

Part 573 Safety Recall Report

24V-724

Manufacturer Name : Mercedes-Benz USA, LLC**Submission Date :** OCT 19, 2024**NHTSA Recall No. :** 24V-724**Manufacturer Recall No. :** 2024100006**Manufacturer Information :****Population :**

Manufacturer Name : Mercedes-Benz USA, LLC

Number of potentially involved : 10,655

Address : 13470 International Parkway

Estimated percentage with defect : 100 %

Jacksonville FL 32218

Company phone : 1-877-496-3691

Vehicle Information :

Vehicle 1 : 2021-2022 Mercedes-Benz GLE 350

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : Mercedes-Benz 2021-2022 GLE 350 8,700 Vehicles. The recall population was determined through production records. Vehicles outside of the recall population have the acceleration sensor wiring harness routed according to current production specifications.

Production Dates : JUL 19, 2021 - MAR 08, 2022

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2021-2022 Mercedes-Benz GLE 450

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : Mercedes-Benz 2021-2022 GLE 450 1,955 Vehicles. The recall population was determined through production records. Vehicles outside of the recall population have the acceleration sensor wiring harness routed according to current production specifications.

Production Dates : JUL 19, 2021 - MAR 08, 2022

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Description of Noncompliance :

Description of the Noncompliance : Mercedes-Benz AG (“MBAG”), the manufacturer of Mercedes-Benz vehicles, has determined that on certain Model Year (“MY”) 2021-2022 GLE (167 platform) vehicles, the wiring harness of the front acceleration sensors might not be routed according to current production specifications. Under certain conditions, this might result in a non-compliance.

FMVSS 1 : 208 - Occupant crash protection

FMVSS 2 : NR

Description of the Safety Risk : In the event of a frontal impact, the wiring harness for the sensors might become damaged and might trigger a dual-stage frontal airbag deployment and not a single-stage deployment.

Therefore, a non-compliance cannot be ruled out for a frontal crash with a rigid barrier with 100% overlap at 0 degrees at a speed between 13 and 16 mph for an unbelted 5th percentile adult female in an “out-of-position” scenario. This specific crash situation may result in an increased risk of injury.

Description of the Cause : Due to a deviation in the vehicle production process, the wiring harness of a certain acceleration sensor might not be routed according to current production specifications.

Identification of Any Warning that can Occur : The driver would not receive a warning due to the nature of the failure mechanism.

Involved Components :

Component Name 1 : ELECTRICAL WIRING HARNESS

Component Description : ELECTRICAL WIRING HARNESS

Component Part Number : A1675405633

Supplier Identification :

Component Manufacturer

Name : MBAG

Address : NR

NR

Country : NR

Chronology :

In March 2023, MBAG reviewed the results of an internal safety crash test conducted in October 2021. Test records indicated that an isolated test of a GLE (167 platform) vehicle resulted in a dual-stage airbag deployment rather than a single-stage deployment that was required by the design specifications. Despite the lack of any other indications (e.g. test or field reports) related to such a deployment, MBAG launched an investigation into this single test result.

MBAG reviewed a prior investigation and response to the same individual test result conducted in late 2021 and 2022. The prior review had determined that the wiring harness leading to the airbag acceleration sensor was not routed correctly in the subject vehicle. MBAG's record showed that in March 2022, in an abundance of caution, plant employees were retrained on correct routing of the wiring harness, and MBAG revised its assembly process instructions to eliminate the possibility of incorrect wiring harness routing. Also at that time, MBAG conducted a plant rework campaign in 2022 to check the routing of the wiring harness of potentially affected vehicles that remained in MBAG's control. That campaign identified no other vehicles with the harness routing deviation.

Throughout MBAG's investigations and review, it received no potentially related field reports worldwide. At the end of 2022, MBAG's analysis concluded that the deviation from specifications was likely an isolated anomaly. Based on the absence of any other test or field reports of such a deviation or related incident, and production process changes for worker re-training to address the production deviation, MBAG concluded at that time that the routing deviation was an isolated occurrence.

From March through October 2023, MBAG re-examined the test failure. See chronology supplement.

Description of Remedy :

Description of Remedy Program : An authorized Mercedes-Benz dealer will check the wiring harness routing on the affected vehicles and rework it, if necessary.

Pursuant to 49 C.F.R. § 577.11(e), MBUSA does not plan to provide notice about pre-notice reimbursement to owners since none of the involved vehicles would have been previously subject to the condition described and all remain covered under the new vehicle warranty.

How Remedy Component Differs from Recalled Component : Vehicles outside of the recall population have the acceleration sensor wiring harness routed according to current production specifications.

Remedy Part No: ELECTRICAL WIRING HARNESS A1675405633

Identify How/When Recall Condition was Corrected in Production : A change in the vehicle production procedure ensured that this issue can no longer occur after March 9, 2022.

Recall Schedule :

Description of Recall Schedule : Dealers will be notified of the pending voluntary recall campaign on October 4, 2024. Owners will be notified of the voluntary recall campaign on November 1, 2024. A copy of all communications will be provided when available.

Planned Dealer Notification Date : OCT 04, 2024 - NR

Planned Owner Notification Date : NOV 01, 2024 - NR

* NR - Not Reported