

Position Statements

- **Reconditioned / Recycled Parts –**

MBUSA offers various remanufactured units for sale through the Parts Distributor Centers (PDC) such as radios, antennas, automatic transmissions, steering gear boxes, etc.

Policy: These remanufactured units must be used when replacing assemblies under warranty for vehicles that have been put into service (retailed/demo/consigned). The dealer must order re-manufactured versions (part number suffix 80/87/90) where a remanufactured program exists.

Note: Remanufactured units must NOT be installed when making replacements of assemblies on vehicles which are still in dealer stock/inventory. These replacements must be fitted with NEW parts.

If the PDC substitutes a new unit when the dealer ordered a remanufactured unit, the delivery note number must be provided in the text field of the claim, with an explanation that a new unit was substituted for a rebuilt unit.

If a remanufactured program exists, dealers will be paid for the remanufactured part price for any new part installed in a retailed vehicle.

Several versions of a remanufactured unit such as radios, CD changers, or telephones may be available for a particular model year. Later versions are not to be used to upgrade earlier version units. Warranty replacements must be made using the exact version. Used parts are not permitted.

- **Repair Limit of Bumpers – AH98.20-P-9410-01A**
- **Suspension and Steering Components that Should be Replaced Because of Impact, and the Technical Reasoning of Why. –**

1. Accidents with superficial damage

In the event of accidents with body damage (e.g. deformed fender, longitudinal member, side paneling, rear end etc) the steering gear can be used again on condition that parts of the front axle, the steering gear or steering linkage are not damaged.

On vehicles with recalculating-ball steering (model 129, 140, 170, 202, 208, 240) it is also to be ensured that the steering input shaft (connection of lower steering shaft to the steering gear) and the flexible coupling (Hardy disk) do not exhibit any angular movements (torsion).

2. Accidents with permanent deformation of the front axle or steering linkage

For safety reasons, the steering gear must be replaced if components of the front axle, steering gear or steering linkage are permanently deformed. A shock transmitted to the steering gear through the front axle or steering linkage may have caused damage not externally visible. A pressure test or crack test required for this is not possible in the workshops; therefore the steering gear is to be replaced in cases of doubt. Should contrary to the opinion of the workshop personnel responsible the steering gear remain in the vehicle, we recommend having the decision of the appraiser or insurance company officer confirmed by his signature.

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Should in an exceptional case the condition of a steering gear need to be investigated (e.g. on demand by the insurance company if the steering gear has been mentioned as the cause of the accident), the appraiser or insurance company officer must issue a separate order for this.

3. Accidents with a driver airbag which has been triggered

In the event of accidents with a driver airbag which has been triggered the steering wheel and steering column tube must always be replaced.

Due to the driver airbag being triggered damage can occur to the steering wheel and the steering column tube which is not visible externally. If the damage referred to here is a claim, we recommend notifying the appropriate insurance company or the authorized automotive expert about the necessity of this procedure.

- **Aftermarket Parts, Radiators & Condensers.** – No aftermarket parts of any kind should be used during collision repairs.
- **MKS Wheel Alignments Cost of Caster/Camber Kits and Labor Times.**
-.Refer to Startime. Vehicle dependent.
- **Code Clearing After Collision** – All safety system codes must be diagnosed repaired and then cleared. If codes are found during diagnostic tests, printouts should be made and stored in the vehicle file.

- **Distronic Calibration** - Initialization of the DTR control unit (A89n1) is necessary after:

- Replacement of the DTR controller unit (A89)
- Replacement of the steering column tube Module (N80)
- Replacement of the rotational speed Sensor and lateral acceleration (B24/15) (Model 209, 211, 215, 216, 219, 220, 221, 230, 240)
- Replacement of the yaw rate sensor for Lateral and longitudinal acceleration (B24/15) (Model 164, 251)

- **OEM Fluids** - Only those fluids in the MB approved fluid booklet are allowed (STI)

