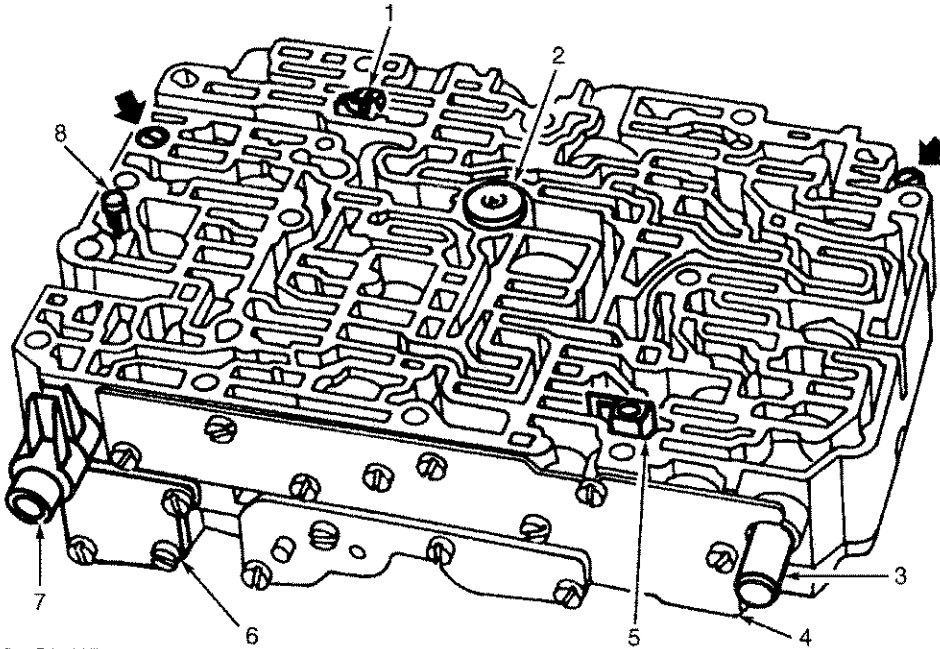


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Fig. 8: Assembled View Of Valve Body & Damper Housing  
MERCEDES-BENZ OF NORTH AMERICA.  
1992 Mercedes-Benz 500E



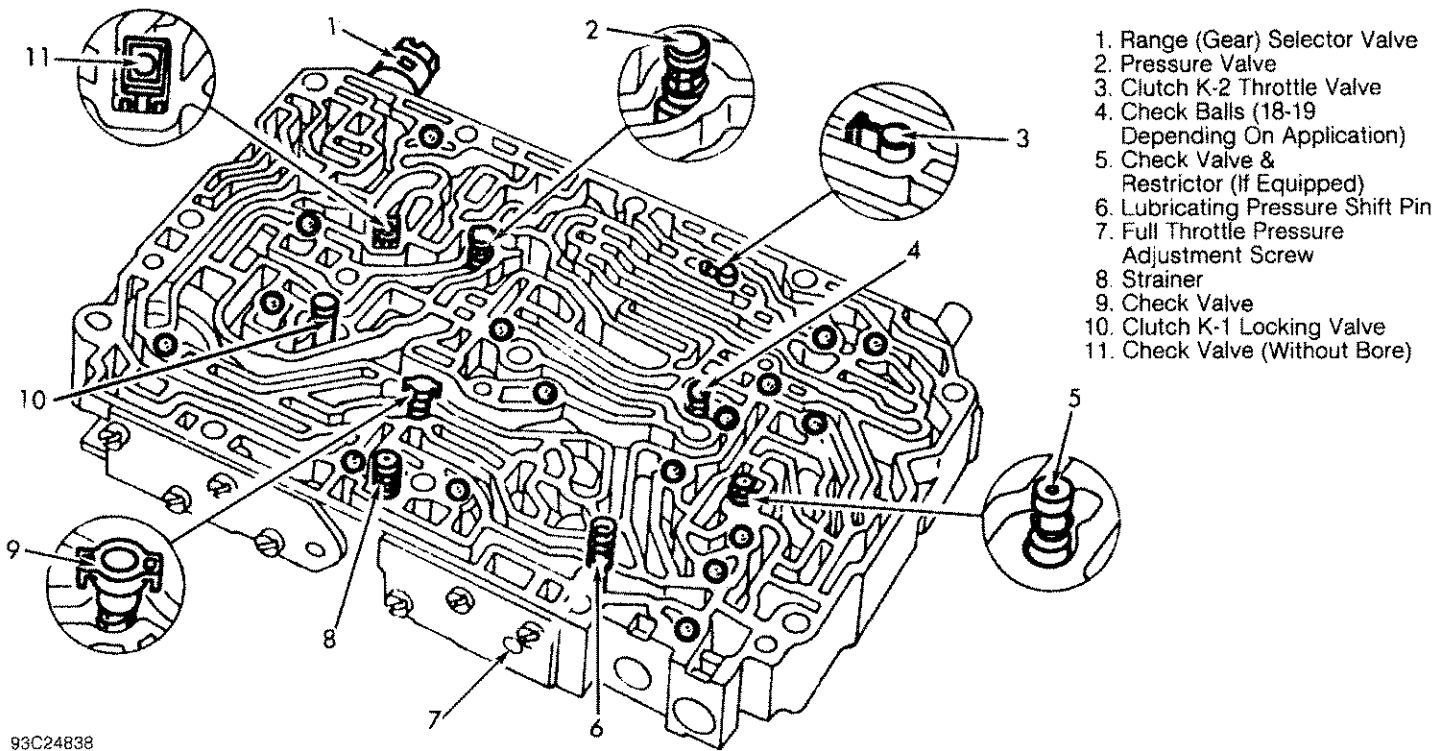
1. Reed-Type Check Valve (With Bore)
2. Primary Pump Check Valve
3. Control Pressure Regulating Valve Plunger
4. Valve Body Housing
5. Brake Band B-2 Shift Valve Strainer
6. Damper Housing
7. Range (Gear) Selector Valve
8. Drain Valve (Some Models)

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Fig. 9: Exploded View Of Valve Body (Check Ball & Check Valve Locations)  
MERCEDES-BENZ OF NORTH AMERICA.  
1992 Mercedes-Benz 500E



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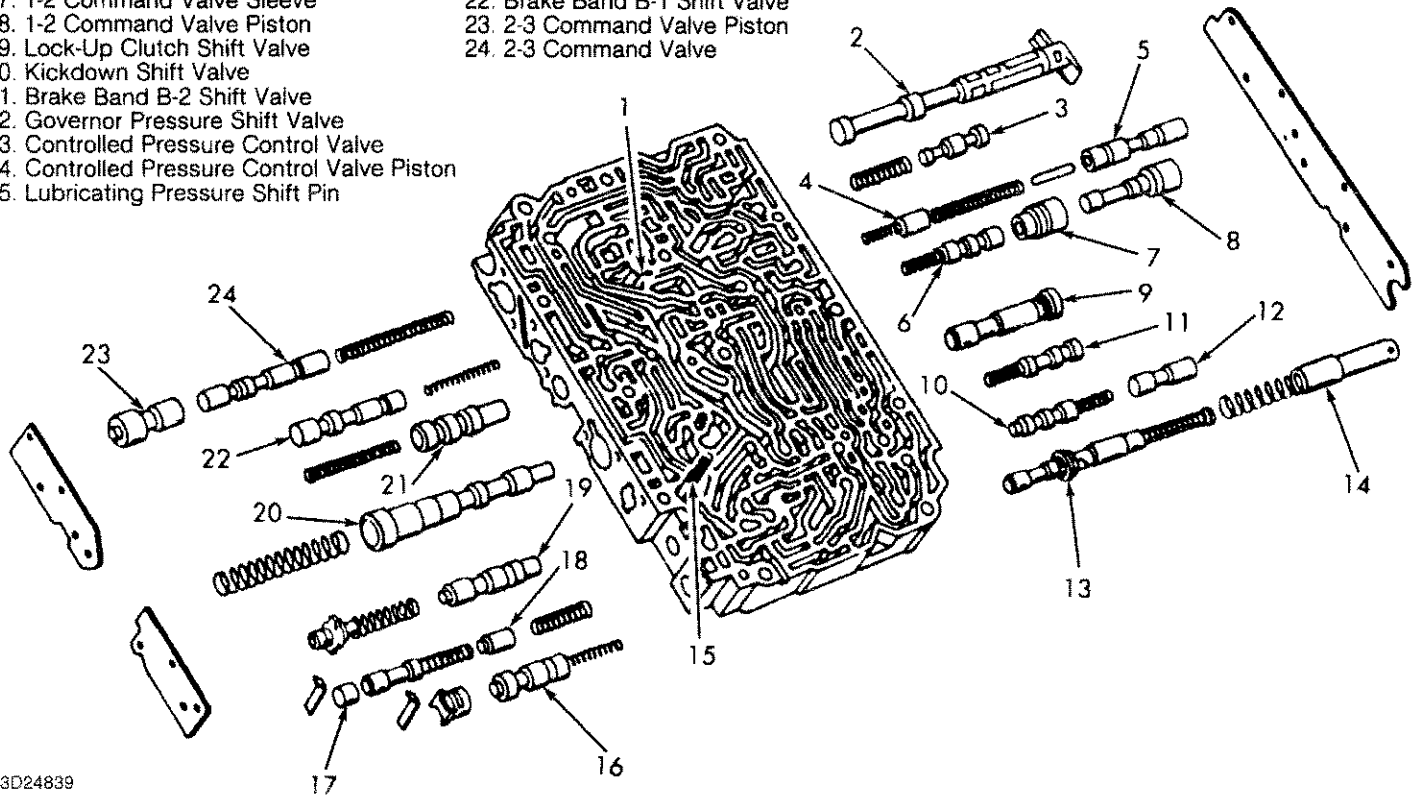
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**Fig. 10: Exploded View Of Valve Body**  
**MERCEDES-BENZ OF NORTH AMERICA.**  
 1992 Mercedes-Benz 500E

- 1. Clutch K-1 Locking Valve
- 2. Range (Gear) Selector Valve
- 3. Torque Converter Control Valve
- 4. 3-4 Command Valve Piston
- 5. 3-4 Command Valve
- 6. 1-2 Command Valve
- 7. 1-2 Command Valve Sleeve
- 8. 1-2 Command Valve Piston
- 9. Lock-Up Clutch Shift Valve
- 10. Kickdown Shift Valve
- 11. Brake Band B-2 Shift Valve
- 12. Governor Pressure Shift Valve
- 13. Controlled Pressure Control Valve
- 14. Controlled Pressure Control Valve Piston
- 15. Lubricating Pressure Shift Pin

- 16. Governor Pressure Booster Valve
- 17. Brake Band B-1 Control Valve
- 18. Brake Band B-1 Control Valve Piston
- 19. Throttle Control Valve
- 20. Working Pressure Control Valve
- 21. Basic Pressure Control Valve
- 22. Brake Band B-1 Shift Valve
- 23. 2-3 Command Valve Piston
- 24. 2-3 Command Valve



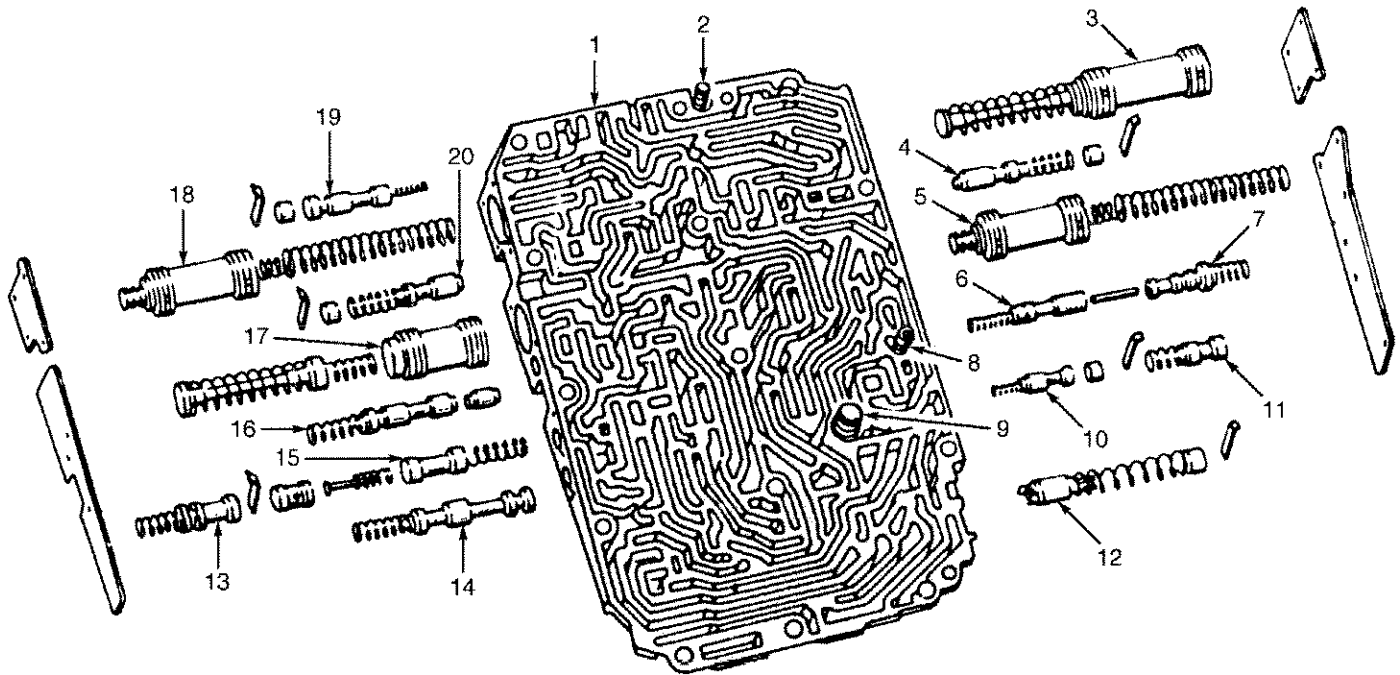
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Fig. 11: Exploded View Of Damper Housing  
MERCEDES-BENZ OF NORTH AMERICA.  
1992 Mercedes-Benz 500E



- |                                            |                                  |                                             |
|--------------------------------------------|----------------------------------|---------------------------------------------|
| 1. Damper Housing                          | 8. Modulating Pressure Valve     | 15. Damper (Cut-In) Switching Control Valve |
| 2. Pressure Limiting Valve                 | 9. Lubricating Pressure Valve    | 16. Reverse (RV2) Shut-Off Valve            |
| 3. Clutch K-1 Damper                       | 10. Reverse (RV1) Shut-Off Valve | 17. Damper (Cut-In) Switching Valve         |
| 4. Clutch K-1 Damper Control Valve         | 11. Braking Shift Shut-Off Valve | 18. Clutch K-2 Damper                       |
| 5. Brake Band B-1 Damper                   | 12. Kickdown Damper              | 19. Shift Pressure Control Valve            |
| 6. Brake Band B-1 Damper Control Valve     | 13. Clutch K-2 Shift Valve       | 20. Clutch K-2 Damper Control Valve         |
| 7. Deceleration (Fuel Cut-Off) Shift Valve | 14. Brake Band B-2 Detent Valve  |                                             |

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**1992 Mercedes-Benz 500E**

1983-94 AUTOMATIC TRANSMISSION OVERHAUL Mercedes-Benz W4A020 &amp; W4A040

**500E SHIFT SPEEDS - SHIFT LEVER IN "D"**

<b>Application</b>	<b>MPH</b>
Full Throttle	
1-2 Upshift	29
2-3 Upshift	65
3-4 Upshift	102
4-3 Downshift	71
3-2 Downshift	25
2-1 Downshift	15
Kickdown	
1-2 Upshift	42
2-3 Upshift	70
3-4 Upshift	106
4-3 Downshift	96
3-2 Downshift	58
2-1 Downshift	24

**1992 Mercedes-Benz 500E****BRAKE SYSTEM 1992 BRAKES Mercedes-Benz Disc****DISC BRAKE SPECIFICATIONS****DISC BRAKE SPECIFICATIONS**

<b>Application</b>	<b>In. (mm)</b>
<b>Disc Diameter</b>	
Front	11.8 (300)
Rear	10.9 (278)
<b>Lateral Runout</b>	
Front	.005 (.12)
Rear	.006 (.15)
<b>Parallelism</b>	
	.0008 (.020)
<b>Disc Thickness</b>	
<b>Standard</b>	
Front	1.10 (28)
Rear	.94 (24)
<b>Minimum Refinish Thickness</b>	
Front	1.02 (26)
Rear	.87 (22)
<b>Wear Limit</b>	
Rear	1.00 (25.4)
Front	.84 (21.4)
<b>Caliper Piston Diameter</b>	
	(1)
<b>Caliper Piston Bore Diameter <sup>(2)</sup></b>	
<b>Fixed Caliper Front Axle (Teves Caliper)</b>	
Top	1.495-1.497 (37.98-38.03)
Bottom	1.653-1.655 (41.98-42.03)
<b>Fixed Caliper Rear Axle (Bendix ATE 38)</b>	
	1.496-1.497 (37.99-38.03)
<b>Floating Caliper Front Axle (Teves Or Girling)</b>	
	2.126-2.128 (54.00-54.05)
<b>Inside Diameter For Parking Brake</b>	
	6.5 (164)
(1) Specifications for models not listed are not available.	
(2) Bore diameter at outer section may be exceeded by up to .004" (.1 mm) by polishing with emery cloth for repair.	

**1992 Mercedes-Benz 500E****ELECTRONIC ACCELERATOR CONTROL MODULE REPLACEMENT****ELECTRONIC ACCELERATOR CONTROL MODULE REPLACEMENT****TECHNICAL SERVICE BULLETIN**

Reference Number(s): 30/4, Date of Issue: June 1992

**ENGINE 104.990, 119.970/971/974/975 WITH ASR - REPLACEMENT OF ELECTRONIC ACCELERATOR CONTROL MODULE**

Model(s): 1992 Mercedes-Benz 400 E, 500 E, 300 SE, 400 SE, 500 SEL

Group: 30 - Accelerator Control, Cruise Control (CC), Electronic Accelerator (EA)

Bulletin No.: 30/4

Date: June 1992

**SERVICE INFORMATION**

The Electronic Accelerator control module (used on cars with ASR) must be replaced in vehicles that fall within the range of engine numbers listed below. Always check with the Vehicle Master Inquiry to determine if the work needs to be done on a specific vehicle. The affected control modules contain software that may be too sensitive to certain conditions, resulting in the ASR warning lamp lighting, or the Electronic Accelerator system entering "limp-home" mode, combined with the storage of false failure codes. The codes tend to be related to the Electronic Accelerator actuator and the CAN-bus, but are not always consistent.

**EFFECTIVE SERIAL NUMBER RANGE**

Model	From Engine Number	To Engine Number	From Chassis End Number (approx.)	To Chassis End Number
124.034	001700	003506	702384	772481
124.036	003064	004325	704685	768187
140.032	023667	033017	054960	079682
140.042	006478	009154	054800	079062
140.051	013544	019258	053809	079448

The new control modules have a production date of 16/92 (week 16 of 1992) or later stamped in blue. An additional way to identify the new modules is to check the "K" number, (circled in Fig. **Fig. 1** .)

**"K"-NUMBER LEVEL**

Model	Sales Designation	"K"-number must be:
124.034	400 E	K11 or greater
124.036	500 E	K10 or greater
140.032	300 SE	K12 or greater
140.042	400 SE	K10 or greater

**1992 Mercedes-Benz 500E****ELECTRONIC ACCELERATOR CONTROL MODULE REPLACEMENT**

140.051

500 SEL

K10 or greater

Vehicles that are in for service should be checked to determine if the new control module has been installed. If not, the new module should be installed according to the following chart. Customers whose vehicles are not scheduled for service in the very near future should be contacted and asked to bring their vehicles in specifically for this purpose.

**PARTS INFORMATION****PARTS INFORMATION**

Qty.	Part Name	Model Application	Part Number
1	Electronic Accelerator control module	124.034	124 545 06 32
1	Electronic Accelerator control module	124.036	124 545 07 32
1	Electronic Accelerator control module	140.032	140 545 65 32
1	Electronic Accelerator control module	140.042	140 545 14 32
1	Electronic Accelerator control module	140.051	140 545 15 32

**CAUTION: The ignition must be turned OFF whenever an Electronic Accelerator Control Module (N4/1) is removed or installed. After control module installation:**

- The shift selector lever must be in position P or N.
- The ignition switch must be turned ON for 90 seconds (without starting the engine). This allows the synchronization of the Electronic Accelerator Control Module (N4/1) and the Electronic Accelerator Actuator (M16/1) to take place.
- After the 90 second synchronization period, the ignition switch must be turned OFF.

**WARRANTY CLAIM SUBMISSION INFORMATION**

Submit a "Repair type 3" Warranty claim with applicable Repair code.

**WARRANTY INFORMATION**

Campaign No	Damage Code	Repair Code (1)	Time (hrs.)
92-0441	54960 19	10	0.2 hr.
"	"	11	0.3 hr.

(1) - Operation: Check production date of Electronic Accelerator Control Module, if found to be OK (Repair code 10).

Check production date of Electronic Accelerator Control Module and replace (Repair code 11).

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213 747-5800

Sunday, January 25, 2009 4:55:00 PM

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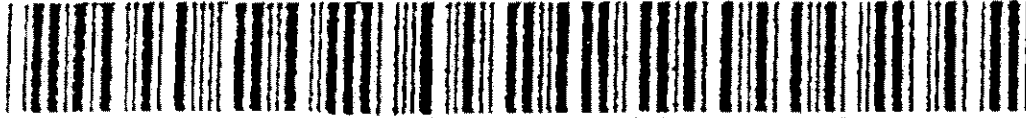
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1992 Mercedes-Benz 500E

ELECTRONIC ACCELERATOR CONTROL MODULE REPLACEMENT

Only ONE repair code applies.



\*E502C20205311\* 001.001

VDO

412.225/001/015

K 8 GRUH

M119.S51.D3A.HDD.U00.V50

98C55790

Fig. 1: Electronic Accelerator Control Module Identification Sticker (Located On Side Of Module)