

TO: Mercedes-Benz Dealer Principals, General Managers, Sales Managers, Service Managers, Parts Managers	FROM: Gregory Gunther, Department Manager, Vehicle Compliance and Analysis, Engineering Services
RE: Updated Recall Campaign Launch Notification – STOP DRIVE Inspect Brake Booster without Pedal Rework MY06-12 GL-Class, ML-Class, R-Class (X164, W164, 251 platform)	UPDATE: June 22, 2022

IMPORTANT RECALL CAMPAIGN UPDATE

STOP DRIVE NOTIFICATION!

Please see the attached documents related to the campaign listed above, which include:

<u>Topic</u>	<u>Page</u>
Launch NCU	2
Frequently Asked Questions (FAQ)	
a. What is this Recall	
b. Mobility	
c. Storage	
d. Reimbursement	
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Work Instructions	7
Warranty Information & Parts Return Instructions	15
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Please note that all customer inquiries should be directed to the Customer Assistance Center at 1-888-548-8514.

Sincerely,

Gregory Gunther

Department Manager, Vehicle Compliance & Analysis



Recall Campaign Launch Notification			June 22, 2022
Campaign No. :	NHTSA ID	Campaign Desc. :	Inspect Brake Booster Without Pedal Rework
2022050015	22V315	22P4290005	
<p>This is to notify you of an update to the Recall Campaign Launch to inspect the brake booster on 278,173 Model Year (“MY”) 2006-2012 GL-Class, ML-Class, and R-Class (X164, W164 and 251 platform) vehicles. The recall campaign will be visible on the www.safercar.gov website and may generate questions from customers. Affected VINs were flagged in VMI as “OPEN” on May 28, 2022.</p>			
Background			
Issue	<p>Mercedes-Benz AG (“MBAG”), the manufacturer of Mercedes-Benz vehicles, has determined that on certain Model Year (“MY”) 2006-2012 ML-Class, GL-Class (W164/X164 platform) and R-Class (251 platform) vehicles, the function of the brake booster might be affected due to advanced corrosion in the joint area of its housing. After extended time in the field and in conjunction with prolonged water exposure, this corrosion might lead to a vacuum leak at the brake booster. If this were to occur, the brake force support might be reduced, leading to an increase in the brake pedal forces required to decelerate the vehicle, and/or increased stopping distances. Additionally, in rare cases of very severe corrosion, it might be possible for a particularly strong or hard brake application to cause mechanical damage in the brake booster, whereby the connection between brake pedal and brake system would fail. In such a very rare case, it would not be possible to decelerate the vehicle via the brake pedal. The risk of a crash or injury would be increased. The function of the parking brake is not affected by this issue. Before the issue occurs, the driver might notice a change in the brake pedal feel and/or hissing/airflow noises when applying the brake pedal.</p>		
What We’re Doing	<p>MBUSA will conduct a voluntary recall. An authorized Mercedes-Benz dealer will remove the rubber sleeve from the brake booster housing, check the brake booster on the affected vehicles and, depending on the result of this inspection, replace as necessary. Affected customers will be mailed a recall owner notification letter and instructed to stop driving their vehicles until the inspection process is completed.</p>		
Parts	<p>The inspection procedure is available and can be performed. Parts are not available at this time should they be needed. Once parts are available, certain customers will be informed via a second owner notification letter to have a final repair performed.</p>		
Vehicles Affected			
Vehicle Model Year(s)	2006-2012		
Vehicle Model	GL-Class, ML-Class, R-Class		
Vehicle Populations			
Total Recall Population	278,173		
Total Vehicles in Dealer Inventory	0		
<p>The vehicles will be flagged as “OPEN” and Work Instructions will be available in Star TekInfo. Customers are advised not to drive their vehicle until an inspection is performed. Based on the results, vehicles may continue to be driven if the inspection is passed, or must be grounded if the inspection is not passed. A follow-up campaign will be issued for any vehicle that requires a brake booster replacement. Until such time, a “Pending” campaign will be assigned to these vehicles to ensure vehicle status is reflected in the VIN look-up tools mentioned below.</p>			
<p>Additionally, given this notice, it is a violation of Federal Law for car rental companies to rent MY 06-12 GL-Class, ML-Class, and R-Class vehicles covered by this notification until the vehicle has been inspected and passed, or grounded until parts become available and the remedy performed.</p>			



Next Steps/Notes

Customer Notification Timeline	Owner notification letters will be mailed on or before June 30, 2022.
AOMS/SOMS	AOMs – This recall may generate questions from your dealers. Please forward this notice to your dealers ASAP.
Rental Fleet Partners	Affected vehicles in your fleet should not be driven until the inspection has been performed and passed. Please contact your respective MBUSA fleet representative for further information and next steps. For repairs, please contact your preferred MBUSA dealer.
While we regret any inconvenience this may cause, MBUSA is determined to maintain a high level of vehicle quality and customer satisfaction. Please refer all customer inquiries to the Customer Assistance Center at 1-888-548-8514. Please anticipate longer than usual wait times to reach an agent as is typical for any recall of large volume.	

FAQs

SUMMARY OF RECALL

1. What is the recall about?

- a. The recall campaign is related to the brake booster housing. Specifically, advanced corrosion may have formed on the housing, which could lead to a vacuum leak and impairment to brake effectiveness.

2. What's the difference between Campaign 2022050014 and 2022050015.

- a. The inspection is the same, however, they have different damage codes. So please follow the instructions exactly for the respective campaign for your vehicle.

3. Can I continue to drive the car?

- a. Your safety is our highest priority. MBUSA advises customers to stop driving the vehicle until the first inspection is performed. Customers will be notified by first class mail to schedule an appointment to have the inspection performed by an authorized dealer.

4. Why are other models not included?

- a. Only ML- (MY2006 – 2011), GL- (MY2007 – 2012), and R- (MY2006 – 2012) Class vehicles are fitted with the affected brake booster utilizing a rubber sleeve. Other models are not fitted with this rubber sleeve. Affected vehicles have been identified within this recall.

5. What types of repairs or replacements part(s) are needed?

- a. Affected vehicles will be inspected as a first step. After this inspection, the vehicle will be given 1 of 3 statuses.
 - A. Inspected with no advanced corrosion: The rubber sleeve will be removed. The vehicle can be driven with no further action or customer follow-up required.
 - B. Inspected with advanced corrosion found: A brake efficacy test will be performed. A passed test ensures the tested brake booster can continue to be used and the vehicle driven up to a maximum time limit of 2 years. The dealer will provide a "Certificate of Passed Initial Diagnostic Brake Test" detailing that the test has passed. A new notice will be provided to the owner at a later date to bring the vehicle to an authorized Mercedes-Benz dealership for further inspection and potential replacement of the brake booster.



- C. Inspected with advanced corrosion and brake efficacy test does not pass: The vehicle will require the brake booster housing to be replaced when parts are available. Until then, the vehicle **MUST NOT** be driven.

6. Will the dealer repair the vehicle with the same part(s)?

- a. No. Based on the initial inspection, if a replacement of the brake booster is necessary, the part will be removed and replaced with a new part that does not utilize a rubber sleeve.

7. If advanced corrosion is found (status B, question 5), why must I wait two years – can't the dealer just replace the brake booster housing now?

- a. Sufficient part quantities are not yet available to offer a complete repair at this time. Mercedes-Benz assures all customers that the tests performed through the inspection procedure confirm that the brake booster will remain functioning normally until such time an additional inspection is deemed necessary within a 2-year period. Mercedes-Benz is working diligently with its suppliers to procure replacement parts as soon as possible.

8. Will the replacement part(s) fail again?

- a. No. Provided the recall timelines are followed, the inspections and remedial measures performed by your Mercedes-Benz dealership assure you that the recall condition is remedied.

9. How long will the vehicle need to be in the workshop?

- a. For your convenience, an authorized Mercedes-Benz dealer will offer mobile inspection at your location of choice. Should you request the vehicle be towed to a workshop, the time for the recall will vary and is heavily dependent on towing availability and dealership schedules. The inspection itself will require 1 hour to complete. Your authorized Mercedes-Benz dealer can provide you with a better estimate of the overall time for this inspection.

MOBILITY

10. Will the dealer provide a loaner vehicle?

- a. The dealer may offer to provide a loaner based on loaner vehicle availability. If available, the loaner will be provided free of charge. If no loaner vehicles are available, other solutions will be offered such as taxi/rideshare, public transportation cost reimbursement, and rental reimbursement. See the "Warranty Information" section below for additional information.

11. If I am advised not to drive my vehicle will towing be offered?

- a. Customers will be notified by first class mail that the inspection can be performed at an authorized dealer. A tow can be completed by the local dealer or by calling 1-888-548-8514. Full details will be available in the owner notification letter. In some locations, a mobile inspection can be performed at a location of the customer's convenience and towing will not be necessary. All towing will be provided free of charge to complete this recall.

12. Is mobile repair offered for this recall?

- a. Yes, for your convenience, an authorized Mercedes-Benz dealer will offer mobile inspection at a location of your choice.



13. I read a media article that states I should stop driving my vehicle if I own one of the affected vehicles, what should I do?

- a. A VIN-based recall lookup tool on our MBUSA.com website offers a search feature that will indicate whether a vehicle has been subject to a safety recall. See www.mbusa.com/recall for more details. If your vehicle status is listed as “Recall Currently Pending” or “Open,” the vehicle **MUST NOT** be driven until the inspection process is performed. Further instructions will be provided based on the results of that inspection.

14. What is Mercedes-Benz going to do for Owners given this inconvenience?

- a. Mercedes-Benz is committed to the highest level of customer service and while we regret the inconvenience, the safety of our customers is paramount. Mobility solutions and/or reimbursement for mobility will be offered for the duration the customer’s vehicle is affected under this “stop drive” recall. See the “Warranty Information” section below for further information.

15. For cars currently at the dealers, should dealers inform their customers and ensure dealer staff do not drive the vehicle?**a. For customers**

Yes, dealers should inform their customers that the vehicle is under a stop drive recall. The vehicle can be stored at the dealership, or towed to the customer’s residence free of charge. Please contact the CAC at 1-888-548-8514 to schedule a tow. If the customer needs alternative transportation, a mobility solution will be offered to you by the dealer (See FAQ 4). Reimbursements will be provided up to a maximum of \$80 per day.

b. For dealer staff

Dealer staff must **NOT** drive the vehicle on public roads. Within the confines of the dealership, the vehicle can be driven up to 20 mph. To claim any expenses related to towing and/or storage, see the “Warranty Information”

STORAGE**16. Where will the vehicle be stored?**

- a. Customers may store the vehicle at their residence and are encouraged to request their dealer perform a mobile inspection. Should the vehicle not pass the inspection, the vehicle may be continued to be stored at their residence or at their preferred dealer.

REIMBURSEMENTS/OWNER PAY**17. Are Owners responsible for expenses related to the recall?**

- a. No. Parts and labor will be provided free of charge. Alternate mobility solutions will be offered via MBUSA and/or an authorized Mercedes-Benz dealership. If the customer exceeds the limits of what Mercedes-Benz offers, they may be responsible for the additional expenses.

18. I may have paid for repairs related to this recall. Will I receive reimbursement?

- a. Current and previous owners may be eligible to receive reimbursement if they have had a brake booster replacement due to the conditions specified in this recall. Requests for reimbursement may include parts, labor, fees and taxes. Reimbursement may be limited to the amount the



repair would have cost if completed by an authorized Mercedes-Benz dealer. Details will be provided in the recall owner notification letter.

19. What happens if the dealer determines repairs aren't necessary now but Owners experience concerns related to the recall in the future? Are Owners responsible for diagnostic fees/repair costs?

- a. Any future owner concerns will be evaluated on an individual basis. Extensive analyses were conducted by Mercedes-Benz AG. Based on these analyses, a test method was developed for the workshops which, among other aspects, ensures the functionality of the brake booster by usage of diagnostic-supported test routines. If the dealer determines based on the inspection that the brake booster does not need to be replaced at this time but the owner experiences recall-related concerns in the future, a re-inspection may be carried out within 2 years to ensure the functionality of the brake booster. Parts and labor associated with the recall are free of charge to the customer.

20. I inspected the vehicle and found other brake components to be in need of repair.

- a. This recall relates to potential advanced corrosion on the brake booster housing. If other brake system component(s) are in need of repair/replacement such that they would impair or hinder performing the inspection for the recall condition, the parts/system must be rectified prior so the initial inspection may be completed. These parts and labor are not covered under this recall.

21. I received a letter but I no longer own the vehicle. How can I update my ownership information?

- a. Customers should be directed to the MBUSA recall website at <https://www.mbusa.com/en/recall>, enter their VIN, and update their contact information.

22. I lost faith in the vehicle and demand MBUSA provide a replacement.

- a. Such customer inquiries will be evaluated on a case by case basis. Direct the customer to 1-888-548-8514.

23. Can/should dealers wholesale/sell affected used car vehicles?

- a. No. MBUSA advises dealers not to sell used vehicles subject to this recall until the inspection is completed.

24. While performing the Xentry diagnostic test the technician finds a brake fluid leak, can this be covered under warranty?

- a. Yes. If while performing the inspection procedure other components fail then this would be claimable on the same line as the recall and considered primary loss.

25. While performing the Xentry diagnostic test, the brake line needed to be repaired. How do I address this?

- a. Follow AR42.10-P-0020A and utilize flaring kit A000 589 20 99 00 to construct brake lines from bulk stock.



26. If the vehicle fails the Xentry diagnostic pressure test, does the RO need to stay open?

No, close the RO and submit the claim based on the warranty codes provided below. The dealership may choose to open another RO until the parts replacement is complete.

27. The customer wishes to keep driving the vehicle and refuses the repair. How do I handle this situation?

- a. Customer safety is our top priority at Mercedes-Benz. If the customer insists on driving the vehicle despite the warnings associated with a “stop drive” recall, the following language **MUST** be added to the Repair Order and initialed by the customer:

_____ (Initial Here) **ASSUMPTION OF RISK FOR REMOVAL OF VEHICLE.** I understand that my vehicle is subject to a “Stop Drive” recall and that continuing to drive my vehicle involves inherent risks and dangers of accidents, property loss or damage, and serious personal injury to me and others, as well as potential financial losses. I have carefully considered the extent of the risks involved, and I voluntarily and freely choose to assume these risks.

28. Is there a point of contact for the dealership, AOM's, or other field personnel to request technical information or assistance relating specifically to the Xentry diagnostic test?

- a. The Work Instructions and Xentry diagnostic test have been verified prior to the recall launch. Thoroughly read the instructions, directions, and questions as presented in the Xentry diagnostic brake pressure test steps. If there are still questions after completing the first test, please open a PTSS case for the particular process or direction that is unclear. We do not anticipate any questions relating to the test at this time.

29. The customer wishes to keep driving the vehicle and is refusing to initial the “Assumption of Risk” on the Repair Order. How do I handle this situation?

- a. Follow the same protocol used at your dealership when a customer refuses services offered. Also, make a notation on the RO that “customer refuses to initial the Assumption of Risk.” A customer signature must be recorded on the RO.



Recall Campaign Bulletin



Mercedes-Benz

Campaign No. 2022050015, May 2022

Revision C 06/22/2022

TO: ALL MERCEDES-BENZ CENTERS

SUBJECT: **Model GL-Class, ML-Class, and R-Class (X164, W164 and 251 platform)
Model Year 2006-2012**

Inspect Brake Booster – without Pedal Rework

Mercedes-Benz AG (“MBAG”), the manufacturer of Mercedes-Benz vehicles, has determined that on certain Model Year (“MY”) 2006-2012 ML, GL (W164/X164 platform) and R-Class (251 platform) vehicles, the function of the brake booster might be affected due to advanced corrosion in the joint area of its housing. After extended time in the field and in conjunction with prolonged water exposure, this corrosion might lead to a vacuum leak at the brake booster. If this were to occur, the brake force support might be reduced, leading to an increase in the brake pedal forces required to decelerate the vehicle, and/or increased stopping distances. Additionally, in rare cases of very severe corrosion, it might be possible for a particularly strong or hard brake application to cause mechanical damage in the brake booster, whereby the connection between brake pedal and brake system would fail. In such a very rare case, it would not be possible to decelerate the vehicle via the brake pedal. The risk of a crash or injury would be increased. The function of the parking brake is not affected by this issue. Before the issue occurs, the driver might notice a change in the brake pedal feel and/or hissing/airflow noises when applying the brake pedal. MBUSA will conduct a voluntary recall. An authorized Mercedes-Benz dealer will remove the rubber sleeve from the brake booster housing, check the brake booster on the affected vehicles and, depending on the result of this inspection, replace as necessary. **Affected customers will be mailed a recall owner notification letter and instructed to stop driving their vehicles until the inspection process is completed.**

Prior to performing this Campaign:

- **VMI must always be checked before performing campaigns to verify that the campaign is required on a specific vehicle. Always check for any other open campaigns, and perform accordingly.**
- Please review the entire Campaign bulletin and follow the repair procedure exactly as described.

Approximately 278,173 vehicles are affected.

Order No. P-RC-2022050015

This bulletin has been created and maintained in accordance with MBUSA-SLP S423QH001, Document and Data Control, and MBUSA-SLP S424HH001, Control of Quality Record

Recall Campaign Bulletin

Recall Campaign Bulletin

Recall Campaign Bulletin

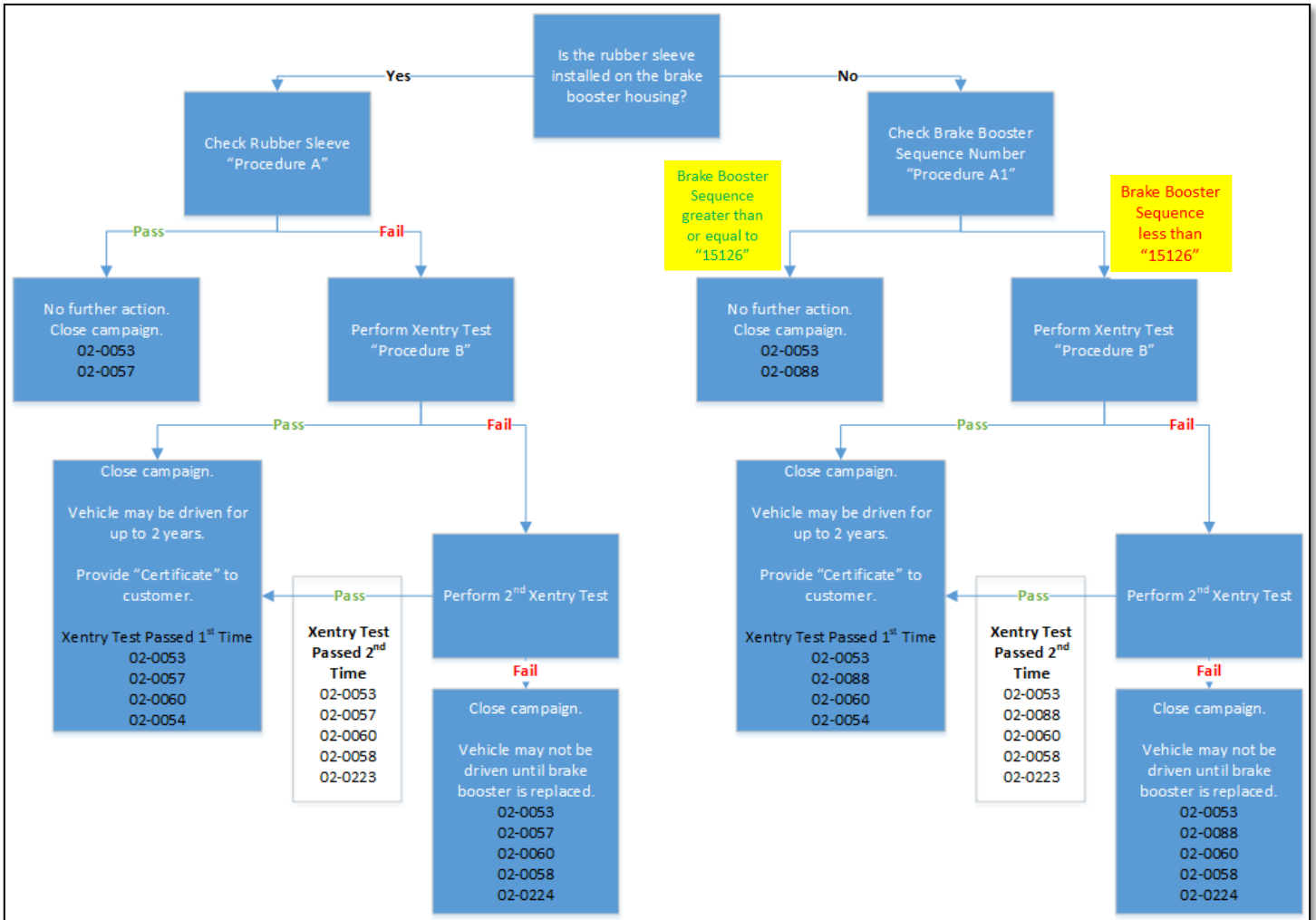
Recall Campaign Bulletin

Recall Campaign Bulletin

Inspect Brake Booster

- i** Existing problems that would hinder the inspection procedure or any subsequent repairs must first be rectified and are the responsibility of the customer. Any associated costs are not claimable and should not be included with the campaign claim.
- i** Any primary loss which is a direct result of performing the XENTRY test should be submitted on the same claim as the campaign reimbursement.
- i** Before starting work, there must be **no** fault message present in the instrument cluster for the brake system. If a fault message is present before starting work, it must be rectified and is the responsibility of the customer. Any associated costs are not claimable and should not be included with the campaign claim.

1. Flow chart with allowable labor operation codes when submitting a warranty claim.



Check/test procedure A–visual inspection only

1. Open the hood and check the water drains (**marking, figure 1**) for correct installation and ability to drain.

i Only for model 251

i Clean and correctly install water drains if necessary.



Figure 1

2. Remove the rubber sleeve wrapped around the brake booster (A, figure 2) with a suitable tool (hook and side cutting pliers). If the rubber sleeve is not present, please proceed to check/test procedure A1.

i The rubber sleeve should be separated above the barcode label on the brake booster as seen in (A, figure 2 and B, figure 4.1).

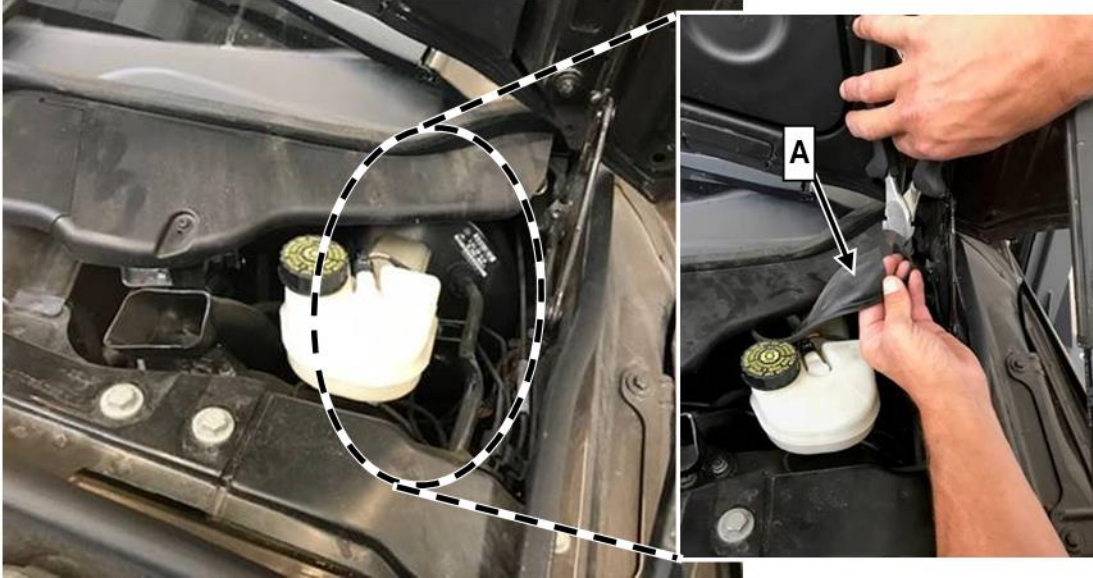


Figure 2

3. Take a photo of the rubber sleeve with the VIN label of the B-pillar (A, figures 3 and 4) and store to a local HDD/computer storage location with the vehicle service file and attach it to the warranty claim in EVA.

i These pictures serve as documentation of the current condition of the brake booster.



Figure 3

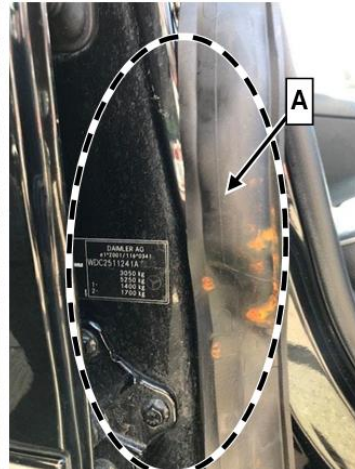


Figure 4

4. Check corrosion of the brake booster using the removed rubber sleeve.

i Use figures 5, 6 and 7 to assess corrosion.

i **Brake booster OK:**

Multiple point-shaped corrosion marks (**figure 5**) are permissible.

A maximum of **one point-shaped corrosion mark** with a diameter **greater than 15 mm** (**figures 6 and 7**) is permitted.



Figure 5 OK

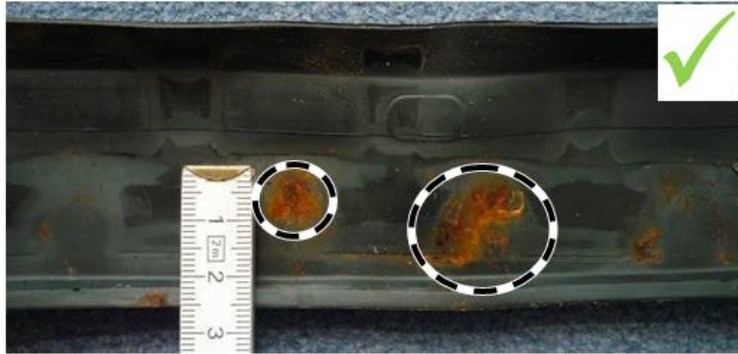


Figure 6 OK

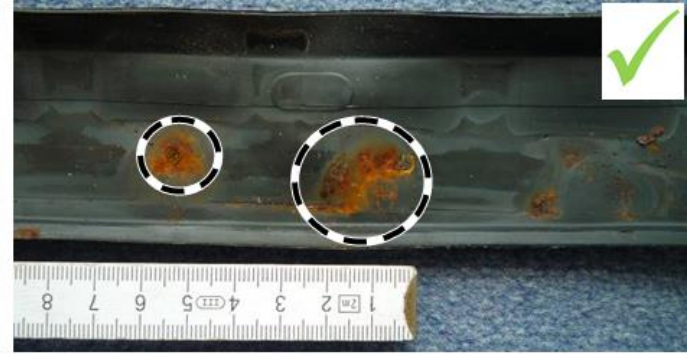


Figure 7 OK

i **Brake booster not OK:**

Widespread corrosion marks spanning the rubber sleeve are not permissible.

More than one corrosion mark with a diameter greater than 15 mm is not permissible.

- Corrosion measurements **Exceeds thresholds-NOK**: Carry out **check/test procedure B - XENTRY/DAS**.
- Corrosion measurements **Does not exceed threshold-OK** (figure 5, 6 or 7): **End measure.**
(Certificate of Passed Initial Diagnostic Brake Test not required).

i If the measure is ended, **do not** re-install a new rubber sleeve. Apply marking with **white touch-up paint pen** (**1, figure 8**) to the brake booster checked.

i **Under no circumstances should you treat the brake booster with anti-corrosion agent.**

i The **findings** from the check/test procedure must be **documented on the Repair Order and included in the dealer text in the warranty claim** in EVA.

Check/test procedure A1 - visual inspection only if no rubber sleeve is present

1. Take a photo of the barcode label (B, figure 8) on the brake booster and store to a local HDD/computer storage location with the vehicle service file and attach to the warranty claim in EVA.



Figure 8

1. Check sequence of numbers on the barcode label (C, figure 9).
 - a. If the numeric sequence **between** numbers **13 and 17** is **less than** "15126": Carry out **scope of testing B - XENTRY/DAS**.
 - b. If the numeric sequence **between** numbers **13 and 17** is **greater than or equal to** "15126": **End measure**.

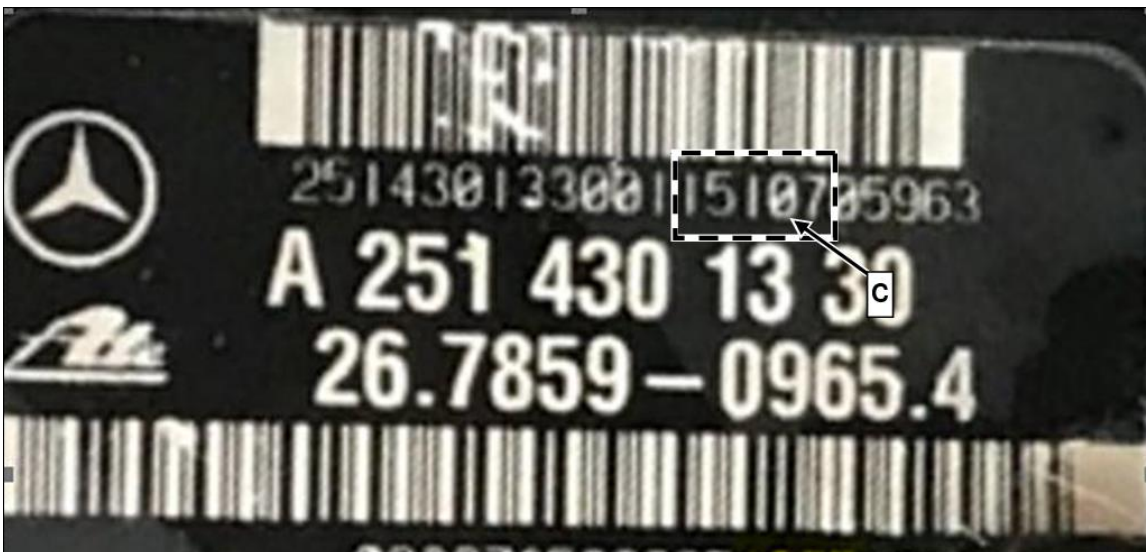


Figure 9

Check/test procedure B - XENTRY/DAS This step is only to be used if step A or A1 has failed

- i** Ensure use of **XENTRY Diagnosis version 03/2022** or higher.
- i** **Add-on 22889 and 23043 must be installed**, Without the **add-on's**, check/test procedure B **cannot** be performed.
- i** Make sure to follow the operation steps exactly as described in XENTRY Diagnosis.

1. Connect XENTRY Diagnosis and create an initial quick test.

i XENTRY **must** be connected via the cable with VCI/SD Connect.

i Note regarding vehicles with KeylessGo: Remove KeylessGo start button and perform test with ignition key.

i Do not perform any unnecessary braking procedures (maximum full-stop braking) before the test. As a rule, the test should be performed nonstop **without interruption**.
In certain conditions, the XENTRY scope of testing can be interrupted while the test is ongoing (e.g. hydraulic system is leaky) (cancellation). In this case, please follow the user guidance in XENTRY/DAS Diagnosis, because notes on the causes will be displayed for you.

IMPORTANT: If XENTRY/DAS Diagnosis requests that the brake pedal be withdrawn into the starting position toward the driver, this **must** be done by means of a powerful foot motion.

Check brake booster with XENTRY/DAS.

i To do this, select the menu item "Main groups – Control units - Chassis – ESP-Electronic Stability Program – Complete list of guided tests – Braking power".

i Then follow the user guidance in XENTRY/DAS Diagnosis.

i Print out the brake force "event log" after the test and store to a local HDD/computer storage location.

- a. XENTRY/DAS test **not** passed: **Please perform this test again.**

i **Only perform this test twice.**

- b. XENTRY/DAS test **passed**: **Continue with operation step 2.**

i If the XENTRY/DAS test was **not** passed the first time, you **must** perform a second XENTRY/DAS test. If this second test is now **passed**, continue with the operation step 2 of scope of testing B.

IMPORTANT: Only perform the **second** test if the **first** XENTRY/DAS test was **not** passed.

The **second** test must be invoiced using operation number 02-0245 or 02-0246.

- a. XENTRY/DAS test of the **second test not** passed: **Close campaign with claim.** See Launch NCU FAQ for mobility solution options to offer to the customer until parts are available and the part can be exchanged. Do **not** provide customer Certificate of Passed Initial Diagnostic Brake Test.
- b. XENTRY/DAS test of the **second test passed**: Continue with **operation step 2.**

2. Apply marking with **white touch-up paint pen (1, figure 10)** to the inspected brake booster.

i Under no circumstances should you treat the brake booster with anti-corrosion agent/paint.



Figure 10

3. Print out customer certificate titled "Certificate of Passed Initial Diagnostic Brake Test", located at the end of this document, fill out, sign, and hand over to the customer.
4. Disconnect XENTRY Diagnosis.

Primary Parts Information

Qty.	Part Name	Part Number
0.1	Rubber Sleeve	SLEEVE

Warranty Information

Note on the claim submission:

Please ensure you claim 0.1 quantity for part number = SLEEVE (uppercase) for all rubber sleeve removal labor claims. This will result in QEC part return request in the NetStar Parts Disposition application. Claims in which the quantity exceeds 0.1 will be stopped in error in EVA until corrected. Be aware that a claim stopped in error will not close the campaign and will not allow payment to the dealer so please correct these errors immediately.

i Note on the return shipment:

- For each vehicle processed, print out the part return barcode from the NetStar Parts Disposition application
- Pack the rubber sleeve with the part return barcode in a plastic bag and seal securely with barcode **visible from the outside** (see figure 1).
- For Dedicated Delivery Service (DDS) dealers, please forward parts in bulk (10-20 pcs per Load List unless time does not permit) to your facing PDC using the normal DDS warranty parts return process. Please ensure you include a Dealer Return slip marked for Warranty.
- For non-DDS dealers, please forward parts in bulk (10-20 pcs per Load List unless time does not permit) directly to the QEC using the normal FedEx Ground warranty parts return process.

All rubber sleeves should be individually tagged with a warranty parts return barcode and bagged. Recommend that bulk sleeve shipments are placed into a single overpack bag and then packaged in a small box with a copy of the Load List affixed to the box. Failure to return the rubber sleeve within the pre-defined time period will result in a non-return part debit.



If there are any questions pertaining to parts return, please submit a WSG Parts Disposition case online

i **Note:** The following allowable labor operation should be used when submitting a warranty claim for this repair:

Damage Code	Operation Number	Description	Labor Time (hrs.)	
42 900 05	02-0053	Check/test procedure A Check brake unit Includes: Remove rubber sleeve from brake unit and document test result This operation number can be used even if no rubber sleeve is present on the brake unit	0.2	
	02-0057	Pack up the rubber sleeve for the brake unit and dispatch	0.1	
	02-0088	Check/test procedure A1 Check barcode on brake unit Only if no rubber sleeve is present on the brake unit End of test: Do not perform any further work.	0.1	
	End Here If Vehicle Passed Visual Inspection			
	02-0060	Check/test procedure B Perform quick test (with XENTRY/DAS connected)	0.1	
	02-0054*	Check/test procedure B Check brake unit using XENTRY Diagnosis Findings: OK Includes: Connect/disconnect XENTRY	0.4	
	End Here If Vehicle Failed Visual Inspection & Passed 1st XENTRY Check			
	02-0058*	Check/test procedure B Check brake unit using XENTRY Diagnosis Findings: not OK Includes: Connect/disconnect XENTRY Repeat scope of testing with the result of test item 02-0223 or 02-0224.	0.4	
	02-0223**	Check/test procedure B - 2nd XENTRY/DAS test Extra work for: G 02 0058: Check brake unit with XENTRY Diagnosis – findings OK i The second time the vehicle was tested, it was found to be OK .	0.2	
	End Here If Vehicle Failed Visual Inspection & Failed 1st XENTRY Check but Passed 2nd XENTRY Check			
02-0224**	Check/test procedure B - 2nd XENTRY/DAS test Extra work for: G 02 0058: Check brake unit with XENTRY Diagnosis – findings not OK i The second time the vehicle was tested, it was found to be not OK	0.2		
* Invoice only operation item 02-0054 or 02-0058. Invoicing both operation items is not permissible.				
** Invoice operation item 02-0223 or 02-0224. Invoicing both operation items is not permissible.				

When using operation item 02-0054 or 02-0223, the Certificate of Passed Initial Diagnostic Brake Test must be handed over to the customer which is located at the end of this document.

i **Note:** Always check ASRA for the current OP-Code times. Labor times are subject to change and updates may not be reflected in this document.

Warranty Information

For vehicles impacted by the stop drive, MBUSA will allow for reimbursement of several associated ancillary costs as outlined below. These reimbursements are solely to support the implementation of this recall and to reduce the risk of customer inconveniences.

- **Damage code 99803 01 – Mobile inspection incentive**
 - **\$150 per vehicle**
 - Claimed separately and on top of the recall inspection
- **Damage code 99039 01 - Towing**
 - **Up to \$125 per tow** if arranged by customer or dealer outside of normal process
 - Invoice must be attached to claim
 - **Please use normal CAC tow process whenever possible to alleviate reimbursement**
- **Damage code 99046 01 - Vehicle storage**
 - **\$15 per vehicle, per day** for dealership onsite storage
 - **Up to \$56.25 per vehicle, per day** for offsite storage
 - Invoice must be attached to claim
 - Submit every 30 days and then a final claim to reconcile
- **Damage code 99047 01 - Active vehicle care during vehicle storage**
 - **\$300 per vehicle**, one-time, for the entire period **claimed at the end of the storage period** (i.e. wash, maintain battery, move to avoid flat spots and brake corrosion, etc.)
- **Damage code 99304 01 - Mobility solutions**
 - **Up to \$2,400 per month** for rental vehicle (**up to \$80/day**), loaner (**\$80/day flat fee**), taxi / rideshare services or use of public transportation
 - **Dealers are encouraged to use loaner vehicles for customer requests.** See sales NCU on changes to the CVP program and alternate mobility options.
 - Rental agreement, loaner agreement and/or invoice(s) must be attached to claim
 - Claims may be submitted on a monthly basis / multiple submissions allowed if needed
This support is limited to the end of September 2022



Mercedes-Benz

Certificate of Passed Initial Diagnostic Brake Test

Recall campaign – Inspect Brake Booster

Vehicle identification number: _____

Dear Valued Customer:

Your vehicle's brake booster has been inspected by your authorized Mercedes-Benz service facility for corrosion and functionality under MBUSA Recall Campaign number 2022050015 or 2022050014 bearing NHTSA ID# 22V315. The results of this initial inspection confirm that it is not immediately necessary to replace the brake booster in your vehicle. Therefore, your vehicle is no longer subject to the Stop Drive and may continue to be driven. A mobility solution is no longer necessary.

Important!

The brake booster may be subject to an additional inspection or a replacement brake booster, whichever comes first, within a period of 2 years from the date of the initial inspection.

Mercedes-Benz USA will contact you again by mail to schedule the additional inspection at the appropriate time.

If you sell your vehicle in the meantime, you must provide this document to the buyer.

The additional inspection of the brake booster is very important to your vehicle's safety. Therefore, it will be checked whether this has been carried out no later than 2 years after the first inspection. If this additional inspection was not carried out on your vehicle in time, you should stop operating the vehicle.

If the described additional inspection is not completed, advanced corrosion in the joint area of the housing could potentially impair the function of the brake booster. This might increase the required brake pedal force and possibly extend the stopping distance. In very rare cases, it cannot be completely ruled out that mechanical damage to the brake booster might occur, whereby the connection between brake pedal and brake system would fail. In that condition, the vehicle would no longer be decelerated via the service brake which would increase the risk of a crash or injury.

Date of inspection: _____

Signature of Mercedes-Benz Dealer