FREIGHTLINER

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March 21, 2007

Dan Smith
Associate Administrator for Vehicle Safety
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: Defect Information Report (FL-486), NHTSA 06V-457, Supplemental No.: 2

Mr. Srnith

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith subrnits supplemental defect information concerning a defect in the Unimog U500 autotnatic shift control system.

(c) (I) **Manufacturer:** FREIGHTLINER LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 745-5219

(c) (9) Communications sent to dealers: March 21, 2007
Communications sent to owners: March 28,2007

Please contact me if you have any questions.

Sincerely yours.

Nasser Zamani

Nasser Zamani

C'c: Michael Mason, CAL-OSHA
Certified Mail#70023150000414054592

FREIGHTLINER LLC
A DaimlerChrysler Company

Recall Campaign

March 2007
FL486AB
NHTSA #06V-457

Subject: Unimog U500 EAS Transmissions

Models Affected: Specific Unimog **U500** vehicles manufactured between November 2003 and September **2006** with an optional transmission automatic shift system (EAS).

General Information

Freightliner LLC, the agent of DaimlerChrysler AG, has decided that a defect which relates to motor vehicle safety exists on the vehicles mentioned above.

There are approximately 80 vehicles involved in this campaign.

A programming error in the transmission's automatic shift system may prevent the clutch from disengaging when the vehicle is operated in low-low range. If the clutch fails to disengage, the engine must be shut down in order to bring the vehicle to a stop, resulting in a possible vehicle crash or personal injury.

The automatic shift system will be modified to provide reduced engine torque when the brakes are applied while the vehicle is operated in low-low range. All vehicles will have the GS (EPS) electronic control unit replaced. In addition, vehicles with Option G21 (Working Gears and Crawler Gears) will have a torque relay installed.

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 kits 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 FL486AB, 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. This recall requires the use of special tools (master cylinder/bleeder adaptor and Star Diagnosis). You must arrange to have them available at your dealership before a vehicle arrives for the recall.

IMPORTANT: This recall requires the use of additional tools. You must arrange to have them available at your dealership before a vehicle arrives for the recall.

To order:

- Send one e-mail to the following two addresses:
  DavidLooney@Freightliner.com
  ChuckWhitehead@Freightliner.com
- In the subject line include the recall number, FL486AB.

  In the body of the e-mail, include your request, the vehicle serial number, and your dealership's contact and shipping information.

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FREIGHTLINER LLC
A DaimlerChrysler Company

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Additional Tools/Parts Needed to Perform the Recall:

- To perform FL486A and FL486B
  - Star Diagnostics with November 2006 update and printer
- To perform FL486B
  - T20 Tom-head drive
  - Wiring tools (crimpers, strippers, wire terminal removal tool)
  - 16-gauge white wire, length as required
  - 16-gauge brown wire, length as required

Table 1 - Replacement Parts for FL486AB

Campaign Number	Kit Number	Part Description	Part Number	Qty. per Kit	Suggested Wholesale*
FL486AB	25-FL486-000	Spacer Tube	MBT A1369913740	3 ea	$261.89 U.S. $333.65 CAN
		Screw	MBT N000000001479	3 ea	
		ECU Transmission Shi	MBT A001446620985	1 ea	
		Completion Sticker	Completion Sticker	1 ea	
FL486B	25-FL486-001	Pin Bushing Housing	MBT A0065450728	1 ea	$23.09 U.S. $29.43 CAN
		Contact Bushing	MBT A0135457826	4 ea	
		Terminal	MBT A0075458226	6 ea	
		Relav	MBT A0045453305	1 ea	
		Ring Terminal	MBT N046225008100	1 ea	
		Completion Sticker	Completion Sticker	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
FL486A	Adjust torque setting and replace EAS ECU.	1.0	996-0703A	000-Modifiedx
FL486B	Adjust torque setting, install relays, and replace EAS ECU.	2.6	99647038	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.

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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 (**FL486**A or **FL486B**).
- In the Primary Failed Part Number field, enter **25-FL486-000**.

  In the Parts field, enter the appropriate kit number(s) as shown in the Replacement Parts Table. IMPORTANT: This recall requires the use of additional tools. You must arrange to have them available at your dealership before a vehicle arrives for the recall.

  Additional Tools/Parts Needed to Perform the Recall

  - To perform FL486A and FL486B
    - Star Diagnostics with November 2006 update and printer
  - To perform FL486B
    - T20 Torx-hear drive
    - Wiring tools (crimpers, strippers, wire terminal removal tool)
    - 16-gauge white wire, length as required
    - 16-gauge brown wire, length as required
- 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.
- 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 subletloutside 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 ▮ Support 1 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.

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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. Also, any lessor is required to send a copy of the recall notification to the lessee.

FREIGHTLINER LLC
A DaimlerChrysler Company

Recall Campaign

March **2007**
FL486AB
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Copy of Letter to Owner

Subject: Unimog U500 EAS Transmissions

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.

Freightliner LLC, the agent of DaimlerChrysler AG, has decided that a defect which relates to motor vehicle safety exists on Specific Unimog U500 vehicles manufactured between November 2003 and September 2006 with an optional transmission automatic shift system (EAS).

A programming error in the transmission automatic shift system may prevent the clutch from disengaging when the vehicle is operated in low-low range. If the clutch fails to disengage, the engine must be shut down in order to bring the vehicle to a stop, resulting in a possible vehicle crash or personal injury.

The automatic shift system will be modified to provide reduced engine torque when the brakes are applied while the vehicle is operated in low-low range. All vehicles will have the GS(EPS) electronic control unit replaced. In addition, vehicles with Option G21 (Working Gears and Crawler Gears) will have a torque relay installed.

Repair kits are now available for authorized dealers to order. IMPORTANT: Please contact your authorized dealer in advance so that replacement parts and special tools for the recall can be ordered and available prior to your arrival. To locate a dealer, search online at www.UnimogTrucks.com or www.FreightlinerTrucks.com or contact the Warranty Campaigns Department for assistance.

When you contact your dealer, refer to campaign number **FL486AB**. Once kit(s) are received at the dealership, the recallwill take approximately one and a half to three hours 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 **FL486AB**.

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 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 WarrantyCampaigns@freightliner.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, 400 7th Street SW, 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

Recall Campaign

FREIGHTLINER LLC
A DaimlerChrysler Company

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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 Freightliner **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 Identificaton 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 Freightliner **LLC** dealer.

Please speak with your Freightliner **LLC** authorized dealer concerning this matter.

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Work Instructions

Subject: Unimog U500 EAS Transmissions

Models Affected: Specific Unimog **U500** vehicles manufactured between November 2003 and September 2006 with an optional transmission automatic shift system (EAS).

General Information

This recall requires the use of additional tools. You must arrange to have them available at your dealership before a vehicle arrives for the recall.

To order:

- Send one e-mail to the following two addresses:
  DavidLooney@Freightliner.com
  ChuckWhitehead@Freightliner.com
- In the subject line include the recall number, FL486AB.
- In the body of the e-mail, include your request, the vehicle serial number, and your dealership's contact and shipping information.

Additional Tools/Parts Needed to Perform the Recall

- To perform FL486A and FL486B
  - Star Diagnostics with November 2006 update and compatible printer
- To perform FL486B – for vehicles that have Option G21 (Working Gears and Crawler Gears)
  - T20 Torx-head driver
  - Wiring tools (crimpers, strippers, wire terminal removal tool)
  - 16-gauge white wire, length as required
  - 16-gauge brown wire, length as required

General Procedure – All Vehicles in FL486A and FL486B

1. Check the base label (Form WAR259) for a completion sticker for FL486 (Form WAR260) 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 completion sticker for this campaign is present, no further work is necessary. If a completion sticker for this campaign is not present, proceed to the next step.
2. Park the vehicle on a level surface. Shift the transmission to neutral, retract the clutch pedal to the EAS position (up), set the parking brake, shut down the engine, and chock the tires.
3. Proceed to GS (EPS) Electronic Control Unit Replacement – All Vehicles in **FL486A** and **FL486B**.
4. After completing all applicable procedures in this bulletin, clean a spot on the base label (Form WAR259). Attach a completion sticker for recall FL486 (Form WAR260) to the base label.
5. Remove the chocks,

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GS (EPS) Electronic Control Unit Replacement - All Vehicles in FL486A and FL486B

NOTE: This procedure defines the replacement of the GS electronic control unit (EPS) and inspection of the clearance between the clutch booster and the transmission input driveshaft.

1. Enter the passenger side of the vehicle, then slide the passenger seat forward, as far as possible.
2. Remove the covers from the electrical compartment located behind the passenger seat.
3. Connect the Star Diagnostic computer, with a printer, to the diagnostic connector in the electrical compartment. See Fig. 1.
4. Turn the ignition to ON.
5. Open the Diagnostic Assistance System (DAS) program, on the desktop of the Star Diagnostic computer.
6. Perform a "Quick Test."
7. Before proceeding, correct any "Actual" fault codes (F) that are indicated.
8. Select "GS Gear Control."
9. Select "Control Unit Adaptations."
10. Select "Parameterization."
11. Select "All Parameters."
12. Print the list of parameters and save it for reference.
13. Exit the DAS program.
14. Turn off the Star Diagnostic computer.
15. Turn off the ignition.
16. Replace the GS control unit as follows:

    16.1 Locate the GS control unit in the electrical compartment and disconnect the four connectors. See Fig. 1.

    NOTE: The GS control unit may be in two different locations depending upon options. Looking from the passenger door, if the vehicle does not have a central tire inflation system (CTIS), the GS control will be in position 2. If the vehicle is equipped with a CTIS, the GS control will be in position 3. The GS control unit will have 'EPS' printed on the label. See Fig. 2.

    16.2 Remove the GS control unit by pushing it back and to the side at the same time.

    16.3 Install the new GS control unit, and connect the four connectors.

17. Perform the "major learning process with clutch compensation" as follows.

    17.1 Without lowering the clutch pedal and with the parking brake set, start the vehicle and fill the air system.

    17.2 Turn the ignition to OFF. Fasten the seat belt (to cancel the alarm).

    17.3 Press and hold the N (neutral) and F (function) buttons on the gear shift. See Fig. 3. Turn the ignition to ON.

    17.4 When the "N" for neutral flashes in the multifunction display, start the engine. The instrument panel will beep and the transmission will shift.

    17.5 When the "N" for neutral is displayed continuously in the multifunction display, release the neutral and function buttons, then select a forward gear and wait 4 to 5 seconds.

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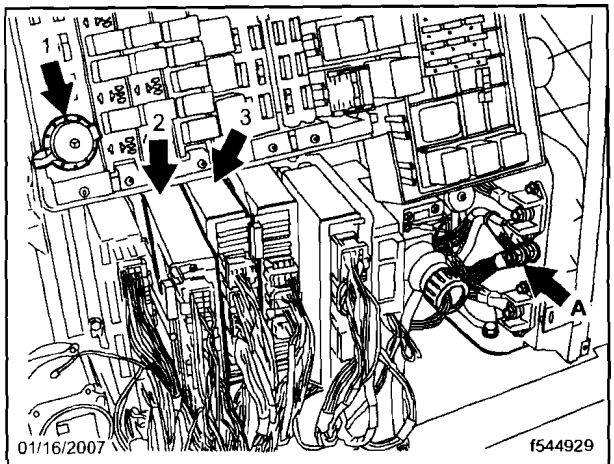


1. Diagnostic Connector
2. GS Control Unit in Position 2 (vehicle without CTIS)
3. GS Control Unit in Position 3 (vehicle with CTIS)

Fig. 1, Electrical Compartment

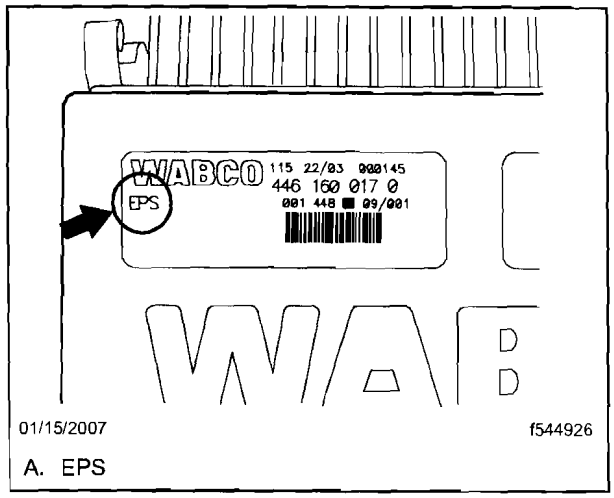
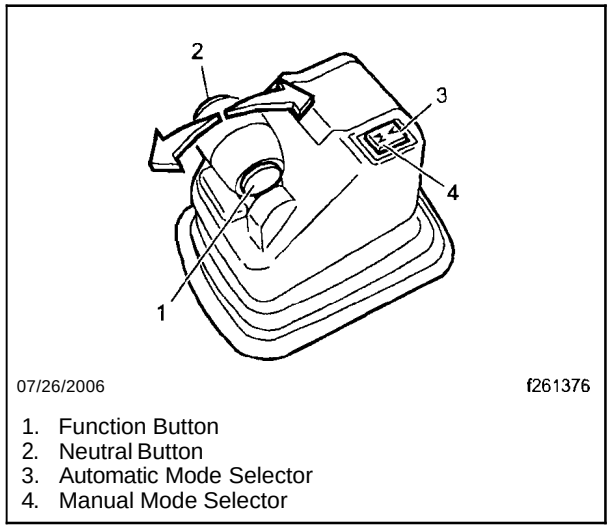


Fig. 2, GS Control Unit Label



1. Function Button
2. Neutral Button
3. Automatic Mode Selector
4. Manual Mode Selector

Fig. 3, Gear **Shift** Lever

17.6 Press the neutral button and wait 4 to 5 seconds, until the instrument panel beeps, which signifies that the learning process is completed.

17.7 Switch the ignition to OFF, then wait until all control units have shut down. It may take up to 30 seconds for all control units to shut down.

17.8 Test for proper operation.

IMPORTANT: During the major learning process, the fault code GS08 may display in the instrument panel. If this happens, shut the vehicle off, let the instrument panel power down, then start the learning process over. This fault code is common when replacing a control unit.

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18. Connect the Star Diagnostic computer to the vehicle, then enter the parameters as follows, referring to the printed list.
    - 18.1 Turn the vehicle ignition to ON.
    - 18.2 Select DAS.
    - 18.3 Select "GS Gear Control."
    - 18.4 Select "Control Unit Adaptations."
    - 18.5 Select "Parameterization."
    - 18.6 Select "All Parameters."
    - 18.7 Using the printed list, starting with parameter #1, highlight the desired parameter number, then press F3 to open it.
    - 18.8 Type in the desired setting or select it from the drop-down menu.
    - 18.9 Press F2 to return to the list of parameters. In some cases when a drop-down menu is used, F2 may need to be pressed two times.
    - 18.10 After all the parameters have been set, press F1, then turn off the ignition for approximately eight seconds, or as indicated by the Star Diagnostic computer.
    - 18.11 Turn the ignition to ON. Select "All Parameters," and check that all of the parameters match the printed list.
19. Set the parameters for the new GS control unit as follows:
    - 19.1 Set parameter #63, haptic feedback, to NOT ACTIVE.
    - 19.2 Set parameter #64, indirect pressure measurement, to ACTIVE.
    - 19.3 Set parameter #68, ADR activation with power take-off ON, to ACTIVE.
    - 19.4 If the vehicle has option G20, working gears, set parameter #69, crawler gear sensor, to NOT ACTIVE,

      If the vehicle is equipped with option G21 working gears with crawler gear, set parameter #69, Crawler Gear Sensor, to ACTIVE.
    - 19.5 Set parameter #70, maximum engine speed for starting in a reverse gear, to 1300
    - 19.6 Set parameter #71, EQR activation, to ACTIVE
    - 19.7 Set parameter #72, sand mode activation, to NOT ACTIVE.
20. Select F1, then switch off the ignition and wait eight seconds.
21. Turn on the ignition and check that the parameters were changed.
22. Perform a "Quick Test and check for fault codes. Make any necessary repairs to clear all fault codes,
23. Close DAS.
24. Turn off the Star Diagnostic computer and disconnect it.
25. Install the electrical panel covers.
26. Proceed to *Clutch Booster Clearance Inspection.*

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Clutch Booster Clearance Inspection

NOTE: On some vehicles, the driveshaft between the clutch housing and the transmission may hit the clutch booster. To provide adequate clearance, the clutch booster bracket needs to be removed and new mounting holes drilled.

1. Raise the tipper bed to gain access to the clutch booster.
2. Check for clearance between the clutch booster and the transmission input shaft. See Fig. 4.
3. If there is adequate clearance, no further action is necessary. Lower the tipper bed.
   - If the vehicle is part of FL486B, proceed to Toque Relay **Installation – FL486B** Only (Vehicles with Option **G21)**.
   - If the vehicle is in FL486A, test-drive the vehicle and check for proper operation of the transmission and related components. Then proceed to step 4 in General Procedures above.
4. If the clearance is not adequate, remove the clutch booster from the mounting bracket, then remove the mounting bracket from the frame. See Fig. **5.**
5. Using the dimensions shown in Fig. 6, drill the three new mounting holes for the booster bracket.
6. Install the bracket, and clutch booster, then check for clearance.
7. Lower the tipper bed.
8. Proceed to step 4 in **General Procedures.**

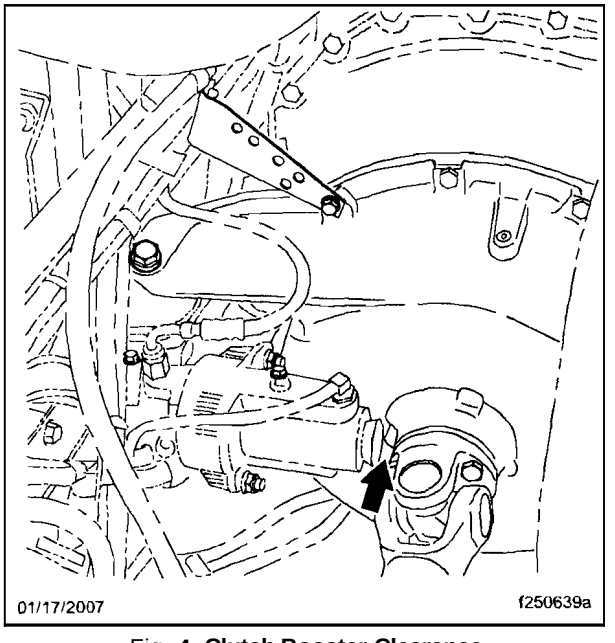
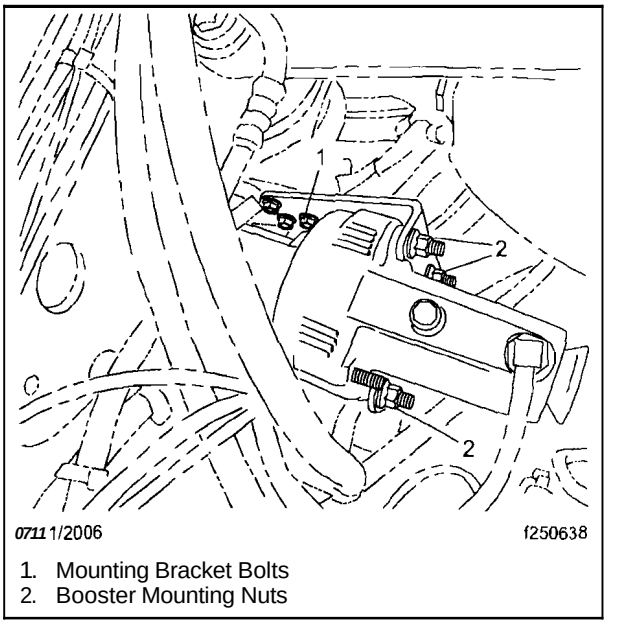


Fig. **4, Clutch Booster Clearance**



1. Mounting Bracket Bolts
2. Booster Mounting Nuts

Fig. 5, Booster Mounting

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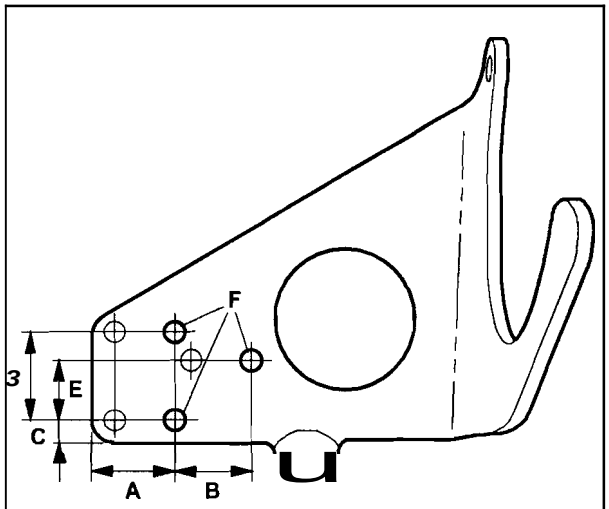

A. 1.10 inch (28 mm)
B. 1.06 inch (27 mm)
C. 0.31 inch (8 mm)
D. 1.18 inch (30 mm)
E. 0.78 inch (20 mm)
F. New Holes, 0.27 inch (7 mm) diameter

Fig. 6, Booster Mounting Bracket

Torque Relay Installation – FL486B Only (Vehicles with Option G21)

NOTE: This procedures defines the installation of a torque relay in units equipped with Option G21. See **Fig. 7**. See **Fig. 8,** relay wiring schematic, for reference.

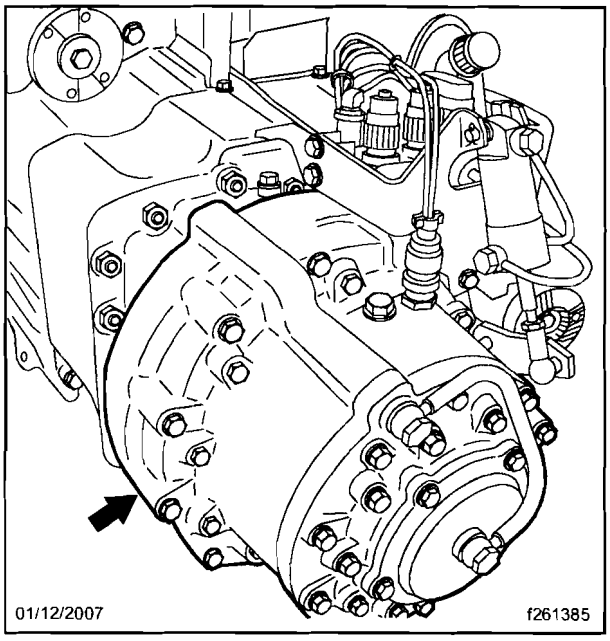

Fig. 7, Option G21, Crawler Gear

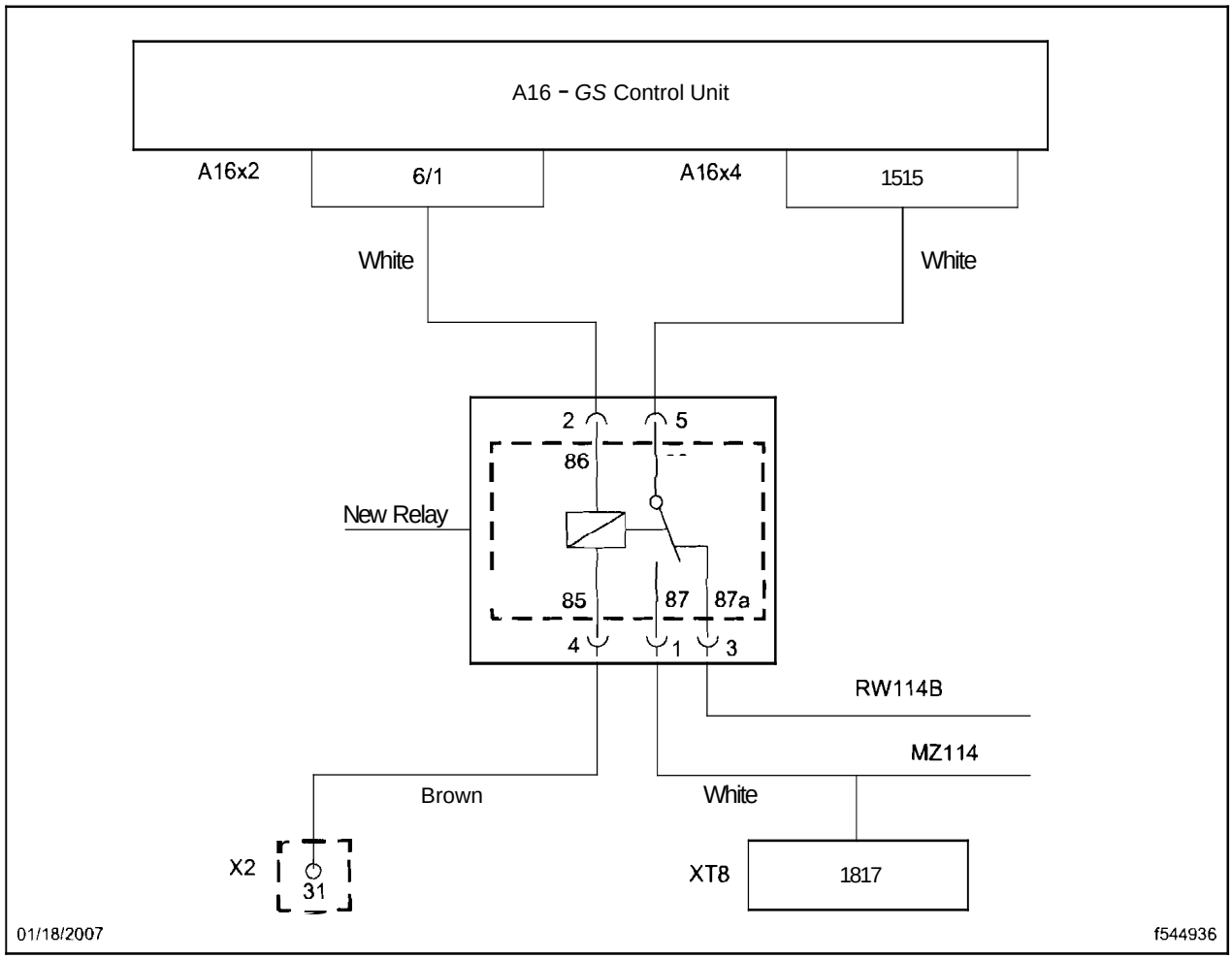

Fig. 8, Relay Wiring Schematic

1. Turn the ignition to OFF
2. Determine a position for the new relay and relay housing in the electrical compartment behind the passenger seat. It is possible there may be an empty slot it can slide into or, if not, it can be secured with zip ties to existing wiring. See **Fig. 9** for an acceptable installation.
3. Disconnect connectors A16X2 (blue 6-pin connector), and A16X4 (purple 15-pin connector), on the GS control unit. See **Fig. 10**.

NOTE: All wiring from the GS control unit to the new relay position should be routed down, under, and behind the control units. Secure all wiring to prevent chafing.

4. Prepare a 16-gauge white wire, that is long enough to reach from the GS control unit to the new relay, then attach a small terminal for connector A16X2. Using a small screwdriver, unlock connector A16X2 and insert the wire into Cavity 1. See **Fig. 11.**
5. Close the connector and connect it to the GS control unit.
6. Attach a large terminal to the other end of the white wire, then insert it into cavity 2, terminal 86, of the relay housing. See **Fig. 12.**

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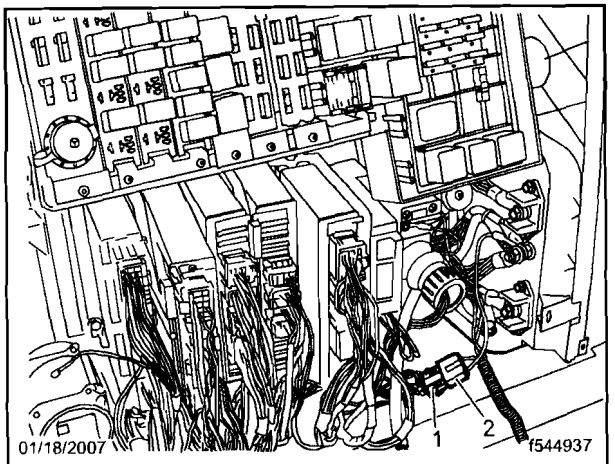
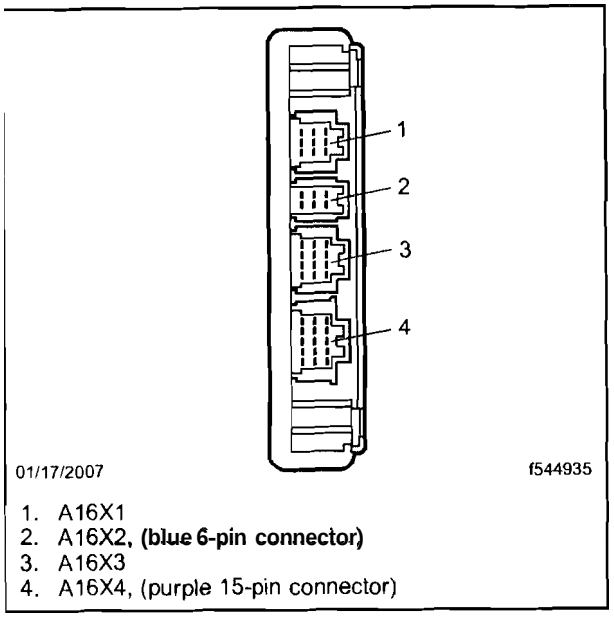


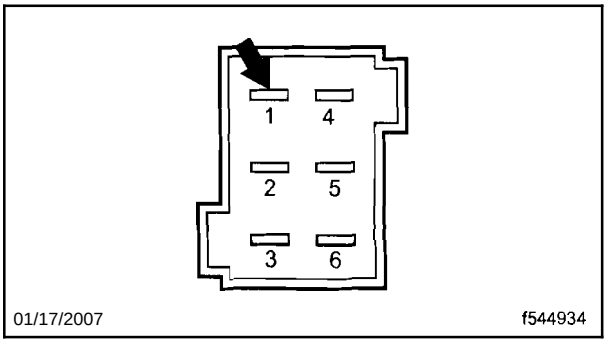
1. Relay **2. Relay Housing**

Fig. 9, Relay Installation



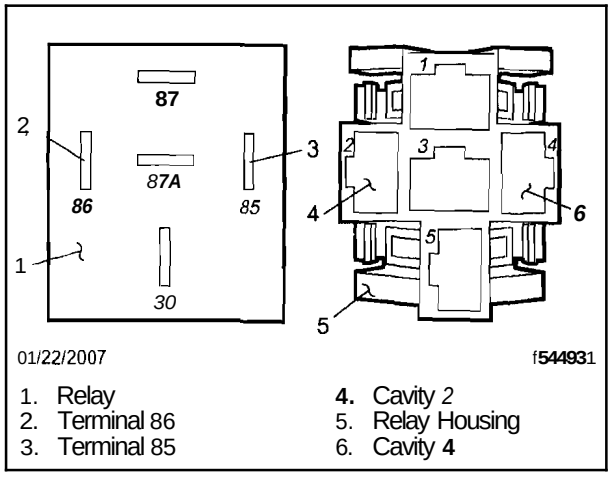
1. A16X1
2. A16X2, (blue 6-pin connector)
3. A16X3
4. A16X4, (purple 15-pin connector)

Fig. 10, GS Control Unit Connectors



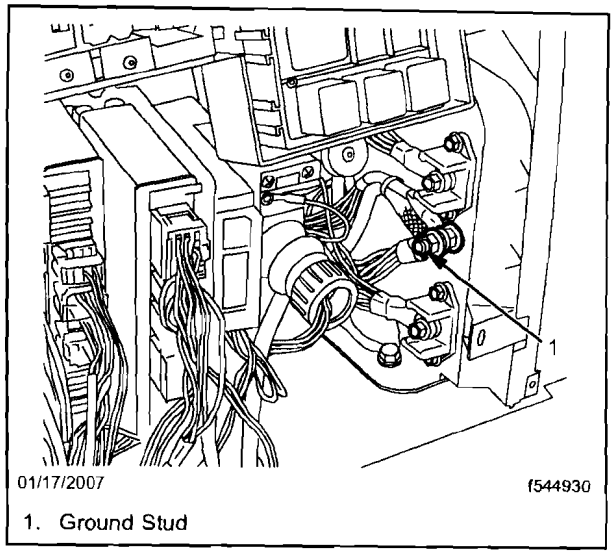
Fig, 11, A16X2 Connector

7. Prepare a 16-gauge brown wire with a large terminal, then insert it into cavity 4, terminal 85, of the relay housing. See **Fig. 12.**
8. Attach a ring-terminal to the other end of the brown wire, then connect it to the ground stud, at the central connection location. See **Fig.** 13.
9. Using a small screwdriver, unlock connector A16X4. Using a dual-lock-terminal removal tool, remove wire RW114B from cavity 5. See **Fig.** 14. Replace the small terminal with a large terminal, and insert it into cavity 3, terminal 87A, of the relay housing.



1. Relay
2. Terminal 86
3. Terminal 85
4. Cavity 2
5. Relay Housing
6. Cavity 4

Fig. **12,** Relay and Relay Housing Connections



1. Ground Stud

Fig. **13,** Central Connection Location

10. Cut a piece of 16-gauge white wire, long enough to reach from the GS control unit, to the new relay. Attach a small terminal, then insert it into cavity 5, of connector A16X4. See **Fig.** 14.
11. Lock the connector and connect it to the GS control unit.
12. Attach a large terminal to the other end of the white wire and insert it into cavity 5, terminal 30, of the relay housing.
13. Using a T20 Torx-head driver, remove the center storage compartment lid, front cover, and floor. See **Fig.** 15.
14. In the bank of XT connectors, disconnect connector XT8 (second connector in, looking from the passenger's side). See **Fig. 16.**
15. Using a small screwdriver, unlock the connector. Using a dual-lock-terminal removal tool, remove wire MZ114 from cavity 7. Remove the terminal from the end of the wire.
16. Cut and prepare a 16-gauge white wire long enough to reach from connector XT8 to the new relay. Attach wire MZ114 and the new white wire together in a small terminal, then insert it into cavity 7 of the XT8 connector.

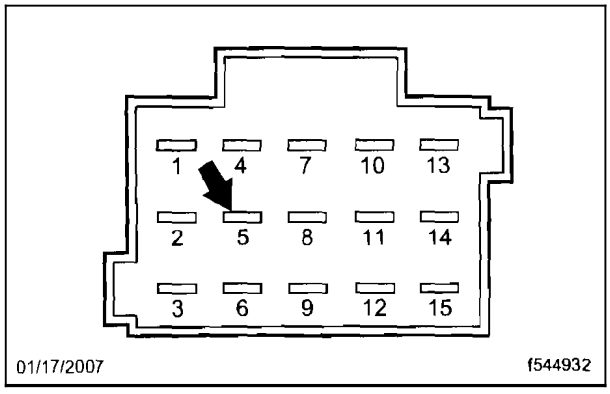
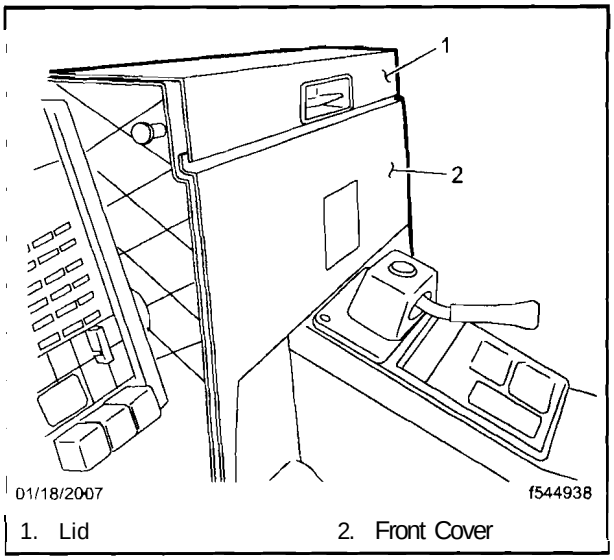


Fig. 14, A16X4 Connector

Recall Campaign

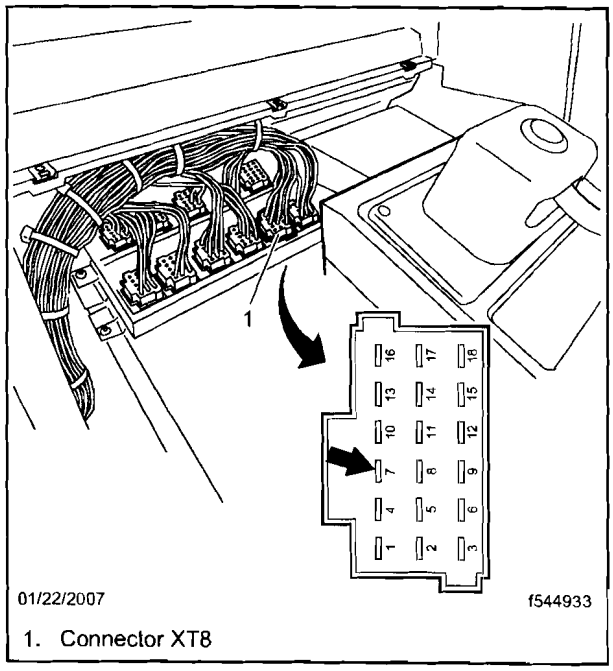
FREIGHTLINER LLC
A DaimlerChrysler Company

March 2007
FL486AB
NHTSA #06V-457



1. Lid 2. Front Cover

Fig. **15,** Center Storage Compartment



1. Connector XT8

Fig. **16,** XT Interface Connectors

17. Lock the connector, then connect it.
18. Install a terminal on the other end of the white wire and insert it into the relay housing, cavity 1, terminal **87.**
19. Install the relay into the relay housing, then secure it in position.

NOTE: Check that parameter #69, Crawler Gear Sensor, was set to ACTIVE

20. Install the center storage compartment lid, front cover, and floor.
21. Install the electrical panel covers
22. Test-drive the vehicle and check for proper operation of the transmission and related components.
23. Proceed to step 4 in **General Procedures.**