



FACTORY SERVICE BULLETINS

These suggestions and solutions for technical problems come from service bulletins and other technical information published by Mercedes-Benz, selected and rewritten for independent repair shops.

Erratic A/C Operation Model I63.154/174/175, As of MY 02

If customers complain of erratic A/C operation, running too hot or too cold, the problem may be the sun sensor. First do a basic A/C diagnostic check. DTC B1008 may be set. If no other faults are found, check to be sure the vehicle specifications regarding engine size, body, etc. match the VIN. If everything is normal, check the part number on the sun sensor. If the number is A163 820 73 10, replace the sensor with the new unit, part number A163 820 74 10.

Rack and Pinion Play MODEL 203, 209, 210, 211, 215, 220, 230

When testing for rack and pinion play, radial movement of the steering coupling at the input of the control shaft (Figure 1, Item 1) is not relevant for evaluating play in the steering box. This does not have any influence on the operation of the rack-and-pinion steering system, or the play in the steering system and on the driving dynamics of the vehicle.



Figure 1, Item 1 and Item 2

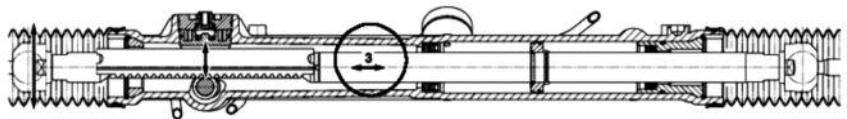


Figure 2, Item 3

The same applies to radial movement at the rack/tie rod (Figure 1, Item 2), especially when the wheels are turned all the way to one side. In this position the rack is extended to one side and acts as a larger lever where supposed play can be felt even more (checking play at the outer and inner joints remains the same). Radial movement when applying pressure when the rack is fully extended to one side or the other is normal and is due to the construction of the steering system.

When quickly turning the steering wheel left/right, especially when the engine is off (no power assist), a loud clunking noise can be heard. This is due to the steering system's construction and is not play in the steering system.

In order to properly check for play, the steering column and the outer and inner joints of the tie rods must not have any play.

The actual check for play in the rack-and-pinion steering system may only be made:

- with vehicle at standstill
- with engine running (power assist of the steering must be ensured)
- with the wheels pointed straight ahead

The steering wheel must be turned slowly while watching the rims move. The rims must start to move before the steering wheel is turned at most approx. +/- 1 degree. During this movement, a steady increase in pressure can be felt in the steering wheel. This delay in reaction is a result of the elasticity of the steering system (steering connections, etc.) and is not a fault. In order to properly evaluate play in the rack-and-pinion steering system, only the axial movement of the rack in relation to the steering box is relevant (Figure 2, Item 3).

(Continued)

Glove Box Rattling

Model

203.061/064/065/081

/084/261/264/281

/284/740/747

Model

209.356/365/375/376

/456/465/475/476/477

Customers may complain of a rubbing or rattling noise coming from the glove compartment or the glove compartment lid. Depending on the model, the problem will require either lubing or adjusting the glove compartment lid.

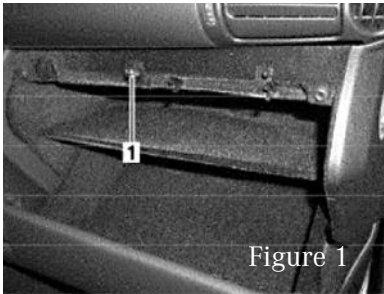


Figure 1

For Model 203 – Up to VIN A113578 or F083917 and 209 – Up to VIN F105129 or T024760, the noise may be caused by the glove box lid rubbing against the striker (Model 203, Figure 1/ Model 209, Figure 2)

To correct the problem, lightly grease the striker with Special Sliding Compound, P/N A000 989 36 60.

For Model 203, Up to VIN A114580 or F098332; and for Model 209 vehicles, the noise

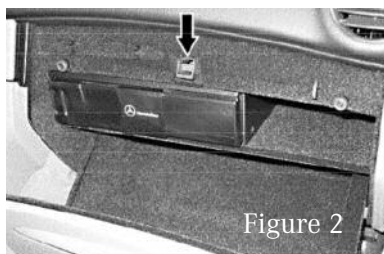


Figure 2

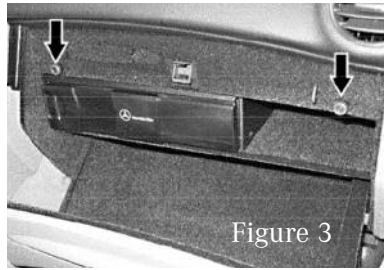


Figure 3

may be caused by insufficient preload for the glove compartment lid. For Model 203 vehicles, increase the preload by moving the striker forward. (#1 in Figure 1). For Model 209 vehicles, increase the preload by adjusting the buffers (Figure 3, arrows). For Model 209 vehicles with a CD changer, also make sure the glove compartment lid is not striking the CD changer.

Cannot Open Fuel Filler Cap

Model

203.040/061/064/065/081

/084/261/264/281/740/747

/764, Up to VIN A687000,

F590000 and R155000

Model

209.365/375/376,

Up to VIN F128000

If a customer cannot open the fuel filler flap from outside the vehicle, the the locking rod on the actuator motor may be unclipped. A modified bracket for the tank flap lock actuator motor must be installed to correct the problem.

1. Verify the problem by checking that the fuel filler flap will not open from the outside.

2. Remove the bracket for tank flap lock actuator motor as per WIS document AR80.20-P-2300P (203) and AR80.20-P-2300Q (209).

3. Clip the dislodged locking rod into the bracket on the actuator motor.

4. Replace the old bracket (Figure 1) for the tank flap locking actuator with modified bracket P/N A203 820 66 14 (Figure 2).

Note: Only replace the

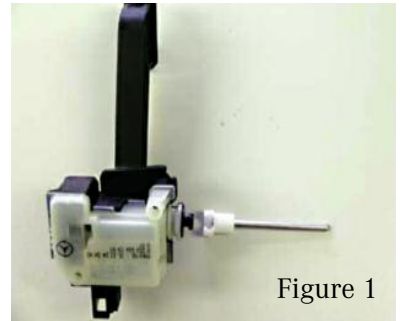


Figure 1



Figure 2

5. Replace existing guide sleeve with new guide sleeve P/N A210 800 00 79.

Note: A new sleeve must be used because the replacement bracket will not fit the existing guide sleeve.

6. Reinstall modified bracket with the actuator as per WIS document AR80.20-P-2300P (203) and AR-80.20-P-2300Q (209).