

# Part 573 Safety Recall Report

# 19V-585

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

**Submission Date :** SEP 10, 2019

**NHTSA Recall No. :** 19V-585

**Manufacturer Recall No. :** 2019080010



## 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 :** 3,435

**Estimated percentage with defect :** 100 %

## Vehicle Information :

**Vehicle 1 :** 2018-2019 Mercedes-Benz GLA250

**Vehicle Type :** LIGHT VEHICLES

**Body Style :** SUV

**Power Train :** GAS

**Descriptive Information :** 156.944 TG4E 2105 Vehicles

The recall population was determined through production records.

Vehicles outside the specified recall population have the left anchor plate of the rear middle seatbelt bolted on according to current production specifications.

**Production Dates :** JUN 06, 2018 - SEP 27, 2018

**VIN Range 1 : Begin :** WDCTG4EB7JU000267 **End :** WDCTG4GB3KU001317  Not sequential

**Vehicle 2 :** 2018-2019 Mercedes-Benz GLA250 4MATIC

**Vehicle Type :** LIGHT VEHICLES

**Body Style :** SUV

**Power Train :** GAS

**Descriptive Information :** 156.946 TG4G 1330 Vehicles

The recall population was determined through production records.

Vehicles outside the specified recall population have the left anchor plate of the rear middle seatbelt bolted on according to current production specifications.

**Production Dates :** JUN 06, 2018 - SEP 27, 2018

**VIN Range 1 : Begin :** WDCTG4EB7JU000267 **End :** WDCTG4GB3KU001317  Not sequential

**Description of Defect :**

Description of the Defect : Daimler AG (“DAG”), the manufacturer of Mercedes-Benz vehicles, has determined that on certain Model Year (“MY”) 2018- 2019 GLA-Class vehicles, (156 platform) the left anchor plate of the rear middle seatbelt might not be bolted according to current production specifications.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : In this case, the left anchor plate of the rear middle seatbelt would only be kept in position by the rear seat bench cushion. If a passenger were to attempt to fasten the rear middle seatbelt for the first time, the left anchor plate would immediately become loose. As a result, the seatbelt for a passenger seated in the rear middle seating position might not be properly secured, which could increase the risk of an injury in the event of a crash.

Description of the Cause : Due to a deviation from the assembly process, the left anchor plate of the rear middle seatbelt might not be bolted onto the vehicle body according to current production specifications.

Identification of Any Warning that can Occur : In attempting to buckle the rear middle seatbelt, the passenger may notice that the seatbelt buckle may become loose.

**Supplier Identification :****Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

**Chronology :**

In September 2018, DAG received a report from a vehicle preparation center, stating that it had identified one vehicle where the left anchor plate of the rear middle seatbelt was detached. This report was passed on to the assembly plant. Although this appeared to be an isolated case at the time, employees at the assembly plant were re-trained as an immediate measure, and an additional vehicle check was implemented by installing a tension test at the next workstation of the assembly line. In November 2018, a second case was reported, where the left anchor plate of the rear middle seatbelt was detached. After identifying the second case, DAG launched a plant campaign. As part of this process, vehicles were to be inspected and reworked if necessary before leaving the assembly plant.

Due to miscommunication between the assembly plant and the responsible after-sales department, information about vehicles having potentially left the plant without rework was delayed until March 2019. Once DAG became aware of the possibility that vehicles might have left the assembly plant without the final

tension testing, multiple tests were conducted to determine, if the described fault symptoms would not have been reliably detected within the internal inspection processes before final tension testing.

After the potentially affected vehicle population was confirmed, DAG determined on August 2, 2019, that a potential safety risk cannot be ruled out.

## Description of Remedy :

**Description of Remedy Program :** As a precautionary measure, an authorized Mercedes-Benz dealer, will check the left anchor plate of the rear middle seatbelt on the affected vehicles and bolt it onto the vehicle body correctly if necessary. 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 vehicles remain covered under the new vehicle warranty.

**How Remedy Component Differs from Recalled Component :** The remedy component will be properly bolted onto the vehicle body.

**Identify How/When Recall Condition was Corrected in Production :** A change in the production procedure of our assembly plant ensures that this issue can no longer occur from September 13, 2018 onwards.

## Recall Schedule :

**Description of Recall Schedule :** Dealers will be notified of the pending voluntary recall campaign in August 16, 2019. Owners will be notified approximately one week after recall launch to the dealers in October 2019. A copy of all communications will be provided when available

**Planned Dealer Notification Date :** AUG 16, 2019 - NR

**Planned Owner Notification Date :** OCT 08, 2019 - NR

\* NR - Not Reported