

# Part 573 Safety Recall Report

# 20V-395

**Manufacturer Name :** Mercedes-Benz USA, LLC**Submission Date :** AUG 28, 2020**NHTSA Recall No. :** 20V-395**Manufacturer Recall No. :** 2020080016**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 :** 5,039  
**Estimated percentage with defect :** 100 %

**Vehicle Information :****Vehicle 1 :** 2019-2020 Mercedes-Benz C 63 AMG**Vehicle Type :** LIGHT VEHICLES**Body Style :** 2-DOOR**Power Train :** GAS

**Descriptive Information :** 520 Mercedes-Benz C 63 AMG Vehicles The recall population was determined through production records. Unaffected vehicles have correct software installed.

**Production Dates :** MAY 24, 2018 - OCT 17, 2019

**VIN Range 1 : Begin :** NR **End :** NR  Not sequential

**Vehicle 2 :** 2019-2020 Mercedes-Benz C 63 AMG S**Vehicle Type :** LIGHT VEHICLES**Body Style :** 4-DOOR**Power Train :** GAS

**Descriptive Information :** 1046 Mercedes-Benz C 63 AMG S Vehicles The recall population was determined through production records. Unaffected vehicles have correct software installed.

**Production Dates :** MAY 24, 2018 - OCT 17, 2019

**VIN Range 1 : Begin :** NR **End :** NR  Not sequential

**Vehicle 3 :** 2020-2020 Mercedes-Benz GLC 63 AMG**Vehicle Type :** LIGHT VEHICLES**Body Style :** SUV**Power Train :** GAS

**Descriptive Information :** 79 Mercedes-Benz GLC 63 AMG Vehicles The recall population was determined through production records. Unaffected vehicles have correct software installed.

**Production Dates :** MAY 24, 2018 - OCT 17, 2019

**VIN Range 1 : Begin :** NR **End :** NR  Not sequential

Vehicle 4 : 2019-2020 Mercedes-Benz AMG GT 63 S

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : 1046 Mercedes-Benz AMG GT 63 S Vehicles The recall population was determined through production records. Unaffected vehicles have correct software installed.

Production Dates : MAY 24, 2018 - OCT 17, 2019

VIN Range 1 : Begin : NR End : NR  Not sequential

Vehicle 5 : 2019-2020 Mercedes-Benz AMG GT 53

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : 1359 Mercedes-Benz AMG GT 53 Vehicles The recall population was determined through production records. Unaffected vehicles have correct software installed.

Production Dates : MAY 24, 2018 - OCT 17, 2019

VIN Range 1 : Begin : NR End : NR  Not sequential

Vehicle 6 : 2019-2020 Mercedes-Benz AMG GT 63

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : 938 Mercedes-Benz AMG GT 63 Vehicles The recall population was determined through production records. Unaffected vehicles have correct software installed.

Production Dates : MAY 24, 2018 - OCT 17, 2019

VIN Range 1 : Begin : NR End : NR  Not sequential

Vehicle 7 : 2020-2020 Mercedes-Benz GLC 63 AMG S

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : 51 Mercedes Benz GLC 63 AMG S Vehicles The recall population was determined through production records. Unaffected vehicles have correct software installed.

Production Dates : MAY 24, 2018 - OCT 17, 2019

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") 2019-2020 C-Class, GLC-Class, and GT (205, 253, and 290 platform) AMG vehicles, the Electronic Stability Program (ESP) control unit software might not meet specifications.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : The ESP system might not be adapted to the brake type installed. Furthermore, in the event of a potential yaw rate sensor drift or a failure of the brake negative pressure supply, the ESP system might not react as intended.

This might lead to an ESP intervention that does not correspond to the driving situation which could increase the risk of a crash.

Description of the Cause : Due to a deviation in the development process at a supplier, the ESP control unit software might not meet specifications.

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

**Involved Components :**

Component Name 1 : ESP Software

Component Description : ESP Software

Component Part Number : A2059022129

Component Name 2 : ESP Software

Component Description : ESP Software

Component Part Number : A2909022501

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

Name : Bosch Engineering GmbH

Address : Postfach 13 50 74003

Heilbronn Foreign States

Country : Germany

## Chronology :

In February 2018, MBAG started initial investigations based on findings during testing of the AMG GT model. These investigations indicated that the ESP System might not have been adapted for the different brake types as required. The ESP Software was reviewed and corrected. In the course of this software review it was identified that the failure mode system for a failure of the brake negative pressure supply might not have been implemented into the software as intended. An updated software was introduced, and produced vehicles were updated in the production plant or the respective Vehicle Preparation Centers prior to sale.

In July 2019, MBAG was informed by the supplier about findings in a test where the ESP System did not perform as intended. Further analysis was started together with the supplier.

This analysis showed that the software integrated yaw rate sensor diagnosis might not be active in all situations. Additional analyses were initiated to determine the limits of the yaw rate sensor diagnosis.

It was found that a potential yaw rate sensor drift might not be recognized in a key cycle, if a regulating ESP intervention was simultaneously activated during the yaw rate sensor diagnosis.

Based on this, investigations were started to identify potential effects of an unidentified yaw rate sensor drift. The investigations indicated that in the event of an unidentified yaw rate sensor drift, an ESP intervention might not correspond to the current driving situation.

In addition, analyses regarding the probability of a simultaneous regulating ESP intervention during the yaw rate sensor diagnosis were started. These analyses showed, that due to the short time span of the sensor diagnosis run, this simultaneous event would be very unlikely, but could not be completely ruled out. Please see Chronology Supplement.

## Description of Remedy :

**Description of Remedy Program :** An authorized Mercedes-Benz dealer will update the ESP software on the affected vehicles.

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 :** Vehicles equipped with corrected ESP-Software

**Identify How/When Recall Condition was Corrected in Production :** A change in the ESP-Software ensures that this issue can no longer occur from Nov 07, 2019 onwards.

## Recall Schedule :

**Description of Recall Schedule :** Owners will be notified of the voluntary recall campaign approximately one week after launch to the dealers on August 28, 2020. Dealers will be notified of the pending voluntary recall campaign on July 13, 2020. A copy of all communications will be provided when available.

Planned Dealer Notification Date : JUL 13, 2020 - NR  
Planned Owner Notification Date : AUG 28, 2020 - NR

\* NR - Not Reported