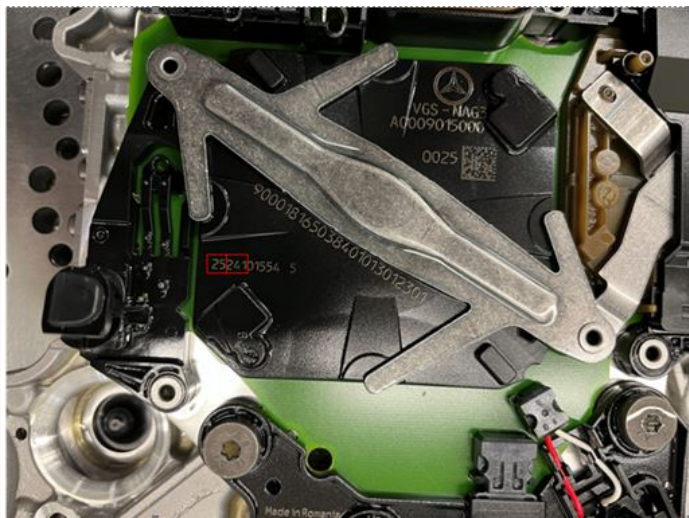


AMG models with torque converter 725.0 (NAG3 Classic) and M177/ M279 engine - Harsh shift concerns due to speed sensor installation

Topic number	LI27.00-P-080462
Version	5
Function group	27.00 - General
Date	6/4/26
Validity	Affects all 167 with M177 engine and transmission 725.085 (NAG3 Classic w/ torque converter) produced as of July 1, 2025 Affects all 223 with M279 engine and transmission 725.095 (NAG3 Classic w/ torque converter) produced as of July 1, 2025 Older models with 725.085/095 (NAG3 Classic w/ torque converter) transmissions were NOT affected in production, but may have received affected replacement parts (A725 270 55 09) during valve body replacement
Reason for change	Updated Remedy - Control unit repair kit made available

Complaint

Harsh upshifts, downshifts, or jolting in lower gears when accelerating.

Attachments	
File	Description
Valve body - ECU serial number and date code.jpg	Figure 2
	
EEPROM txt file - ECU date code.png	Figure 1

```

XXXXXXXXXXXX : 0.0
BootSW.Patch : 0.0
CB00T-SW : bm3a1301
ECU-SW : 1590D230003 1591P200003C9314201
SB00T-SW : bh1a0501
SW-Hersteller.Boot : Bosch
SW-Hersteller.Code : MB
SW-Hersteller.Data : MB
Hardware.Jahr : 15
Hardware.Woche : 30
Hardware.Patch : 0.0
HardwareSupplier_Ident : Bosch
Hardware-Sachnummer : 0009015000
Software-Sachnummer : 0000000000
Software-Sachnummer.Code : 0019028009
Software-Sachnummer.Data : 0000000000
DMC.Prefix_D_PartNo : 1
DMC.D_PartNo : 0009015000
DMC.Module_Serial : 2519800410
DMC.ProdLineIndex : 5
DMC_RB_PlantIndex : 3
DMC.ModuleNo : 0x00 0x00 0x00 0x00 0x00 0x00 0x00 0x00 0x00 0x00 0x00 0x00
VIN_Original : 
VIN_Current : 
Eroten : G50049
CALID : 0019028009350002
ECU-SerienNr. : 25198004105 ← 25198004105 (ECU serial number)
ECU-Produktionsdatum.Jahr : 25 ← 07/17/2025 (ECU production date)
ECU-Produktionsdatum.Monat : 7
ECU-Produktionsdatum.Tag : 17
cns-Nummer : 7232703305
Device_Mode : NORMAL
FBS4.Enabled : YES
FBS4.Initialized : NO
FBS4.Personalized : NO
FBS4.Activated : YES
FBS4.Completed : Not completed
FBS4.Testcounter : 0
Kilometerstand : 562.1 km
XXXXXXXXXXXX : 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Ln 71, Col 36 45,797 characters Plain text 100% Windows (CRLF) UTF-8

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Cause

Incorrectly installed (rotated) rotational speed sensors on the EHS (VGS Control Unit) can cause abnormalities in signals. As a result, poor adaptation values are stored and harsh gearshifts are felt.

This only affects vehicles with VGS control units produced between days 185-296 of 2025 (July 4, 2025-October 23, 2025).

Remedy

If the production date is or is within 25185-25296 (07/4/25-10/23/25):

As of 5/29/2026, IPR has been updated to recognize these cases and advise replacement of the VGS Control Unit. Please ensure your XENTRY has all the latest Addons installed before proceeding.

It is possible to check the production date of the VGS through the EEPROM .txt file (Figure 1) or on the VGS hardware (Figure 2).

1. Perform IPR and and perform the recommended replacement of the VGS Control Unit

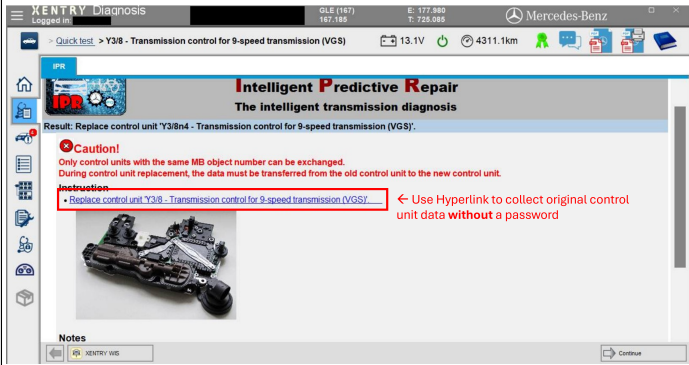
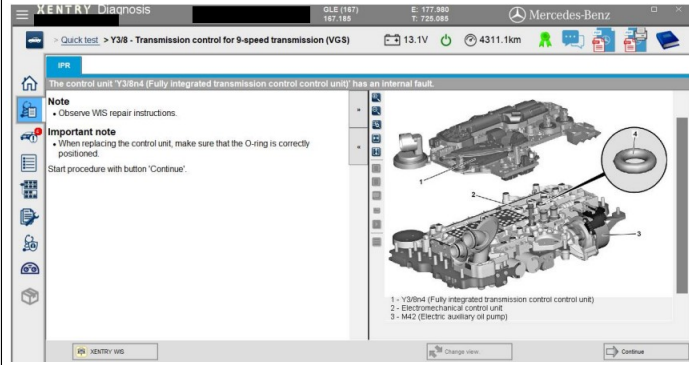
IMPORTANT: When performing this replacement, it is necessary to transfer the old control unit data to the new replacement via XENTRY.

- Click the hyperlink in the IPR results page to perform this step without a password. (Figure 3)
- If the hyperlink is not followed, a TIPS case will be required to receive the necessary password.
- Follow WIS instructions and ensure o-ring beneath control unit is installed. (Figure 4)
- Use the same Xentry machine that collected the original control unit data for the new control unit initial start up

If the production date is outside of this range:

This LI is not applicable.

- 1. Perform IPR and follow recommended instruction

Attachments	
File	Description
IPR Result - Replace VGS Control Unit.png 	Figure 3
O-ring Installation Note.jpgg 	Figure 4

WIS-References		
Document number	Title	Note
AR27.19-P-0220EWM	Disassemble and assemble electrohydraulic controller unit	Be sure to replace o-ring under control unit, and install all oil guide pipes

Disclaimer

NOTE: The information contained in this document is intended for use by trained, professional technicians with the knowledge to properly and safely perform diagnosis and repairs on Mercedes-Benz vehicles, using Mercedes-Benz approved tools and equipment. It informs service technicians about conditions that could occur in certain vehicles and provides information that could assist in proper vehicle diagnosis, service, or repair. It does not indicate that a defect is present in any vehicle referenced in this document nor does it imply warranty coverage. DO NOT assume that a symptom or condition, or a described cause of a symptom or condition, affects any particular vehicle or groups of vehicles, or that a described repair applies to any particular vehicle or groups of vehicles. There can be multiple causes resulting in the same or similar symptoms or conditions described in this document, and trained professional service technicians must use their diagnostic skills to make evaluations on a case-by-case basis. The information contained in this document does not guarantee warranty coverage nor does it extend the vehicle's warranty in any way.

Symptoms

Power transmission > Automatic transmission > Function > Shifts

Power transmission > Automatic transmission > Function > Poor shift quality

Parts

Part number	ES1	ES2	Designation	Quantity	Note	EPC
27/150/40			CSK. PAN HEAD SCREW	1	See XHPI - Auxiliary Oil Pump power contact to transmission control unit	X
A7252709011			REPAIR KIT, CONTR.UNIT	1		X

Control unit/fault code

Control unit	Fault text
Y3/8 - Transmission control for 9-speed transmission (VGS) (VGSNAG3)	P089300 - Several gears are engaged simultaneously. _

Operation numbers/damage codes

Op. no.	Operation text	Time	Damage code	Note
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