

# Part 573 Safety Recall Report

# 22V-194

**Manufacturer Name :** Mercedes-Benz USA, LLC**Submission Date :** MAR 28, 2022**NHTSA Recall No. :** 22V-194**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Mercedes-Benz USA, LLC

Address : 13470 International Parkway

Jacksonville FL 32218

Company phone : 1-877-496-3691

**Population :**

Number of potentially involved : 11

Estimated percentage with defect : 100 %

**Vehicle Information :**

Vehicle 1 : 2022-2022 Mercedes-Benz S580Z

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : Mercedes-Benz MY2022 Maybach S-Class 1 vehicle

The recall population was determined through production records. Vehicles outside of the recall have the correct sub frame weld for the thrust arm on the rear axle carrier.

Production Dates : SEP 14, 2021 - JAN 04, 2022

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2022-2022 Mercedes-Benz S500V

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : Mercedes-Benz MY2022 S-Class 3 vehicles

The recall population was determined through production records. Vehicles outside of the recall have the correct sub frame weld for the thrust arm on the rear axle carrier.

Production Dates : SEP 14, 2021 - JAN 04, 2022

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 3 : 2022-2022 Mercedes-Benz S580V

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : Mercedes-Benz MY 2022 S-Class 7 vehicles

The recall population was determined through production records. Vehicles outside of the recall have the correct sub frame weld for the thrust arm on the rear axle carrier.

Production Dates : SEP 14, 2021 - JAN 04, 2022

VIN Range 1 : Begin :

NR

End : NR

Not sequential

## Description of Defect :

Description of the Defect : Mercedes-Benz AG ("MBAG"), the manufacturer of Mercedes-Benz vehicles, has determined that on certain Model Year ("MY") 2022 S-Class and Maybach (223 platform) vehicles, the sub frame welds for the thrust arm on the vehicle's rear axle carrier might not meet current production specifications.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : In this case, the welds could fail suddenly and without prior warning and may cause the thrust arm to detach from the rear axle carrier. As a result, the vehicle might sway due to roadway influences. In addition, the vehicle could pull to one side in the event of emergency braking. In that case, the controllability of the vehicle would be impaired, increasing the risk of a crash.

Description of the Cause : Due to a deviation in the production process, the sub frame weld for the thrust arm on certain rear axle carriers might not have been carried out according to production specifications.

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

## Involved Components :

Component Name 1 : rear axle carrier

Component Description : rear axle carrier

Component Part Number : A2233509510

## Supplier Identification :

## Component Manufacturer

Name : Mercedes-Benz AG

Address : NR

Foreign States

Country : Germany

## Chronology :

In January 2022, MBAG was notified of an isolated customer complaint outside the US in connection with noise on the rear axle carrier.

In March 2022, a second customer complaint outside the US was reported, related to an unstable driving experience, and noise was reported.

MBAG immediately launched investigations that identified an internal process deviation in the production of the rear axle carrier which occurred in September 2021 as a possible root cause.

At that time, all parts were checked and sorted out in whereby at the time MBAG believed it had caught all parts.

In order to understand possible effects MBAG started in March 2022 to perform various driving tests until March 22nd, 2022. On March 25, 2022, MBAG determined that a potential safety risk cannot be ruled out and decided to conduct a recall.

MBAG is not aware of any reports involving accident or injury related to this condition.

MBUSA contacted NHTSA on March 25, 2022 to inform it of this safety recall, stop drive instructions, and that communications with owners would start as soon as possible.

## Description of Remedy :

Description of Remedy Program : An authorized Mercedes-Benz dealer will check the sub frame weld on the rear axle carrier on the affected vehicles and replace the rear axle carrier, if necessary.

Until the inspection/remedy is completed, customers will be instructed by the MBUSA Customer Assistance Center (CAC) not to drive their vehicle and will assist to make arrangements with their authorized Mercedes-Benz dealer to have the vehicle towed for inspection. Towing and loaner vehicles, where available, will be offered at no cost to the customer.

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 : The sub frame weld for the thrust arm on the rear axle carrier meet current production specifications .

Remedy Part No: A2233509510 - rear axle carrier

Identify How/When Recall Condition was Corrected in Production : A change in the procedure in the production plant ensures that this issue can no longer occur from January 13, 2022 onwards

## Recall Schedule :

Description of Recall Schedule : MBUSA will issue a stop-drive warning for the eleven (11) vehicles affected by this recall on March 28, 2022. Customers will be instructed by the MBUSA Customer Assistance Center (CAC) not to drive their vehicle and will assist to make arrangements with their authorized Mercedes-Benz dealer to have the vehicle towed for inspection. Towing and loaner vehicles, where available, will be offered at no cost to the customer.

Official owner notifications will be sent following NHTSA approval of the customer notification letter before May 24, 2022.

Planned Dealer Notification Date : MAR 28, 2022 - NR

Planned Owner Notification Date : MAY 24, 2022 - NR

\* NR - Not Reported