

Perry Muscelli

From: Gus Hoppel [GHoppel@mbofhenderson.com]
Sent: Wednesday, July 29, 2009 4:27 PM
To: Perry Muscelli
Subject: E63 brake issue
Attachments: ESTIMATES SHEETS.dat

Mr. Muscelli,

Perhaps you will remember me, I was able to obtain some information for you about the E63 that you were interested in purchasing.

I have been talking to Josh Sutton, our Service Advisor, and Larry Montoya, our Shop Foreman, about your vehicle.

It appears that at some point in time the brake hardware that the vehicle was manufactured with, including the pads, rotors and calipers, has been replaced with non-AMG components. This is evident by not only appearance but also by cross checking the part numbers on the build sheet against the part numbers currently on the vehicle. There has been some modification to at least one of the backing plates (which are original equipment) in an effort to make things fit.

It is our suggestion that the brake system be put back to standard for your AMG model. We are not engineers, nor are we experts on Federal brake safety guidelines, but from strictly a safety standpoint, we have serious doubts about the braking system currently meeting those guidelines for stopping efficiency for this high-performance model of vehicle.

In the event that you would like the brake system put back to what the vehicle was manufactured with, the estimate to do so is attached. Just let us know what course of action to follow.

In the meantime, I have notified MBUSA of the situation and their response to the circumstance is that buyback vehicles are taken directly to a "Dealer Only" auction where, by definition, only Mercedes-Benz Dealers may bid on them. From there they can go to the Dealer's lot for retail sale, be sold to a wholesaler, go back to a subsequent auction, etc. MBUSA has no culpability in the modification to the vehicle and they state to their Dealer partners that buybacks purchased at these Dealer Auctions are purchased where-is and as-is.

Please advise us on how we can best assist you going forward.

Thank you,

Gus Hoppel
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