in vehicles in different countries and regions worldwide.

In November 2021, investigations were conducted to study mechanisms that might lead to water application on the brake booster, thus allowing the observed corrosion to initiate.

From December 2021 onwards, additional corrosion tests on used parts from the field were conducted together with the supplier in order to determine the further progression of corrosion on parts in the field and the impact to the functionality of the brake booster.

From January 2022, potentially affected vehicles in the field were determined based on production records and information on the development of the fleet in operation.

From March 2022 onwards, results of the field study were evaluated in order to determine the distribution of corrosion levels in the field and to prepare a risk evaluation.

In March 2022, only one case was identified in the US where poor brake performance was caused by a corroded brake booster.

On May 2, 2022, MBAG determined that a potential safety risk could not be ruled out and decided to conduct a recall.

MBUSA contacted the agency on May 5, 2022 to inform NHTSA of this safety recall, stop drive instructions and that communications with owners would start as soon as possible.

MBAG can confirm there are no crashes, injuries or deaths related to this defect.

Chronology Amendment 1:

On April 26, 2024 this amendment updates and clarifies the overall recall population, adding 58,007 vehicles. While the parameters of the initial recall population were determined correctly, the number of affected vehicles was understated in the initial Part 573 report. Of the 73,611 understated vehicles, owners of 58,007 vehicles did not receive initial notice letters due to an inadvertent processing error. However, all of these vehicles and their recall status were properly included in all Mercedes-Benz dealer systems, as well as the MBUSA recall website and the NHTSA recall website beginning on May 16, 2022. On September 29, 2023, 44,731 owners of these 58,007 vehicles were notified of the campaign as part of a secondary mailing. As of April 26, 2024 at least 18,046 of these 58,007 vehicles have been inspected and received an appropriate remedy.

There are 15,604 vehicles that had their recall statuses properly included in all Mercedes-Benz dealer systems, as well as the MBUSA recall website and the NHTSA recall website beginning on May 16, 2022 but whose owners did not receive an official Part 577 notification letter and have not yet been remedied. These vehicles will be addressed in a separate Part 573 submission.

There have been no reported crashes, injuries, fatalities, or property damage caused by this defect in the US.