



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

# Part 573 Safety Recall Report

## 25V379

**Manufacturer Name:** Mercedes-Benz USA, LLC

**Submission Date:** Jun 11, 2025

**NHTSA Recall No.:** 25V379

**Manufacturer Recall No.:**

### Manufacturer Information

### Population

**Manufacturer Name:** Mercedes-Benz USA, LLC

**Address:** 13470 International  
Parkway  
Jacksonville FL, 32218

**Total number of potentially involved:** 92,851

**Estimated percentage with defect:** 100%

### Vehicle Information

**Vehicle 1:** 2025-2025 MERCEDES-BENZ GLC 350E 4MATIC

**Product Category:** Light Vehicles

**Product Type:**

**Fuel / Propulsion:** Hybrid Electric Vehicle

**Production Dates:** Aug 29, 2022 - Jun 01, 2025

**Number of potentially involved:** 8,460

**Descriptive Information:**

MY23-25 Mercedes-Benz GLC 350E 4MATIC 8,460 Vehicles. The recall population was determined through production records.

Vehicles outside the recall population have a HIC value for rear seat occupants that meet the requirements of FMVSS 201u during an unbelted crash scenario.

**Vehicle 2:** 2023-2025 MERCEDES-BENZ GLC 300 4MATIC

**Product Category:** Light Vehicles

**Product Type:**

**Fuel / Propulsion:** Spark Ignition Fuel

**Production Dates:** Aug 29, 2022 - Jun 01, 2025

**Number of potentially involved:** 60,066

**Descriptive Information:**

MY23-25 Mercedes-Benz GLC 300 4MATIC 60,066 Vehicles. The recall population was determined through production records.

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Vehicles outside the recall population have a HIC value for rear seat occupants that meet the requirements of FMVSS 201u during an unbelted crash scenario.

**Vehicle 3:** 2023-2025 MERCEDES-BENZ GLC 300

**Product Category:** Light Vehicles

**Product Type:**

**Fuel / Propulsion:** Spark Ignition Fuel

**Production Dates:** Aug 29, 2022 - Jun 01, 2025

**Number of potentially involved:** 18,644

**Descriptive Information:**

MY23-25 Mercedes-Benz GLC 300 18,644 Vehicles. The recall population was determined through production records.

Vehicles outside the recall population have a HIC value for rear seat occupants that meet the requirements of FMVSS 201u during an unbelted crash scenario.

**Vehicle 4:** 2024-2025 MERCEDES-BENZ AMG GLC 43 4MATIC

**Product Category:** Light Vehicles

**Product Type:**

**Fuel / Propulsion:** Spark Ignition Fuel

**Production Dates:** Aug 29, 2022 - Jun 01, 2025

**Number of potentially involved:** 5,229

**Descriptive Information:**

MY23-25 Mercedes-Benz AMG GLC 43 4MATIC 5,229 Vehicles. The recall population was determined through production records.

Vehicles outside the recall population have a HIC value for rear seat occupants that meet the requirements of FMVSS 201u during an unbelted crash scenario.

**Vehicle 5:** 2025-2025 MERCEDES-BENZ AMG GLC 63 S E

**Product Category:** Light Vehicles

**Product Type:**

**Fuel / Propulsion:** Hybrid Electric Vehicle

**Production Dates:** Aug 29, 2022 - Jun 01, 2025

**Number of potentially involved:** 452

**Descriptive Information:**

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MY23-25 Mercedes-Benz AMG GLC 63 S E Performance 452 Vehicles. The recall population was determined through production records.

Vehicles outside the recall population have a HIC value for rear seat occupants that meet the requirements of FMVSS 201u during an unbelted crash scenario.

## Defect / Noncompliance Description

### Description of the defect or noncompliance:

Mercedes-Benz AG ("MBAG"), the manufacturer of Mercedes-Benz vehicles, has determined that on certain Model Year ("MY") 2023-2025 GLC SUV (X254 platform) vehicles with a panoramic sunroof, the head injury criterion (HIC) value for rear seat occupants might exceed the limit prescribed by Federal Motor Vehicle Safety Standard ("FMVSS") 201u during an unbelted test scenario.

**FMVSS1:** 201 - Occupant protection in interior impact

**FMVSS2:**

### Description of the safety risk, including crash, fire, death, injury:

An increased risk of injury for rear seat occupants during an unbelted crash scenario without airbag deployment (as defined in FMVSS 201u) cannot be ruled out. Subsequently, the requirements of FMVSS 201u might not be fulfilled.

### Description of the cause:

Due to a deviation in the development process, the damping of the rear roof lining might be too stiff for a specific FMVSS 201u test scenario.

### Identification of any warning that can occur:

## Component Manufacturer

**Tier of Supplier:**

**Supplier Type:**

**Name:** MBAG

**Address:**

**Country:**

## Involved Components

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**25V379****Component Name 1:** C-PILLAR TRIM RIGHT**Component Description:** C-PILLAR TRIM RIGHT**Component Part Number:** A2546901201**Component Name 2:** ROOF TRIM**Component Description:** ROOF TRIM**Component Part Number:** A2546905701**Component Name 3:** C-PILLAR TRIM LEFT**Component Description:** C-PILLAR TRIM LEFT**Component Part Number:** A2546901101

## Chronology

On May 8, 2025, MBAG launched initial investigations based on two FMVSS 201u tests, which were conducted on March 6 and May 7, 2025, by a third-party test facility on behalf of NHTSA. Following the re-test on May 7, Mercedes-Benz AG analyzed discrepancies compared to internal tests. Video analyses and head form impact location investigations were conducted, revealing differences in impact angles and points.

MBAG conducted an internal test to reassess the worst-case scenario for this specific FMVSS test setup. Starting May 26, 2025, test findings were reviewed to check a potential compliance with FMVSS 201u. In parallel, plant actions were initiated to rework all vehicles still within MBAG's possession and the potential affected vehicles in the field were identified.

On June 2, 2025, MBAG determined that a potential non-compliance cannot be ruled out and decided to conduct a recall.

MBAG can confirm there are no warranty claims, field or service reports relating to this non-compliance.

**Related NHTSA Recall Number:**

## Description of Remedy

**Remedy Type:** Repair**Consumer Advisories:** ☐ Do Not Drive ☐ Park Outside**Description of remedy program:**

An authorized Mercedes-Benz dealer will rework the roof lining and C-pillar trim on the affected vehicles.

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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 the recall population have a HIC value for rear seat occupants that meet the requirements of FMVSS 201u during an unbelted crash scenario.

Remedy Part No: n/a – rework of existing parts

## Identify how/when recall condition was corrected in production:

A change in the production procedure ensures that this issue can no longer occur from June 2, 2025 onwards.

## Reimbursement Plan

### Description of reimbursement program:

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.

### Period of reimbursement:

### Costs to be reimbursed:

### Address for reimbursement claims:

## Recall Schedule

### Description of recall schedule:

Dealers will be notified of the voluntary recall campaign on June 13, 2025. Owners will be notified of the voluntary recall campaign before August 4, 2025. A copy of all communications will be provided when available.

**Planned Dealer Notification Date:** Jun 13, 2025

☐ No Dealers

**Planned Interim Owner Notification Date:**

☐ No Owners

**Planned Remedy Owner Notification Date:** Aug 04, 2025

☐ Phased Recall

**Date when VIN will be searchable:** Jun 13, 2025