

March 2009  
FL545A-C  
NHTSA #09V-024  
REVISED NOTICE

## Subject: Cascadia Cab and Chassis SAMs

**Models Affected: Specific Freightliner Cascadia vehicles manufactured with signal-detect and activation modules (SAMs) between February 20, 2006, and December 15, 2008**

### General Information

Daimler Trucks North America LLC, on behalf of its Freightliner Trucks Division, has decided that a defect that relates to motor vehicle safety exists on the vehicles mentioned above.

There are approximately 15,000 vehicles involved in this campaign.

Certain vehicle cabs may leak causing water to enter the Signal-detect and Activation Modules (SAMs). Potential corrosion damage due to water intrusion may cause electrical shorts or intermittent operation of tail lamps, stop lamps, side marker lamps, and trailer lighting which may provide an inaccurate signal to other drivers and a crash may occur. Under certain conditions, when the driver is not present, unintended activation of the starter may cause a vehicle with a manual transmission to move and a crash may occur. An electrical short in the SAMs due to water intrusion may cause possible heat damage or fire.

Vehicle SAMs will be inspected for extensive corrosion and replaced if necessary. A front drip shield and side drip shield will be installed over the SAM Cab. Wiring will be routed away from the frontwall. A drain hole will be drilled in the SAM Chassis. Foil-faced, waterproof taped will be installed over holes in the frontwall. Certain vehicles may also have new bulkhead connector gaskets installed.

**REVISIONS:** In step 26 of the Work Instructions, the size of the waterproof repair tape patch has been changed. Cab leak tests should be performed **only** if extensive corrosion is found in the SAM cab or SAM chassis or if there is evidence of an obvious leak path. If the SAMs are not corroded or there is no evidence of a leak path, those repairs are a separate issue and should not be filed under the recall.

### Additional Repairs

Dealers must complete all outstanding recall and field service campaigns prior to the sale or delivery of a vehicle. A Dealer will be liable for any progressive damage that results from its failure to complete campaigns before sale or delivery of a vehicle.

Owners may be liable for any progressive damage that results from its failure to complete campaigns within a reasonable time after receiving notification.

### Work Instructions

Please refer to the attached work instructions. Prior to performing the campaign, check the vehicle for a completion sticker (Form WAR260).

### Replacement Parts

Replacement parts are now available and can be obtained by ordering the kit number(s) listed below from your facing Parts Distribution Center.

If our records show your dealership has ordered any vehicles involved in campaign number FL545A-C, a list of the customers and vehicle identification numbers will be available on AccessFreightliner.com. Please refer to this list when ordering parts for this recall.

# Recall Campaign

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Table 1 - Replacement Parts for FL545A-C

Campaign Number	Kit Number	Part Description	Part Number	Qty. per Kit	Suggested Wholesale*
FL545A	25-FL545-000	Front Drip Shield	22-66868-000	1 ea	\$50.74 U.S. \$62.41 CAN
		Side Drip Shield	A22-66850-000	1 ea	
		Jumper Harness	06-73835-000	1 ea	
		Completion Sticker	WAR260	1 ea	
FL545B	25-FL545-001	Front Drip Shield	22-66868-000	1 ea	\$53.65 U.S. \$65.99 CAN
		Side Drip Shield	A22-66850-000	1 ea	
		Jumper Harness	06-73835-000	1 ea	
		Bulkhead Connector Gasket	06-39847-001	2 ea	
		Completion Sticker	WAR260	1 ea	
FL545C	25-FL545-002	Front Drip Shield	22-66868-000	1 ea	\$20.79 U.S. \$25.57 CAN
		Side Drip Shield	A22-66850-000	1 ea	
		Completion Sticker	WAR260	1 ea	

\* Please charge all Direct Warranty Customers the above-listed price for the kit, as they are authorized to perform their own Recalls.

Table 1

## Removed Parts

Please follow Warranty Failed Parts Tracking shipping instructions for the disposition of all removed parts.

## Labor Allowance

Table 2 - Labor Allowance

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Damage Code
FL545A	<p><b>Please perform all these standards procedures listed below for all three SRTs.</b></p> <ul style="list-style-type: none"> <li>• Remove insulation around SAM Cab</li> <li>• Inspect SAM Cab for extensive corrosion</li> <li>• Re-route wiring away from frontwall</li> <li>• Install front drip shield over SAM Cab</li> <li>• Install side drip shield over SAM Cab</li> <li>• Remove insulation around SAM Chassis connectors</li> <li>• Inspect SAM Chassis for extensive corrosion</li> <li>• Seal holes in frontwall with foil-faced, waterproof tape</li> <li>• Seal seam at frontwall doubler plate with silicone</li> <li>• Drill a drain hole in the SAM Chassis</li> <li>• <b>For this group of vehicles, install a new jumper harness</b></li> </ul>	1.7	996-0774A	000-Modifiedx

Table 2 - Labor Allowance (continued from page 2)

FL545B	<p><b>Please perform all standard procedures as listed in the 996-0774A SRT.</b></p> <ul style="list-style-type: none"> <li>For this group of vehicles, <b>install a new jumper harness and two new bulkhead connector gaskets</b></li> </ul>	1.9	996-0774B	000-Modifiedx
FL545C	<p><b>Please perform all standard procedures as listed in the 996-0774A SRT. Do not install the jumper harness.</b></p> <ul style="list-style-type: none"> <li>For this group of vehicles, <b>form drip loops on the three upper SAM Chassis wiring harnesses</b></li> </ul>	1.7	996-0774C	000-Modifiedx

Table 2

**IMPORTANT:** When the recall has been completed, locate the base completion label in the appropriate location on the vehicle, and attach the red completion sticker provided in the recall kit (Form WAR260). If the vehicle does not have a base completion label, clean a spot on the appropriate location of the vehicle and first attach the base completion label (Form WAR259). If a recall kit is not required or there is no completion sticker in the kit, write the recall number on a blank sticker and attach it to the base completion label.

### Claims for Credit

You will be reimbursed for your parts, labor, and handling by submitting your claim through the Warranty system within 30 days of completing this campaign. Please reference the following information in QuickClaim®:

- Claim type is **Recall**.
- In the FTL Authorization field, enter the campaign number and appropriate condition code (e.g. **FL545A, FL545B, etc.**).
- In the Primary Failed Part Number field, enter **25-FL545-000**.
- In the Parts field, enter the appropriate kit number(s) as shown in the Replacement Parts Table. You may include up to \$10.00 in parts for heavy duty, waterproofing repair tape (such as Polyken 36035 tape), silicone and tie straps.

If the SAM cab or SAM chassis is replaced per the Work Instructions, the appropriate SAM part number for the vehicle may be claimed without additional authorization. The need for replacement must be explained in the claim story in order to be paid.

- In the Labor field, first enter the appropriate SRT from the Labor Allowance Table. For administrative time, enter SRT 939-0010A for 0.3 hours. If a SAM Cab is replaced, an additional 0.6 hours may be claimed with 996-0000T without additional authorization. If a SAM Chassis is replaced, an additional 0.3 hours may be claimed without authorization.

**IMPORTANT:** If you have found extensive corrosion in the SAM cab or SAM chassis or found evidence of an obvious leak path and you have performed one or more of the Service Solutions, claim 996-0000T per Service Solution with the appropriate labor time listed for each Service Solution completed on the Recall claim. In the Comments section of the recall claim, list the number of each Service Solution performed. If the SAMs are not corroded or there is no evidence of a leak path, those repairs are a separate issue and should not be filed under the recall.

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- **Reimbursement for Prior Repairs.** When a customer asks about reimbursement, please do the following.
  - Accept the documentation of the previous repair.
  - Make a brief check of the customer's paperwork to see if the repair may be eligible for reimbursement. (See the "Copy of Owner Letter" section of this bulletin for reimbursement guidelines for this recall.)
  - Contact the Warranty Campaigns Department for a decision and authorization number.
  - Include the approved amount on your claim in sublet/outside purchases.
  - In the claim story, first note the authorization number and that the claim includes a reimbursement request.
  - Retain the documentation and provide it to Warranty Campaigns or Claims Processing if requested.
  - When your claim is paid, reimburse the customer the appropriate amount.

IMPORTANT: ServicePro® must be viewed prior to performing the recall to ensure the vehicle is involved and the campaign has not been previously completed. Also, check for a completion sticker prior to beginning work.

Contact the Warranty Campaigns Department at (800) 547-0712, from 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, Web inquiry at [AccessFreightliner.com](http://AccessFreightliner.com) / Support / Submit an Inquiry, or the Customer Assistance Center at (800) 385-4357, after normal business hours, if you have any questions or need additional information.

To return excess kit inventory related to this campaign, U.S. dealers must submit a Parts Authorization Return (PAR) to the Memphis PDC. Canadian dealers must submit a PAR to their facing PDC. All kits must be in resalable condition. PAR requests must include the original purchase invoice number.

The letter notifying vehicle owners is included for your reference.

Please note that the National Traffic and Motor Vehicle Safety Act, as amended (Title 49, United States Code, Chapter 301), requires the owner's vehicle(s) be corrected within a reasonable time after parts are available to you. The Act states that failure to repair a vehicle within 60 days after tender for repair shall be prima facie evidence of an unreasonable time. However, circumstances of a particular situation may reduce the 60 day period. Failure to repair a vehicle within a reasonable time can result in either the obligation to (a) replace the vehicle with an identical or reasonably equivalent vehicle, without charge, or (b) refund the purchase price in full, less a reasonable allowance for depreciation. The Act further prohibits dealers from selling a vehicle unless all outstanding recalls are performed. Any lessor is required to send a copy of the recall notification to the lessee within 10 days. Any subsequent stage manufacturer is required to forward this notice to its distributors and retail outlets within five working days.

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## Copy of Letter to Owner

### Subject: Cascadia Cab and Chassis SAMs

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. This notice is also sent in accordance with the Canadian Motor Vehicles Safety Act.

Daimler Trucks North America LLC, on behalf of its Freightliner Trucks Division, has decided that a defect which relates to motor vehicle safety exists on specific Freightliner Cascadia vehicles manufactured with signal-detect and activation modules (SAMs) between February 20, 2006, and December 15, 2008.

Certain vehicle cabs may leak causing water to enter the Signal-detect and Activation Modules (SAMs). Potential corrosion damage due to water intrusion may cause electrical shorts or intermittent operation of tail lamps, stop lamps, side marker lamps, and trailer lighting which may provide an inaccurate signal to other drivers and a crash may occur. Under certain conditions, when the driver is not present, unintended activation of the starter may cause a vehicle with a manual transmission to move and a crash may occur. An electrical short in the SAMs due to water intrusion may cause possible heat damage or fire.

Vehicle SAMs will be inspected for extensive corrosion and replaced if necessary. A front drip shield and side drip shield will be installed over the SAM Cab. Wiring will be routed away from the frontwall. Foil-faced, waterproof taped will be installed over holes in the frontwall. Certain vehicles may also have new bulkhead connector gaskets installed.

Parts are now available for authorized dealers to order. Contact your authorized dealer to arrange to have the recall performed and to ensure that parts are available at the dealership. To locate a dealer, search online at [www.FreightlinerTrucks.com](http://www.FreightlinerTrucks.com) or contact the Warranty Campaigns Department for assistance.

When you contact your dealer, refer to campaign number **FL545A-C**. Once kit(s) are received at the dealership, the Recall repairs and time needed will vary based on each individual vehicle and will be performed at no charge to you.

**IMPORTANT:** When the Recall has been completed, please ensure that a label has been affixed to your vehicle referencing **FL545A-C**.

If you do not own the vehicle that corresponds to the identification number(s) which appears on the Recall Notification, please return the notification to the Warranty Campaigns Department with any information you can furnish that will assist us in locating the present owner. If you have leased this vehicle, Federal law requires that you forward this notice to the lessee within 10 days. If you are a subsequent stage manufacturer, Federal law requires that you forward this notice to your distributors and retail outlets within five working days. If you have paid to have this recall condition corrected prior to this notice, you may be eligible to receive reimbursement. Please see the reverse side of this notice for details.

If you are not able to have the defect remedied without charge and within a reasonable time, which is not longer than 60 days after you tender the vehicle for repair, please contact the Warranty Campaigns Department at (800) 547-0712, 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, e-mail address [DTNA.Warranty.Campaigns@Daimler.com](mailto:DTNA.Warranty.Campaigns@Daimler.com), or the Customer Assistance Center at (800) FTL-HELP or (800) STL-HELP, after normal business hours. You may also wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; or call the Vehicle Safety Hotline at (888) 327-4236 (TTY: 800-424-9153); or to <http://www.safercar.gov>. If your vehicle is involved in the Canadian portion, you may wish to notify Transport Canada, ASFAD, Place de Ville Tower C, 330 Sparks Street, Ottawa, ON K1A 0N5, or phone (800) 333-0510.

We regret any inconvenience this action may cause but feel certain you understand our interest in motor vehicle safety.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

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## Reimbursement to Customers for Repairs Performed Prior to Recall

If you have already **paid** to have this recall condition corrected you may be eligible to receive reimbursement.

Requests for reimbursement may include parts and labor. Reimbursement may be limited to the amount the repair would have cost if completed by an authorized Daimler Trucks North America LLC dealer. The following documentation must be presented to your dealer for consideration for reimbursement.

Please provide original or clear copies of all receipts, invoices, and repair orders that show:

- The name and address of the person who paid for the repair.
- The Vehicle Identification Number (VIN) of the vehicle that was repaired.
- What problem occurred, what repair was done, when the repair was done.
- Who repaired the vehicle.
- The total cost of the repair expense that is being claimed.
- Proof of payment for the repair (such as the front and back of a cancelled check or a credit card receipt).

Reimbursement will be made by check from your Daimler Trucks North America LLC dealer.

Please speak with your Daimler Trucks North America LLC authorized dealer concerning this matter.

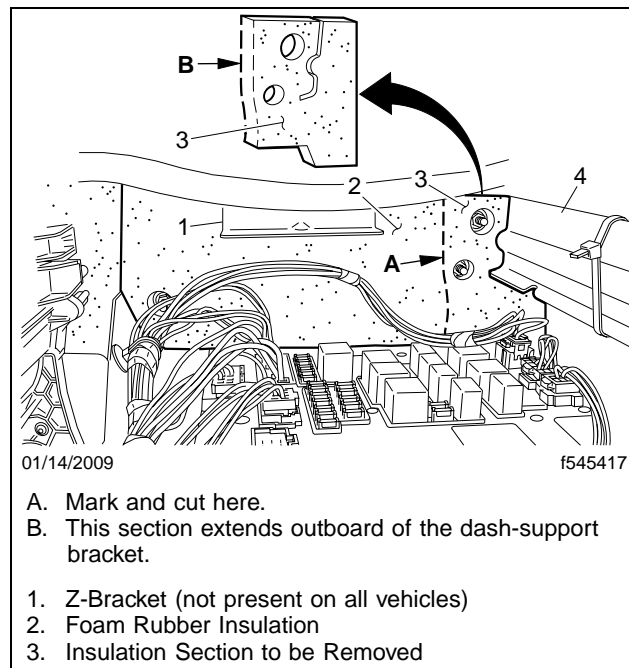
## Work Instructions

### Subject: Cascadia Cab and Chassis SAMs

**Models Affected: Specific Freightliner Cascadia vehicles manufactured with signal-detect and activation modules (SAMs) between February 20, 2006, and December 15, 2008.**

**REVISIONS:** In step 26, the size of the waterproof repair tape has been changed. Cab leak tests should be performed **only** if extensive corrosion is found in the SAM cab or SAM chassis or there is evidence of an obvious leak path. If the SAMs are not corroded or there is no evidence of a leak path, those repairs are a separate issue and should not be filed under the recall.

1. Check the base label (Form WAR259) for a completion sticker (Form WAR260) for FL545 indicating this work has been done. The base label is usually located on the passenger-side door about 12 inches (30 cm) below the door latch. If a sticker is present, no further work is needed. If there is no sticker, go to the next step.
2. Shut down the engine, set the parking brake, and chock the tires. Open the hood.
3. Disconnect the batteries at the negative terminals.
4. From inside the cab, access the SAM Cab by removing the four fasteners that hold the glove box in place, then removing the glove box.
5. Remove the rectangular plastic shield from the SAM Cab.
6. Make a vertical cut into the foam rubber insulation that lines the inside of the frontwall, forward of the SAM Cab. See **Fig. 1**.
7. Remove all of the insulation to the right of the cut previously made, including the section that is outboard of the dash support bracket. See **Fig. 1**.

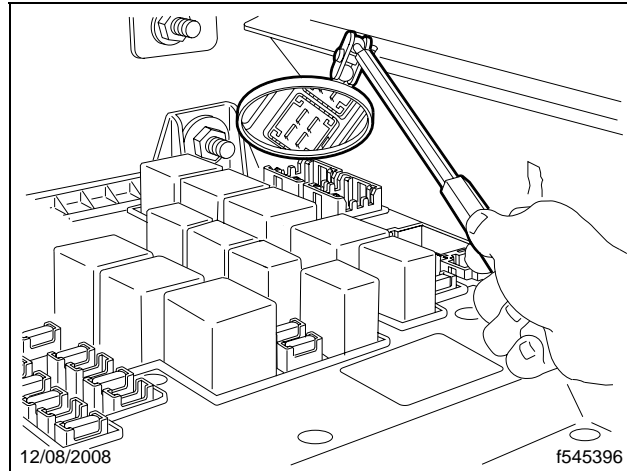


**Fig. 1, Frontwall Insulation (view from inside the cab)**

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**Fig. 2, Corrosion Inspection**

8. Disconnect the four large, multi-pin connectors from the right side of the SAM Cab. Using an inspection mirror, check for extensive corrosion or evidence of excessive moisture in the connection insertion points on the SAM Cab. See **Fig. 2**. Check all the connections in the SAM Cab for extensive corrosion or evidence of moisture (whitish deposits). If extensive corrosion is found, or the module is not functioning correctly, replace the SAM Cab, following the instructions in step 9, below. To determine if the SAM Cab is functioning correctly, refer to section **G02.04** in the *Cascadia Troubleshooting Manual*.

**NOTE:** If you find extensive corrosion in the SAM cab or SAM chassis or other evidence of an obvious leak path, please reference Service Solution 3495 by going to [AccessFreightliner.com](http://AccessFreightliner.com) / ServicePro / Service Solutions / Symptoms Search (at the bottom of the page, enter the Service Solution number) to determine the source of the leaks.

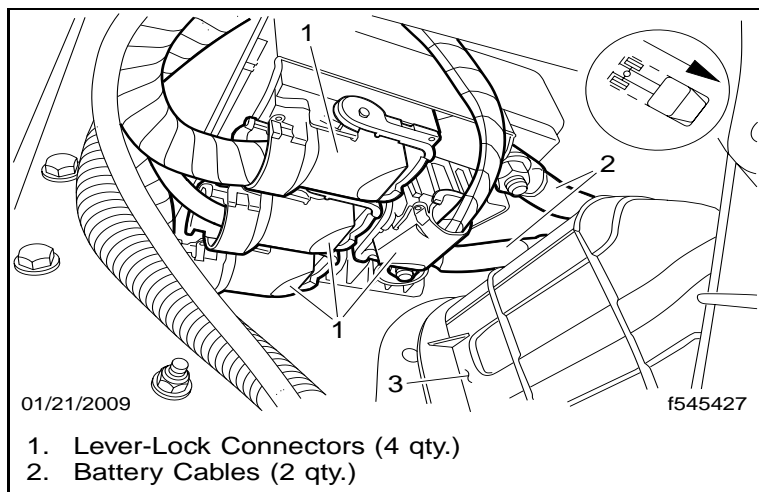
If leaks are found, please reference Service Solutions 3497, 3498, and 3499 for leak repairs, as necessary. You will file for these repairs under the Recall.

**IMPORTANT:** Cab leak repairs are to be completed under the recall **only** if extensive corrosion is found in the SAMs or if there is evidence of an obvious leak path. If the SAMs are not corroded or there is no evidence of a leak path, those repairs are a separate issue and should not be filed under the recall.

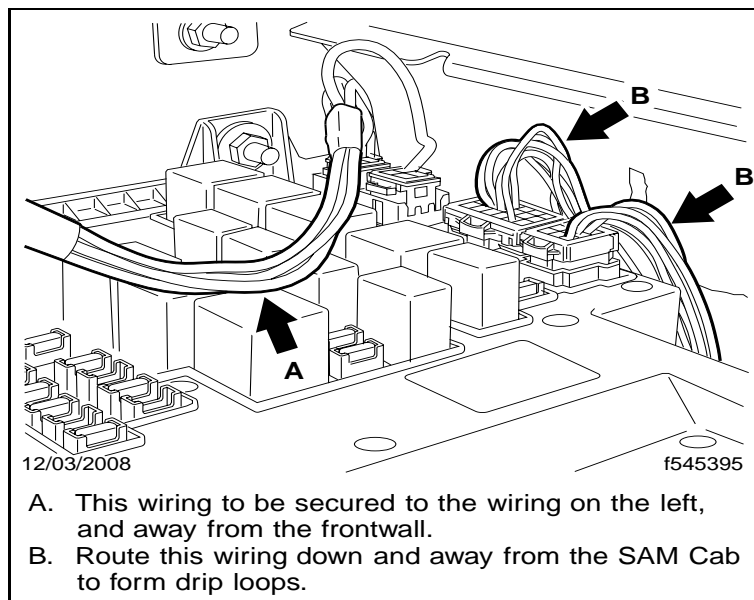
If the connector terminals on the four wiring harnesses are damaged by extensive corrosion, replace the affected wiring ends, terminals, and connectors. If replacing the terminals, use the standard splicing technique and the butt splice connectors from Kit ESY ES 66 404. Refer to **Parts Bulletin 54-075** to identify the part numbers for the replacement connectors and terminals.

If replacing the SAM Cab, go to the next step; otherwise, go to step 10.

9. If applicable, replace the SAM Cab as follows.
  - 9.1 From inside the cab, mark and disconnect all the wiring from the SAM Cab.
  - 9.2 Remove the three fasteners that secure the SAM Cab.
  - 9.3 From the engine compartment and on the right side of the frontwall, mark and disconnect the two battery cables and the four lever-lock connectors from the SAM Cab. See **Fig. 3**.
  - 9.4 Lift the SAM Cab up and out of the vehicle.
  - 9.5 Transfer any necessary relays and fuses from the old SAM to the new SAM.
  - 9.6 Position the new SAM Cab on the mounting plate, and fit the forward mounting hole over the stud.

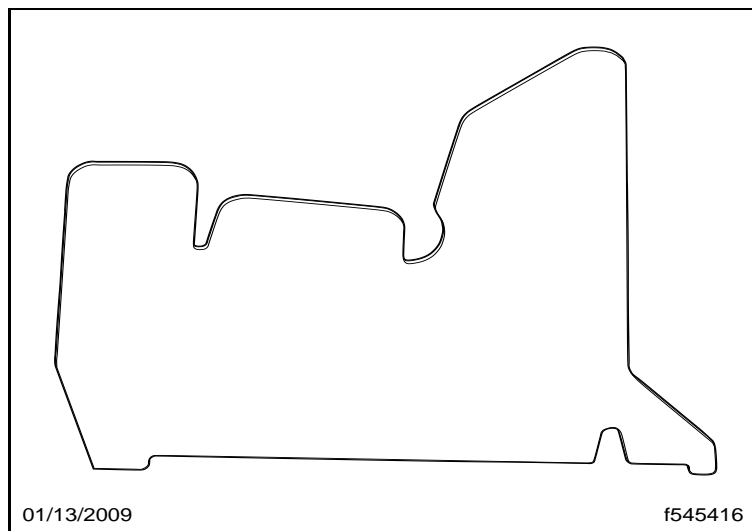


**Fig. 3, SAM Cab Exterior Frontwall Connections**



**Fig. 4, SAM Cab Wiring**

- 9.7 Install and securely tighten the three SAM Cab mounting fasteners.
- 9.8 In the engine compartment, connect the two battery cables and the four lever-lock connectors to the SAM Cab.
10. Connect all the interior wiring to the SAM Cab. Route the wiring from connectors X14 and X15 away from the frontwall. Use a tie strap to secure it to the harness at connector X8. Route the wiring harnesses from connectors X16 and X17 so they are situated downward through the opening to the right of the SAM Cab. See **Fig. 4**.
11. Install the new plastic drip shield behind the SAM Cab, between it and the frontwall. See **Fig. 5** and **Fig. 6**. Make sure the bottom edge of the shield clears the forward edge of the SAM Cab. Bend the shield to fit the area. It is to fit behind the defroster duct and (if present) the Z-bracket.
12. Install the rectangular plastic shield previously removed.

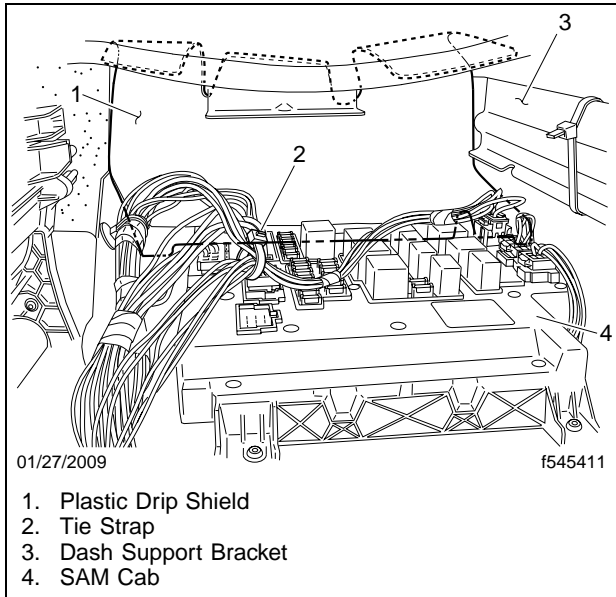


**Fig. 5, New Drip Shield**

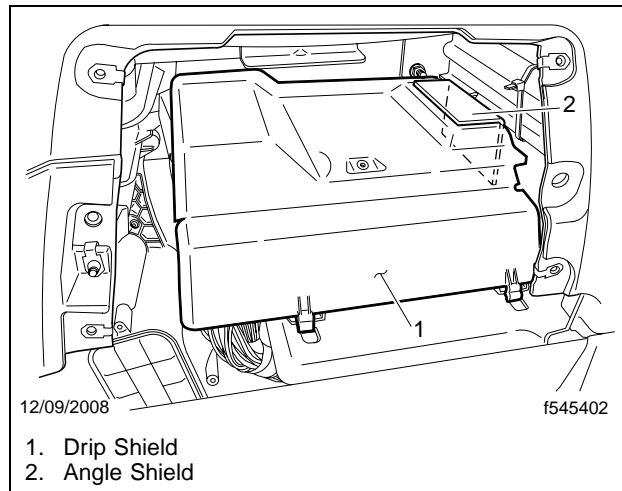
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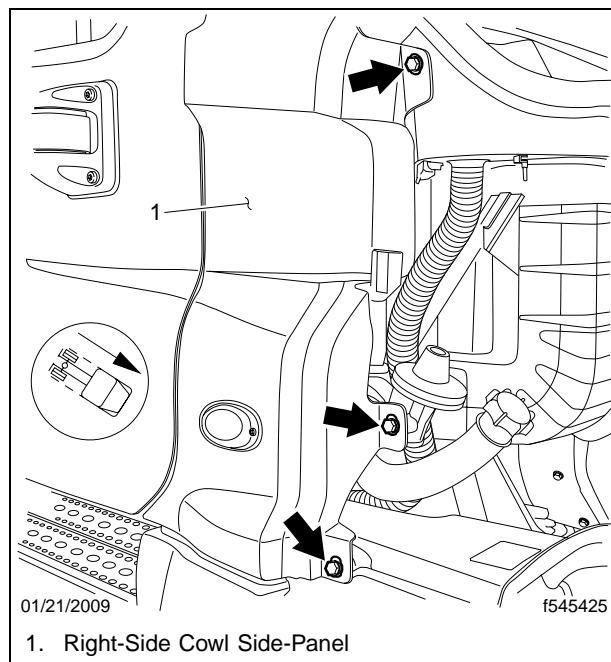


**Fig. 6, Drip Shield Installed and Wiring Tie-Strapped**

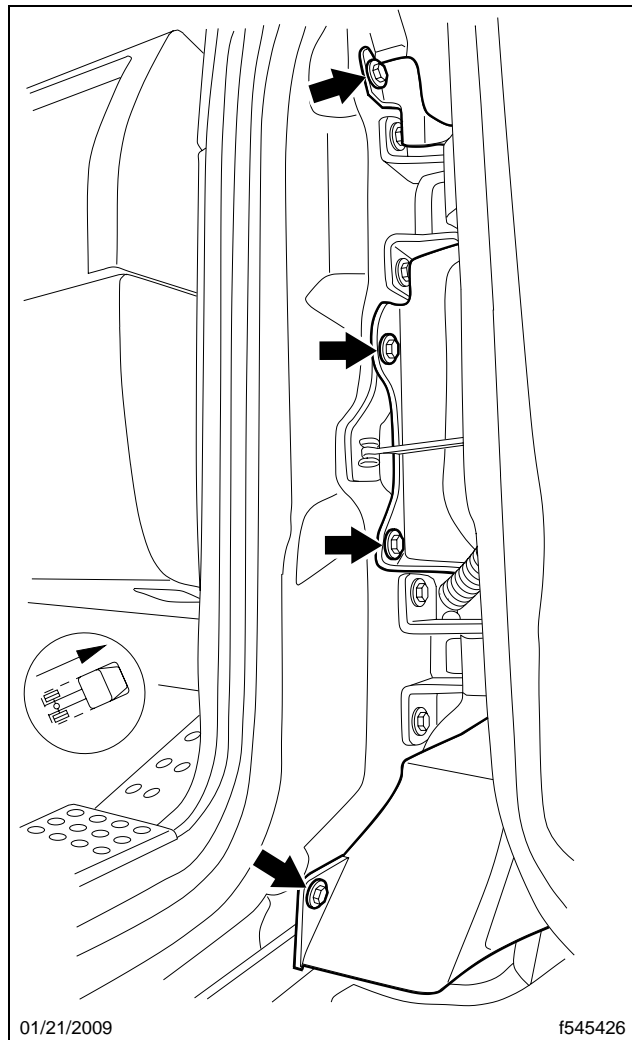


**Fig. 7, Drip Shield Installed**

13. Make sure the raised area on the right-side top of the drip shield is clean and dry, then remove the paper backing from the Velcro strip on the secondary, angle drip shield and attach it to the raised area on the drip shield on the right side of the SAM Cab. See **Fig. 7**.
14. Install the glove box.
15. From outside the vehicle, remove the cowl side-panels as follows.
  - 15.1 On one side of the vehicle, disconnect the wiring from the side marker light.
  - 15.2 Remove the three fasteners that hold the forward edge of the side panel in place. See **Fig. 8**.



**Fig. 8, Forward Cowl Side-Panel Fasteners**



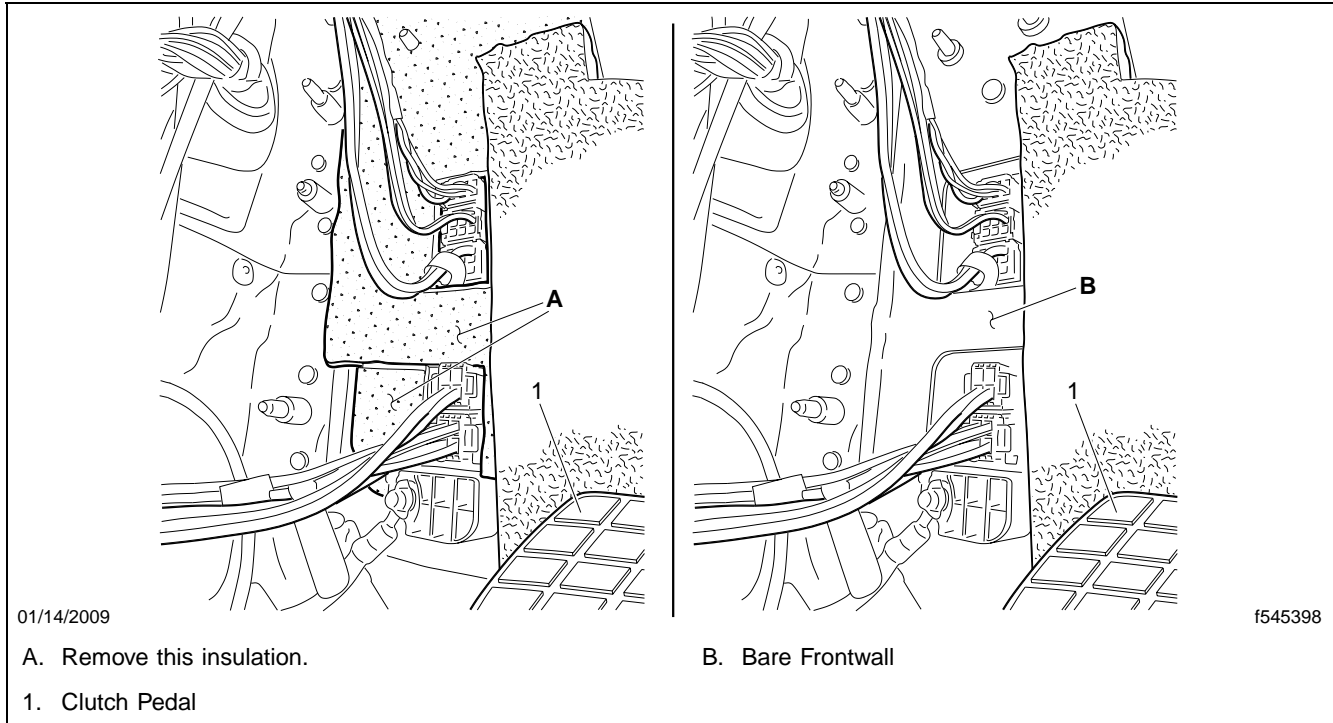
**Fig. 9, Rear Cowl Side-Panel Fasteners**

- 15.3 Open the door to access the four fasteners that hold the rear edge of the side-panel in place. See **Fig. 9**.
- 15.4 Remove the fasteners, then remove the cowl side-panel from the vehicle.
- 15.5 Repeat the procedure on the other side of the vehicle.
16. From inside the cab, access the SAM Chassis as follows.
  - 16.1 On the driver's side, remove the tread plate from the doorway.
  - 16.2 Pull back the door seal as needed to gain access to the outboard edge of the driver-side kick panel.
  - 16.3 Remove the driver-side kick panel to access the SAM chassis wiring.
17. Mark and disconnect all the SAM chassis wiring, including the large ground wire.

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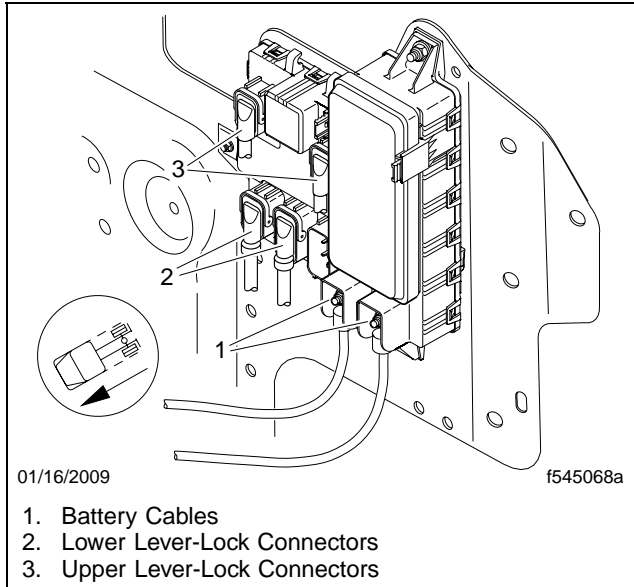
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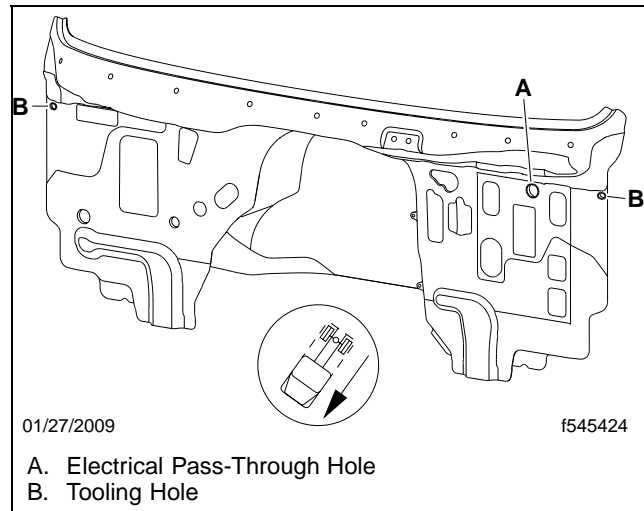


**Fig. 10, Removing the Insulation**

18. Make a vertical cut 3-1/2 inches (9 cm) from the left edge of the frontwall foam rubber insulation. This cut should line up with the junction of the kick panel and the insulation. The upper cut will be above that area where the carpeting on the insulation stops. Remove the insulation from around the SAM chassis connections. See **Fig. 10**.
19. From the engine compartment, remove the fasteners that hold the clutch assembly to the frontwall. If you decide to remove the clutch pedal assembly from the frontwall, be sure to disconnect the wiring from it; otherwise, let the assembly hang loose. In either case, do not disconnect the hydraulic line. **NOTE:** It is possible to improperly reconnect the following connectors X4, X5, X8, X14, and X15. Please mark these connectors to insure proper reinstallation.
20. Disconnect the two battery cables and the four lever-lock connectors from the SAM Chassis. See **Fig. 11**.
21. Check the sockets of the lever-lock connectors for evidence of moisture and corrosion. If extensive corrosion is present or the module is not functioning correctly, replace the SAM Chassis. To determine if the SAM Chassis is functioning correctly, refer to section **G02.05** in the *Cascadia Troubleshooting Manual*.  
  
If the terminals on the lever-lock connectors are damaged by corrosion, replace the affected wiring ends, terminals, and connectors. If replacing the terminals, use the standard splicing technique and the butt splice connectors from Kit ESY ES 66 404. Refer to **Parts Bulletin 54-075** to identify the part numbers for the replacement connectors and terminals.
22. Remove the three nuts that secure the SAM chassis to the studs on the frontwall. Remove the SAM chassis and put it on a work bench, unless you are replacing it.
23. At the vehicle, find the two tooling holes on the upper edge of the exterior frontwall that were covered by the cowl side-panels, and the one larger electrical pass-through hole, above the clutch, as shown in **Fig. 12**.



**Fig. 11, SAM Chassis Frontwall Connections**



**Fig. 12, Frontwall Holes**

24. Remove the existing sealant tape, if present, from all three holes in the frontwall.
25. Using a solvent such as a brake parts cleaner, clean the area around each hole.
26. Use new, foil-faced, waterproof tape (such as Polyken 360-35 heavy duty, waterproofing repair tape) to create new sealing patches. Cut two 1-1/2-inch x 2-inch (38-mm x 50-mm) pieces of this tape for the tooling holes. Cut one 3-inch (76-mm) square piece for the electrical pass-through hole above the clutch. Seal the holes, making sure the tape is flat and smooth against the surface of the frontwall. Frontwall sealing patch (p/n 18-46891-000) may also be used to reseal the hole above the clutch assembly.

**IMPORTANT:** Remove any adhesive residue and oils are before applying this patch.

27. For vehicles in FL545B, replace the gaskets on both the 76-pin bulkhead pass-through connectors on the exterior frontwall, using the new gaskets from the kit, as follows. See **Fig. 13**.
  - 27.1 Remove the center screw from each bulkhead connector to detach the wiring harness from it.
  - 27.2 Remove the four hexbolts that hold each bulkhead connector to the frontwall, remove the connector, then remove the old gaskets.
  - 27.3 Peel off the paper from the adhesive backing of each new gasket, and install the gaskets on the bulkhead-connector plates.
  - 27.4 Using the four existing hexbolts for each bulkhead connector, install them on the frontwall.
  - 27.5 Connect the wiring harnesses to the bulkhead connectors and install the center screw on each connector.
28. If the vehicle was built before March 10, 2008, clean the edges of the frontwall doubler plate (see **Fig. 14**), then apply a bead of RTV silicone around the edges, extending the silicone bead all the way to the outboard edge of the frontwall. Also, apply a bead around the two lower holes in the doubler plate. The RTV bead should be 1/8 inch diameter and should be forced into the seam between the doubler plate and the frontwall. See **Fig. 14**.

**IMPORTANT:** If you replace the SAM Chassis, you will need to drill a drain hole in the new one.

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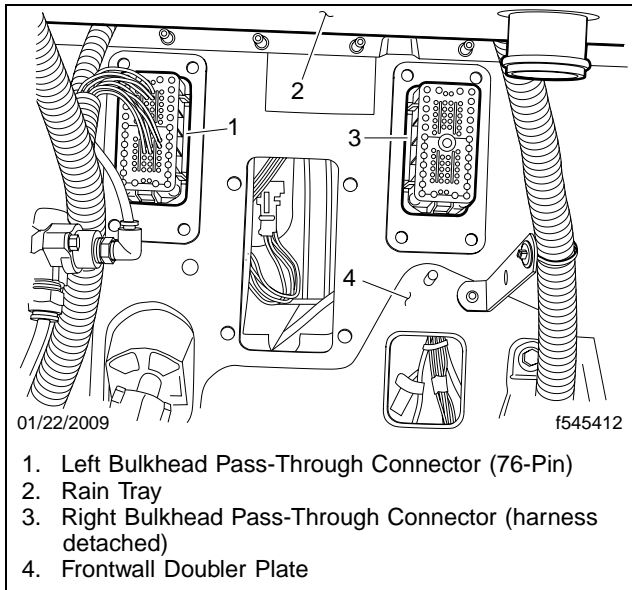


Fig. 13, Left-Side Frontwall

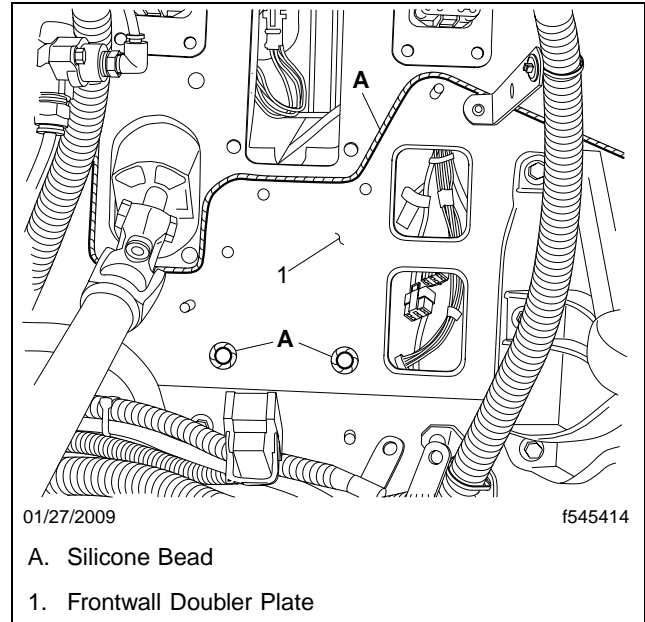


Fig. 14, Applying Silicone

29. With the SAM Chassis on a workbench, mark a 1/4-inch (6-mm) drill bit with tape at 1 inch (25 mm) from the end, then drill a drain hole in the lower mounting flange of the SAM chassis, as shown in Fig. 15. Drill the hole at a 45-degree angle. Drill only to a depth of 1 inch (25 mm). **Don't drill any further.**

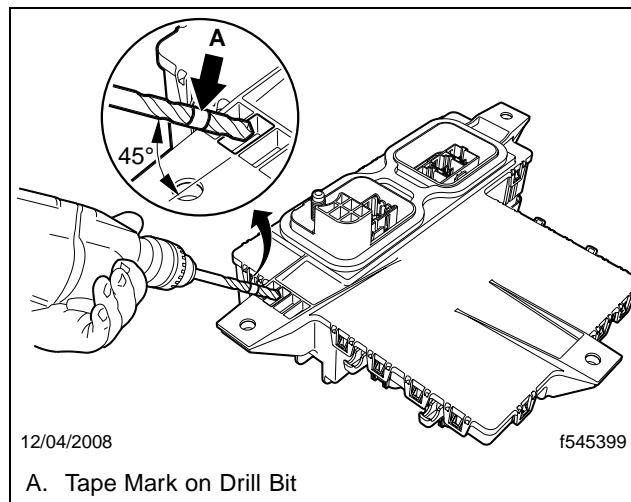


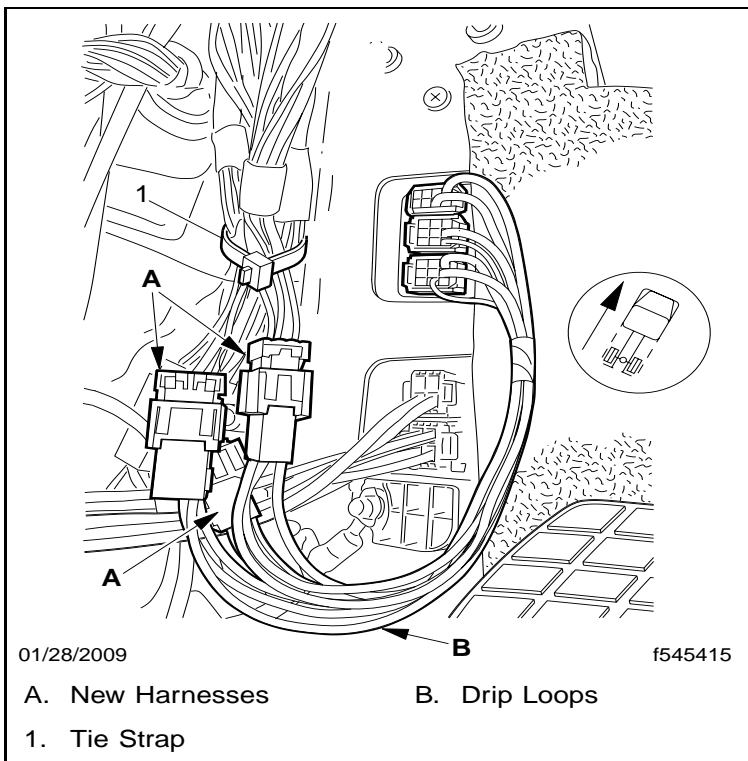
Fig. 15, Drilling the Drain Hole

30. Install the SAM Chassis on the frontwall. Tighten the mounting hexnuts firmly.
31. Insure the fuse cover on the SAM chassis is completely latched. Press firmly on the bottom and then the top of the cover to insure it has snapped closed.
32. Connect the two battery cables and the four lever-lock connectors to the SAM chassis. Replace any tie straps that were previously removed.

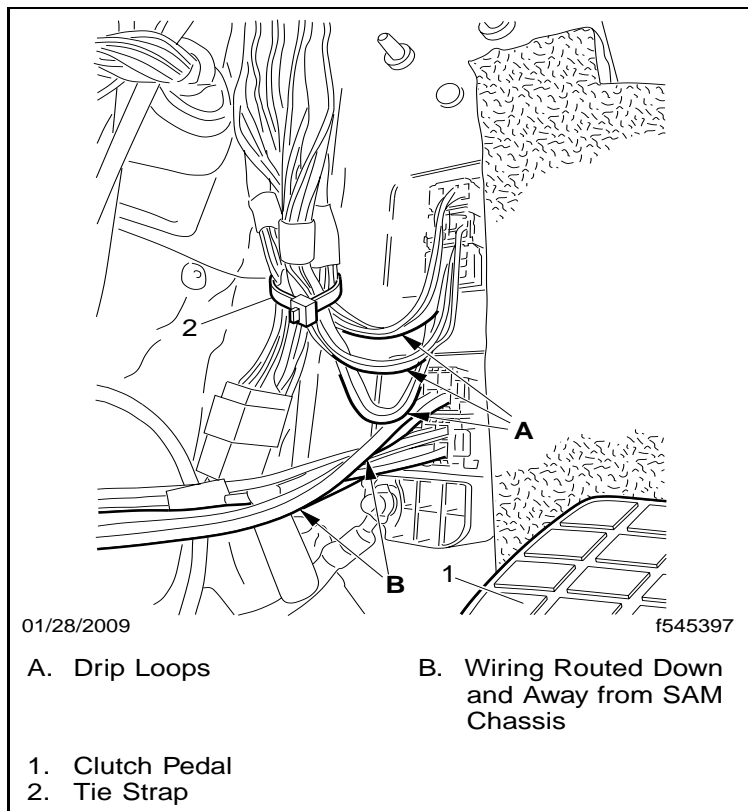
33. If applicable, install the clutch pedal assembly and connect the wiring to it.
34. Install the cowl side panels.
35. From inside the cab, do the following.

For vehicles in FL545A: Attach the jumper harnesses from the kit to the three upper SAM Chassis wiring harnesses. This will increase their lengths so that you can shape each harness into a "U" to form a drip loop. Using a tie strap, secure the new harnesses just above the point where they connect to the vehicle harnesses. See **Fig. 16**.

On vehicles in FL545C: Form drip loops on the three upper SAM Chassis wiring harnesses. The wiring on these vehicles is long enough that extra harnesses are not required for forming drip loops. Using a tie strap, secure the three harnesses. See **Fig. 17**.



**Fig. 16, SAM Chassis Wiring, Vehicles in FL545I-M**



**Fig. 17, SAM Chassis Wiring, Vehicles in FL545C**

36. As previously marked, connect the cab wiring to the SAM Chassis. Make sure all the wiring is at a downward angle, away from the SAM Chassis, to prevent the entrance of moisture.
37. Install the driver-side kick panel.
38. Install the door seal section that was previously pulled away.
39. Install the tread plate.
40. Connect the batteries.

# Recall Campaign

Daimler Trucks  
North America LLC

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March 2009  
FL545A-C  
NHTSA #09V-024  
REVISED NOTICE

41. Using ServiceLink, flash any new SAM with the correct parameters for the vehicle. Make sure that both the SAM Cab and SAM Chassis have the same level of software and that you've cleared any fault codes associated with removing the SAMs. Refer to the *ServiceLink User Guide* for more information. Also refer to Service Bulletin **54-231**, *Replacing SAM Cab and SAM Chassis Hardware Assemblies*.
42. Close the hood.
43. Clean a spot on the base label (Form WAR259), and attach a completion sticker (Form WAR260) for Recall FL545 to the base label.