

"Driver Assistance Systems Unavailable" OR Multiple Driver Assist Warnings in Instrument Cluster Message in White and Does Not Self-Clear After a Short Period (A Few Seconds) - Requires Key Cycle/Bus Sleep to Clear

Topic number	LI54.71-P-080345
Version	1
Function group	54.71 - Camera and radar-assisted assistance systems
Date	4/3/26
Validity	Model series 174
Reason for change	Distribution adjusted

Complaint

Brief (a few seconds), self-healing "driver assistance systems unavailable" messages are expected and normal due to system limitations and environmental effects. This can occur during startup of the vehicle but also during driving. No case is necessary for these. Please refer to the Owner's Manual for driver assistance system limitations and environmental effects.

If the vehicle is on MB.OS 1.3.0 or later and the "driver assistance systems unavailable" message displays in the instrument cluster and either:

- DOES NOT clear within a few seconds OR
- Appears on every key cycle and DOES NOT clear

NOTE: To find the MB.OS version number:

1. Navigate to VeDoc.
2. Go to "Control Units" tab.
3. Find the header bar labeled "Vehicle Information for Control Units".
4. Locate "MB.OS car package release customer version".



Cause

Cause 1:

In rare cases, one or more of the fault codes U05B555, U05B655, U05B755 or U05B855 (implausible data was received from the front/rear outer right/left radar sensor. The component part is not configured.) is "Active" in the N62/5 control unit.

This cause mainly occurs in vehicles produced prior to September 5, 2025.

Cause 2:

The initial calibration of the acceleration sensor (IMU) in the N62/5 control unit was not performed/completed.

There is no relevant fault code active in the N62/5 control unit.

This cause mainly occurs in vehicles produced prior to February 27, 2026.

Cause 3:

Above "Cause 2" did not fix. IDC hardware and software reset and full sensor suite calibration needed.

Cause 4:

Occasionally the vehicle will exhibit all ADAS systems offline on key cycle or during driving. Once the key is cycled the systems will function and messages gone. Subsequent key and drive cycles will not exhibit. Due to environmental influence or other reason.

Remedy

Remedy 1:

Navigate to N62/5 control unit via XENTRY and carry out:

"Adaptations > Teach-in processes > Calibration of the N62/5 control unit (driver assistance system control unit)."

If it is not possible to perform this process or the system is recognizing that all sensors are already calibrated and nothing further needs to be completed, we alternatively recommend carrying out "Calibration drive after exchange of the component part front bumper or rear bumper" under Teach-in processes.

Once the calibration is started, the calibration screen will appear on the head unit. Xentry will instruct the user to disconnect the device from the vehicle and perform the driving calibration. XENTRY MUST be disconnected and cannot be left connected.

Remedy 2:

Navigate to N62/5 control unit via XENTRY and carry out:

"Adaptations > Teach-in processes > Calibration of the N62/5 control unit (driver assistance system control unit)."

If there are no identified calibrations, perform calibration drive for the N62/5 control unit. No XENTRY diagnostic device is required for this, as the calibration does not need to be initiated via XENTRY!

Perform a calibration drive of at least 5 minutes and at least 20 turns (left/right evenly distributed) without interrupting the drive (stop and go is permissible, but no ignition cycling).

The driving speed should be approximately 20 km/h, and the steering wheel angle about 180 degrees (ideal are 90° turns that must be driven through at more than 10 km/h).

No message is displayed to indicate that the calibration has been successfully completed.

After the calibration drive, the vehicle must be parked and locked for at least seven minutes to allow the vehicle bus to enter sleep mode.

XENTRY Tips

Once the bus sleep mode has completed, the fault messages should no longer be displayed in the driver display.

Driver support systems may still not be fully available at this time. This is indicated by the ADAS system icons (see picture ADAS icons).

These are available after a further driving time of approx. 10 minutes.

Connect the vehicle to Mercedes me Connect. MB Drive, Navigation, and On-Demand features REQUIRE that the vehicle is linked to a profile.

Please also note the additional information regarding the connection between Mandatory Pairing (Head Unit Profile) and Pre-Delivery Inspection (PDI).

Remedy 3:

Should be used only in critical scenarios.

Navigate to N62/5 > Actuators > Control Unit Reset.

- Do not click the "Hardware Reset" box and let the system perform the software reset.
- After it has completed, go back into Control Unit Reset and check the "Hardware Reset" box.

Once complete, navigate to "Adaptations > Tech-in processes > Teach-in process after replacement of component N62/5". Follow instructions exactly as presented in Xentry. The calibration screen should appear on the head unit and the vehicle must be driven to complete sensor calibrations.

Remedy 4:

Inform the customer that this may occur occasionally.

Please open TIPS case to the Body/Chassis/Entertainment team and provide the following:

- Quicktest
- N62/5 Control Unit Log with ALL sensors included
- Any other control unit logs that N62/5 may reference in the DTC's

Attachments	
File	Description
IMU_Kalibrierung.mp4	Video IMU calibration

Disclaimer

NOTE: The information contained in this document is intended for use by trained, professional technicians with the knowledge to properly and safely perform diagnosis and repairs on Mercedes-Benz vehicles, using Mercedes-Benz approved tools and equipment. It informs service technicians about conditions that could occur in certain vehicles and provides information that could assist in proper vehicle diagnosis, service, or repair. It does not indicate that a defect is present in any vehicle referenced in this document nor does it imply warranty coverage. DO NOT assume that a symptom or condition, or a described cause of a symptom or condition, affects any particular vehicle or groups of vehicles, or that a described repair applies to any particular vehicle or groups of vehicles. There can be multiple causes

resulting in the same or similar symptoms or conditions described in this document, and trained professional service technicians must use their diagnostic skills to make evaluations on a case-by-case basis. The information contained in this document does not guarantee warranty coverage nor does it extend the vehicle's warranty in any way.

Symptoms
Communication/information > Assistance and warning systems > DISTRONIC > Function > Warning message in instrument cluster
Communication/information > Assistance and warning systems > Brake Assist > Warning message in instrument cluster
Communication/information > Assistance and warning systems > Blind spot assist > Warning message in instrument cluster

Control unit/fault code	
Control unit	Fault text
N62/5 - Driver assistance system (SG-FAS) (IDC_GEN6_P)	U05B855 - Implausible data were received from the outer right rear radar sensor. The component is not configured. U05B755 - Implausible data were received from the outer left rear radar sensor. The component is not configured. U05B655 - Implausible data were received from the outer right front radar sensor. The component is not configured. U05B555 - Implausible data were received from the outer left front radar sensor. The component is not configured.

Operation numbers/damage codes				
Op. no.	Operation text	Time	Damage code	Note
		ZM	540K6F1	