

# Part 573 Safety Recall Report

# 21V-478

**Manufacturer Name :** Mercedes-Benz USA, LLC**Submission Date :** OCT 15, 2021**NHTSA Recall No. :** 21V-478**Manufacturer Recall No. :** 2021090008**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 :** 1,522  
**Estimated percentage with defect :** 100 %

**Vehicle Information :****Vehicle 1 :** 2016-2018 Mercedes-Benz AMG GT**Vehicle Type :** LIGHT VEHICLES**Body Style :** 2-DOOR**Power Train :** GAS**Descriptive Information :** Mercedes-Benz 2016-2018 AMG GT-Class 1,522 Vehicles

The recall population was determined through production records. Vehicles outside of the recall population have the carbon-fiber driveshaft manufactured according to current production specifications.

**Production Dates :** JUL 08, 2015 - MAR 22, 2017**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") 2016-2018 AMG GT-Class (190 platform) vehicles, the bonding between the carbon-fiber driveshaft and the engine/transmission flange might not meet current production specifications.

FMVSS 1 : NR

FMVSS 2 : NR

**Description of the Safety Risk :** The bonding might be impaired due to the presence of residue remaining from the production process on the bonding surfaces between the carbon-fiber driveshaft and the flange. In such case, the connection between the carbon-fiber driveshaft and the flange might detach during vehicle operation, resulting in the impairment of the transmission and the potential for a loss of traction between the engine and the transmission. This might result in a loss of motive power in isolated cases, which could increase the risk of a crash.

**Description of the Cause :** Due to a deviation in the production process of a supplier, specific batches of carbon-fiber driveshafts might contain residue from the production process on the bonding surfaces of the carbon-fiber driveshaft and the flange.

**Identification of Any Warning that can Occur :** In case of a transmission malfunction or loss of traction between engine and transmission, the check engine warning lamp in the instrument cluster will alert the driver and the vehicle may emit grinding or other noises.

## Involved Components :

**Component Name 1 :** Carbon-fiber driveshaft

**Component Description :** Carbon-fiber driveshaft

**Component Part Number :** A1904100700

## Supplier Identification :

### Component Manufacturer

**Name :** Cotesa GmbH

**Address :** Bahnhofstr. 67

Mittweida Foreign States D-09648

**Country :** Germany

## Chronology :

By mid-2020 MBAG observed seven worldwide field reports, three of which were from the US that were received on November 29, 2017, April 23, 2018 and April 16, 2019 where customers had reportedly experienced issues with the performance of the transmission and some events where the vehicle lost motive power on their vehicle. The data did not suggest a larger trend and the possibility that the bonding performance of the parts was due to individual customers tuning their AMG vehicles in excess of factory specifications.

However, since there had already been a recall affecting the carbon fiber driveshaft in 2019 (NHTSA ID 19V457) MBAG requested a return of parts from the field to analyze if these cases were potentially caused by the same cause.

The returned parts from the field were analyzed thoroughly by a third-party facility including a mass spectrometry analysis, which indicated the presence of residue on the driveshaft and flanges. In particular, the presence of residue from potassic, fatty acids, quaternary ammonium compound and fatty alcohol polyglycoether was observed. The presence of these substances suggested that the parts had not been sufficiently cleaned at the supplier prior to installation in the vehicle. This was in contrast to the recall in 2019, where - due to a deviation in the process of the supplier - the driveshaft was wrapped in protective paper that left a silicone residue on the driveshaft surface.

In parallel, a detailed warranty analysis was conducted and further potentially affected parts were returned

from the field for analysis. One of these cases was in the US, received in February 20, 2021. The parts were received and an analysis was performed.  
Please see Chronology Supplement.

## Description of Remedy :

**Description of Remedy Program :** An authorized Mercedes-Benz dealer will check the carbon-fiber driveshaft on the affected vehicles and replace it, if necessary.

Pursuant to 49 C.F.R. § 577.11(e), MBUSA does plan to provide notice about pre-notice reimbursement to owners since most of the involved vehicles would have been previously subject to the condition described and customers who have already paid to have this recall condition corrected may be eligible to receive reimbursement.

**How Remedy Component Differs from Recalled Component :** The remedy drive shafts include engine/transmission flanges that have undergone a lathing process to eliminate any potentially remaining residue.

**Remedy Part:** Carbon-fiber driveshaft (A1904102300)

**Identify How/When Recall Condition was Corrected in Production :** A change in the production procedure of our supplier ensures that this issue can no longer occur from March 23, 2017 onwards.

## Recall Schedule :

**Description of Recall Schedule :** Dealers will be notified of the pending voluntary recall campaign on July 2, 2021. Owners will be notified of the voluntary recall campaign by an interim letter on July 30, 2021. Final Owner notification for Wave 1 mailed on October 15, 2021. A copy of all communications will be provided when available.

**Planned Dealer Notification Date :** JUL 02, 2021 - NR

**Planned Owner Notification Date :** JUL 30, 2021 - NR

\* NR - Not Reported