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Mercedes-Benz

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November 01, 2012

Mercedes-Benz USA, LLC
A Daimler Company

SENT BY E-MAIL (rmd.odi@dot.gov) AND CERTIFIED U.S. MAIL

Ms. Nancy Lewis
Associate Administrator, Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division
1200 New Jersey Avenue, S.E.
NVS-200, Room W45-306
Washington, D.C. 20590

Re: Part 573 Defect Information Report

Dear Ms. Lewis:

Pursuant to the requirements of 49 C.F.R. Part 573, and on behalf of our parent company, Daimler AG (DAG), this letter advises you of a voluntary safety-related recall for certain Mercedes-Benz vehicles. Specifically, Mercedes-Benz USA, LLC (MBUSA) submits this report regarding the striker for the secondary hood latch in certain Model Year 2012 Mercedes-Benz CLS-Class (C218 platform) vehicles.

573.6(c)(1): Manufacturer's Name

Daimler AG, Stuttgart, Germany.

Designated Agent: Mercedes-Benz USA, LLC
Montvale, NJ 07645

573.6(c)(2): Identification of Vehicles

Make	Line/Model	Model Year	Inclusive Dates of Manufacture
Mercedes-Benz	CLS-Class (C218 platform)	2012	December 01, 2011 - December 13, 2011

573.6(c)(2)(iv): Manufacturer's Name of Affected Component and Country of Origin

Affected Component - striker for secondary hood latch
Supplier:
Boeddecker&Co GmbH&Co. KG
Flieht 9
42327 Wuppertal, Germany

Mercedes-Benz USA, LLC
One Mercedes Drive
P.O. Box 350
Montvale, NJ 07645-0350
Phone (201) 573-0630
Fax (201) 573-0117
www.MBUSA.com

573.6(c)(3): Total Number of Vehicles Potentially Containing the Defect

23 Mercedes-Benz CLS-Class (C218 platform) vehicles are potentially affected in the US.

573.6(c)(4): Percentage of Vehicles Estimated to Actually Contain the Defect

The percentage of vehicles that are projected to actually contain the issue described below is 100%.

573.6(c)(5): Description of Defect

DAG has determined that due to inaccurate technical documentation, the bolts securing the striker for the secondary hood latch might have been tightened with reduced torque. Specifically, the bolts used in the affected vehicles might have been tightened with 7 Nm (= 62 Lb-In) instead of the required torque of 10 Nm (= 88 Lb-In). In rare cases, the reduced torque could potentially lead to gradual loosening of the bolts. In the rare event that at least two of the four bolts securing the striker become loose, the latching function of the striker for the secondary hood latch would become ineffective. .

The engine hood is secured with two locks on the left and right side. If only one of these locks is engaged, the engine hood will remain safely secured. If the engine hood is not properly closed and both locks are not engaged, an additional securing mechanism is provided by the secondary hood latch. The driver is made aware of this condition by a warning message in the instrument cluster indicating that the engine hood is not properly shut. If the driver were to disregard this warning message and if at least two bolts of the striker for the secondary hood latch are loose at the same time, the engine hood would have no securing mechanism and could open while driving, thus increasing the risk of a crash.

573.6(c)(6): Chronology of Principal Events

In December 2011, the production plant first became aware of a potential issue with the technical documentation used to establish bolt torque for certain assembly operations. A detailed analysis was initiated to identify the potentially affected assembly operations, potentially affected vehicles, and the root cause for the issue. In February 2012, it became possible to identify the population of the affected vehicles as well as the root cause for this issue. Various analyses and quality tests were performed in the following months to determine the potential impact of lower torque values on certain assemblies, and the potential for impact on motor vehicle safety. This included tests to evaluate the setting properties of the affected bolts and test drives. Finally, sine sweep testing on a vibrating table in September 2012 showed that under extreme conditions bolts with reduced torque might potentially loosen over an extended period of time. Based on this information, DAG decided in October 2012 that a potential safety defect exists in the affected vehicles.

573.6(c)(8)(i): Remedy Program

MBUSA will conduct a voluntary safety recall for the subject vehicles described above. The campaign will be conducted to check the torque of the affected bolts and to retighten the bolts if

required as a precautionary measure on all affected CLS-Class (C218 platform) vehicles produced between December 01 and December 13, 2011.

573.6(c)(8)(ii): Estimated Date of Owner Notification

MBUSA expects to be able to notify the owners in December 2012.

573.6(c)(10): Copies of Communications with Dealers or Purchasers

Dealers will be notified of the voluntary safety recall in December 2012. The campaign is expected to commence in December 2012. A copy of all relevant communications will be provided as soon as it is available.

573.6(c)(11): Copies of Proposed Owner Notification Letter

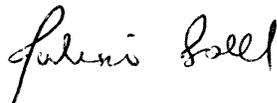
A copy of the owner notification will be provided as soon as it is available.

573.6(c)(12): Manufacturer's Campaign Identification Number

The MBUSA Recall Campaign Number will be provided as soon as it is available.

Should you have any questions, please do not hesitate to contact Mr. R. Thomas Brunner at brunnert@mbusa.com.

Sincerely,



Julian Soell
General Manager,
Engineering Services



R. Thomas Brunner
Department Manager,
Vehicle Compliance and Analysis