

Mercedes-Benz Part 573 Submission

Submitted to Portal September 27, 2024

Chronology-Only section

Chronology of Defect/Noncompliance Determination Supplement for ODI 24-00855-31801-10

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. As part of that review, warranty and repair data was analyzed and it was confirmed there had been no field reports worldwide related to incorrect routing of this wiring harness. Beginning in 2024, in an abundance of caution, MBAG initiated a further evaluation of potential safety consequences of incorrect routing of a wiring harness connected to an accelerator sensor, including whether such routing might result in damage to the wiring harness. In parallel, MBAG identified the population of potentially affected vehicles.

MBAG then conducted a close review of safety regulations in all jurisdictions where the vehicles were sold to determine whether the potential dual-stage airbag deployment might affect compliance with applicable regulations. As part of that review, MBAG determined that a dual-stage airbag deployment in a specific crash scenario could result in a non-compliance with regulatory requirements in the USA and Canada.

On September 20, 2024, MBAG determined that a potential non-compliance cannot be ruled out and decided to conduct a recall.

MBAG has received no warranty claims, field or service reports, or reports of crashes, deaths, injuries, or property damage related to this non-compliance.