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By Recall Management Division at 8:13 am, Jun 04, 2013



Mercedes-Benz

13V-236
(4 pages)

Mercedes-Benz USA, LLC
A Daimler Company

June 3, 2013

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 Occupant Classification System (OCS) in certain 2013 Model Year Mercedes-Benz SLK-Class (R 172 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	SLK250, SLK350 (R172 platform)	2013	October 9, 2012 - November 20, 2012



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Montvale, NJ 07645-0350
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www.MBUSA.com

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

Lear Corporation
Corporate Headquarters
21557 Telegraph Road
Southfield, MI 48033-4248 USA

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

A total of 71 vehicles are potentially affected in the US.

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

Less than 100% of the vehicles described above are projected to actually contain the issue described below.

573.6(c)(5): Description of Defect

The potentially affected Mercedes-Benz SLK-Class vehicles are equipped with an Occupant Classification System (OCS). The OCS detects whether a child seat is installed, or a person is sitting on the passenger seat. When the OCS detects a child seat, the front passenger airbag is automatically deactivated.

On certain SLK-Class vehicles (R 172 platform) produced between Oct 9, 2012 - Nov 20, 2012, the passenger seat OCS may not function properly due to an isolated quality deviation at the supplier.

During the assembly process, the OCS needs to be calibrated to assure that the system complies with the pre-set threshold values. Due to an employee error during the calibration process at our supplier, the OCS may have been calibrated with threshold-values outside the tolerance range in a limited number of vehicles.

In the worst case, there is a risk that the OCS erroneously classifies a very light person as a child seat, which would result in a brief temporary deactivation of the passenger airbag. In this case the "PASSENGER AIR BAG OFF" indicator lamp in the center console of the vehicle would be illuminated. This might result in an increased risk of injury in the event of a crash during the limited period of inactivation. However, within approximately the first 150 feet of driving, a dynamic algorithm in the OCS verifies whether a child seat is installed or a person is sitting on the passenger seat. Depending on the result of the plausibility-check, the OCS selects the appropriate and correct passenger airbag status, and the airbag is reactivated.

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

In December 2012, a plant action was initiated at our supplier after DAG discovered a limited number of implausible OCS calibrations as part of the ongoing quality monitoring at our supplier. In the following weeks, extensive volumes of calibration data documentation was analyzed. This enabled DAG and the supplier to determine the root cause of this issue and to identify the potentially affected production range of vehicles. Further evaluation was then conducted to assess the potential impact of this issue on the effectiveness of the subject OCS systems. In May 2013, DAG determined that a safety related defect cannot be excluded amongst some of the vehicles in the vehicle population identified above.

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

MBUSA will conduct a voluntary recall campaign for the subject vehicles described above as a precautionary measure to replace the complete passenger side seat cushion including the OCS on the affected SLK-Class vehicles.

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

Owner notification will begin in July, 2013. Pursuant to 49 C.F.R. § 577.11(e), MBUSA does not plan to provide notice about pre-notice reimbursement to owners since all involved model year 2013 vehicles remain covered under the new vehicle warranty.

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

Dealers will be notified of the pending voluntary recall campaign in June, 2013. The voluntary recall campaign is expected to commence in July, 2013. A copy of all communications will be provided when available.

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

A copy of the owner notification will be provided when available.

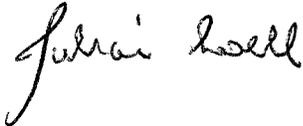
573.6(c)(12): Manufacturer's Campaign Identification Number

The MBUSA Recall Campaign Number will be provided when available.

Nancy Lewis
June 3, 2013
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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