

181095



U.S. Department of Transportation
National Highway Traffic Safety Administration

DEPT. OF TRANSPORTATION
DOT/ST-13

Memorandum

02 JUL 25 AM 9:59

NHTSA-02-12316-2

Subject: Petition for Import Eligibility
Decision on 1999-2002 Mercedes Benz S Class (W220) Passenger Cars

Date: JUN 4 2002

From: *[Signature]*
Coreman Sachs
Attorney

Reply to
Attn. of:

To: Docket Management

Please place the attached petition for a decision that nonconforming 1999-2002 Mercedes Benz SL Class (W220) passenger cars are eligible for importation in Docket No. NHTSA-2002-12316.

Attachment

#





automobile concepts inc, 13329 ne 17 ave n. miami, fl 33181 tel 305 893-1950 fax 305 893-9097

Registered Importer 01-278

PETITION FOR IMPORT ELIGIBILITY DETERMINATION

To:
Administrator
National Highway Traffic Safety Administration
Room 6111
400 7th Street SW
Washington, DC, 20590
Attn NEF-32 Import Eligibility

3-6-2002

Dear Mr. Loy:

The following is the basis for this petition:

Part 593.6(a) [1]

The vehicle for which a determination is sought is a 1999-2002 Mercedes Benz S-Class [W220]. VIN# WDB2200701A065048.

We have examined the recall campaign and we have found that there are 2 pending:

1. Campaign ID 00V141000 Component: air conditioner electronic climate control module.
2. Campaign ID 01V014000 Component: visual systems windshield washer.

These existing and future Campaigns will be corrected and all necessary parts exchanged.

Part 593.6 (a) [2]

The vehicle which is substantially similar to the petition vehicle is the US version.

Part 593.6 (a) [3]

The vehicle which we believe to be substantially similar is manufactured for Sale in the USA and it was certified to meet all applicable FMVSS in effect at the time of manufacture. The non-conforming model was not listed on the accepted DOT list in 55 FR 219, pp 218, 47418ff, or the updates that have been published. A previous petition was approved for the 2000-2001 Mercedes Benz S 500 & S 600 [VSP 371]. The differences between the [JS model and the non-certified model are very minor and have been outlined in this petition.

CFR 565

A "Vehicle identification Plate" must be added near the left windshield post and a reference And certification label must be added in the left front door post area to meet this FMVSS. Copies of all labels will be included in the final report.

FMVSS 116

The vehicle came equipped with DOT brake fluid and the top of the master cylinder with the DOT information

FMVSS 118

The power window system has to be reprogrammed so that the windows will not operate with the ignition off.

FMVSS 124

The acceleration control system is identical to the US model.

FMVSS 135 [105]

The hydraulic brake system and the parking brake system are identical to those in the US model.

FMVSS 201

The components subject to this FMVSS are identical to those in the US companion model. This model has been identified as meeting the upper interior head impact requirements by the manufacture. Each vehicle must be inspected to confirm that the appropriate parts are in place and any parts found to not bare the US parts must be replaced with US components.

FMVSS 202

This vehicle came equipped with head restraints that are identical to those on the US model.

FMVSS 203

N/A when FMVSS 208 is met. Conforms to S5.1 of FMVSS 208, Impact for steering controls systems.

FMVSS 204

The steering shaft on this vehicle are energy absorbing and is identical to that on the US model.

FMVSS 205

The glass and glazing material used on this vehicle are identical to those used on the US model. They are clearly labeled with DOT AS-1 or DOT AS-2.

FMVSS 206

The door locks and retention components are identical to the US model.

FMVSS 207

The seating system in this: ~~vehicle is identical to that used on the US model.~~

FMVSS 208

This vehicle is equipped with a seat belt warning lamp that is identical to that used on US Model. However, the warning buzzer must be reprogrammed.

The passive restraint system used in these vehicles consist of dual front airbags and knee Bolsters. They also have combination lap and shoulder belts at the out board front seating positions as well as at the rear outboard seating positions. These manual systems are automatic, self tensioning and are released by mean of a single red push-button.

All vehicles entering the USA must be inspected to confirm that the systems bear the US part # On the airbags (Part # 220-460-06-08 and 220-860-10-06) control unit (Part # 220-820-10-02).

Sensors and seatbelts. Some parts coming from Europe countries may need to be c varying regulations. However, Gulf states cars have US systems as standard equip

FMVSS 209

The seatbelt labels are identical to those on the US model and they meet this FMV requirement

FMVSS 210

The seatbelt anchorages are identical to those on the US model. (Riding on a s inspect + rep)

FMVSS 212

The windshield intrusion zone and the parts are engineering thereof are identical to The US model

FMVSS 214

Doorbars in this vehicle are identical to those in the USA model. All vehicles that Country must be inspected for compliance with this regulation due to varying Euro

changed due to ment.

SS

500 stated
see with compliant
parts)
those of

enter the standards.

49 CFR Part 581

The bumpers and the support structure for the bumpers on these vehicles are identical to the US model.

FMVSS 218

The windshield intrusion and the parts or components thereof, are identical to those of the US model.

FMVSS 301

The fuel system in this vehicle is identical to that of the US model. Fuel spillage problems are controlled by the evaporative system that was installed by the factory for the EPA requirements. These evaporative systems have a rollover and check valve incorporated in their design.

requires a sticker that EPA controls