Daimler Truck North America LLC

Recall Campaign

FL863AB

Creation Date:	**June 2022**
Revised Date:	**July 2025**
NHTSA #	**20V-567**
Transport Canada #	**2020-444**

Subject: Freightliner Cascadia Brake Light Illumination

Models Affected					
Make	**Model**	**Model Yr. Start**	**Model Yr. End**	**Prod. Start Date**	**Prod. End Date**
Freightliner	Cascadia	2017	2021	March 8, 2016	January 3, 2020
Identifying Feature	Equipped with a certain brake light pressure switch				

General Information

On behalf of the entity listed below, Daimler Truck North America LLC (DTNA) has decided that a defect that relates to motor vehicle safety exists on the vehicles mentioned above.

- Freightliner Trucks Division

PROBLEM:	On certain vehicles, the brake lights may remain on after release of the brake pedal, which may prevent accurate communication to following vehicles, potentially leading to an increased risk of a crash.
SOLUTION:	Vehicles in FL863A and FL863B will have the 3-pin switch replaced with a 2-pin switch and a jumper harness. Vehicles in FL863B will also require sSAM programming. This is the final repair and a sticker must be placed in the door upon completion.

There are approximately 145,444 vehicles involved.

THIRD REVISION: A note has been added regarding the updated brake light switch (12-31616-000), which now requires two harnesses for proper connection between the dash harness and the switch.

- Harness A66-23212-000 connects the dash harness to a 2-pin connector.
- Harness A66-23214-000 connects the 2-pin connector to the brake light switch.

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 failure to complete campaigns within a reasonable time after receiving notification.

Please contact Warranty Campaigns for consideration of additional charges prior to performing the repair.

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 and/or part number(s) listed below from your facing Parts Distribution Center.

If our records show your dealership has ordered any vehicle(s) involved in campaign number FL863, a list of the customers and vehicle identification numbers will be available on DTNA Portal. Please refer to this list when ordering parts for this recall.

IMPORTANT - After Repair is Complete*:

Attach a red completion sticker (WAR260) to the base label (WAR259).

If the vehicle does not have a base label, clean a spot on the appropriate location, and attach a base label, prior to attaching the completion sticker.

If a campaign kit is not required, write the campaign number on a blank sticker and attach it to the base label.

(Failure to install a completion sticker may result in a chargeback of the campaign claim.)

* TBB is exempt from the completion sticker process

NOTE: Dealers may order either the combination of pressure switch 12-27919-000 and jumper harness A66-23212-000, or the combination of pressure switch 12-31616-000 and jumper harness A66-23214-000.

Table 1 – Replacement Parts for FL863A-B

Group	Part Description	Part Number	Qty
For Use with Pressure Switch Part #12-27919-000			
All Groups	PRESSURE-SWITCH, NO 3.5 PSI	12-27919-000	1 ea
All Groups	JUMPER HARNESS	A66-23212-000	1 ea
For Use with Pressure Switch Part # 12-31616-000			
All Groups	PRESSURE-SWITCH, NO 3.5 PSI	12-31616-000	1 ea
All Groups	JUMPER HARNESS	A66-23214-000	1 ea
All Groups	JUMPER HARNESS	A66-23212-000	1 ea
All Groups	Blank Completion Sticker	WAR260	1 ea

Table 1 – Replacement Parts for FL863A-B

Removed Parts

- For U.S. and Canadian Dealers, use the part disposition in OWL to determine how to manage removed parts (return, scrap, etc.). Dispositions are available at the date of the repair.
- For Export Dealers, destroy removed parts unless otherwise advised.

Claim Reimbursement - Labor Allowance

IMPORTANT: OWL 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.

You will be reimbursed for your parts, labor, and handling (landed cost for Export Distributors) by submitting your claim through the Warranty system within 30 days of completing this campaign.

- In OWL, use the 'Retrieve' function and select the appropriate procedure. This will auto-populate the PFP, component code, cause, corrective action, and SRT code. Parts must be entered manually as there are various choices.

Table 2 – Claim Reimbursement Table

Claim Type	Recall Campaign
Campaign	FL863-(A-B)
VMRS Component Code	F99-999-005
Cause Code	A1 – Campaign
Primary Failed Part	25-FL863-000

Table 2 – Claim Reimbursement Table

Table 3 – Labor Allowance for F863-AB

Groups	Procedure	Time Allowed (hours)	SRT Codes	Corrective Action
A	Replace brake light pressure switch, install jumper harness, perform DL function test and air leak check (Detroit engines)	0.6	996-R115A	12-Repair Recall/Campaign
B	Replace brake light pressure switch, install jumper harness, perform DL programming and function test, air leak check (Cummins engines)	1.1	996-R115C	12-Repair Recall/Campaign

Table 3– Labor Allowance

- Claim type is **Recall Campaign**.
- In the Campaign field, enter the campaign number and appropriate group (FL863-A or FL863-B).
- In the Primary Failed Part field, enter 25-FL863-000.

- In the Parts section, enter the appropriate kit or part number(s) as shown in the Replacement Parts Table.
- In the Labor section, enter the appropriate SRT from the Labor Allowance Table. Administrative time will auto-populate if applicable using SRT 939-6010A, for 0.3 hours.
- The VMRS Component Code is F99-999-005 and the Cause Code is A1 - Campaign.
- U.S. and Canada – 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.)
    - Submit an OWL Recall Pre-Approval Request for a decision.
    - Include the approved amount on your OWL claim in the Other Charges section.
    - Attach the documentation to the pre-approval request.
    - If approved, submit a 'based on claim' for the pre-approval.
    - The Dealer is required to reimburse the customer the appropriate amount.

IMPORTANT: OWL 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.

U.S. and Canadian dealers, contact the Warranty Campaigns Department via Web inquiry at DTNAPortal.com/WSC, if you have any questions or need additional information. Export distributors, submit a Web inquiry or contact your International Service Manager.

U.S. and Canadian Dealers: 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. Export Distributors: Excess inventory is not returnable.

The letter notifying U.S. and Canadian 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.

Daimler Truck North America LLC

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NHTSA #	**20V-567**
Transport Canada #	**2020-444**

Copy of Notice to Owners

Subject: Freightliner Cascadia Brake Light Illumination

For Notice to U.S. Customers: This notice is sent to you in accordance with the requirements of the *National Traffic and Motor Vehicle Safety Act*. **For Notice to Canadian Customers:** This notice is sent to you in accordance with the requirements of the Motor Vehicle Safety Act.

Daimler Truck North America LLC (DTNA), on behalf of its Freightliner Trucks Division, has decided that a defect that relates to motor vehicle safety exists on specific model years 2017-2021 Freightliner Cascadia vehicles manufactured March 8, 2016, through January 3, 2020, and equipped with a certain brake light pressure switch.

On certain vehicles, the brake lights may remain on after release of the brake pedal, which may prevent accurate communication to following vehicles, potentially leading to an increased risk of a crash.

Vehicles in FL863A and FL863B will have the 3-pin switch replaced with a 2-pin switch and a jumper harness. Vehicles in FL863B will also require a software update. Repairs will be performed by Daimler Trucks North America authorized service facilities. The Recall will take approximately one hour and will be **performed free of charge**. This is the final repair, and a sticker must be placed in the door upon completion.

Please contact an authorized Daimler Truck North America dealer to arrange to have the Recall performed and to ensure that parts are available at the dealership. To locate an authorized dealer, search online at https://northamerica.daimlertruck.com/contact-us. Scroll down to “Locate a Dealer” and select the appropriate brand.

You may also confirm your vehicle’s involvement in this recall at the following URL: https://dtna-dlrinfo.prd.freightliner.com:48518/VinLookup/vin-module/getVinLookupPage.

You may be liable for any progressive damage that results from your failure to complete the Recall within a reasonable time after receiving notification.

If you do not own the vehicle that corresponds to the identification number(s), which appears on the 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. **For Notice to US Customers:** If you have paid to have this recall service 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 have questions about this Recall Campaign, 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-War-Campaigns@Daimlertruck.com. For other concerns, you may contact the Customer Assistance Center at (800) 385-4357. **For Notice to US Customers:** If your manufacturer, distributor, or dealer fails to remedy the defect or noncompliance without charge and within a reasonable time, you may 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 go to http://www.nhtsa.gov. **For Notice to Canadian Customers:** If you have a safety concern relating to this Recall, you may wish to contact Transport Canada – Motor Vehicle Safety at, 80 rue Noel, Gatineau, Quebec J8Z 0A1 or phone (800) 333-0510.

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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 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 Truck 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 Truck North America LLC dealer.

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

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Work Instructions

Subject: Freightliner Cascadia Brake Light Illumination

Models Affected					
Make	**Model**	**Model Yr. Start**	**Model Yr. End**	**Prod. Start Date**	**Prod. End Date**
Freightliner	Cascadia	2017	2021	March 8, 2016	January 3, 2020
Identifying Feature	Equipped with a certain brake light pressure switch				

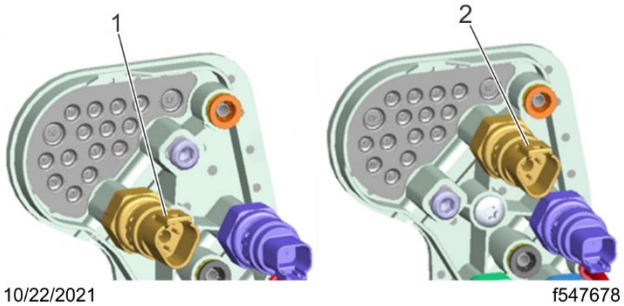
FL863A – Replacement of the Pressure Switch

1. Check the base label (Form WAR259) for a completion sticker for FL863 (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 is present, no work is needed. If a completion sticker is not present, proceed to the next step.
2. Park the vehicle on a level surface, shut down the engine, and set the parking brake. Chock the tires.
3. Remove the lower steering column and throttle cover dash panels. For instructions, see **Group 60: 6** of the *New Cascadia Workshop Manual*.

IMPORTANT: Excess side loading or side twisting of the brake light pressure switch during removal can result in damage to the pass-through switch manifold. To minimize side loading or side twisting, use any of the following tools: sensor socket DDE DSN012T20007 (preferred), ‘crows foot’ wrench, or ‘stubby’ wrench.

NOTE: Depending on the vehicle build date, the 3-pin brake light pressure switch may be in one of the two locations on the pass-through switch manifold. See **Fig. 1**.

4. Disconnect and remove the 3-pin brake light pressure switch.



1. Initial 3-Pin Brake Pressure Switch Location
2. Alternate 3-Pin Brake Pressure Switch Location

Fig. 1, Possible 3-Pin Brake Light Pressure Switch Locations

5. Install the 2-pin pressure switch as shown in **Fig. 2**. Tighten the switch 84 to 108 lbf·in (950 to 1200 N·cm).

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Fig. 2, Tightening the Brake Light Pressure Switch

NOTE: The updated brake light switch (12-31616-000) requires two harnesses to complete the connection between the dash harness and the brake light switch.

- Harness A66-23212-000 connects the dash harness to a 2-pin connector.
- Harness A66-23214-000 connects the 2-pin connector to the brake light switch.

6. Install the jumper harness, as shown in **Fig. 3**, on the dash connector shown in **Fig. 4**, then connect it to the new 2-pin brake light pressure switch. See **Fig. 5** for details of approved jumper harness variations.

NOTE: The jumper harness may vary due to changes during manufacturing.

Fig. 3, Jumper Harness

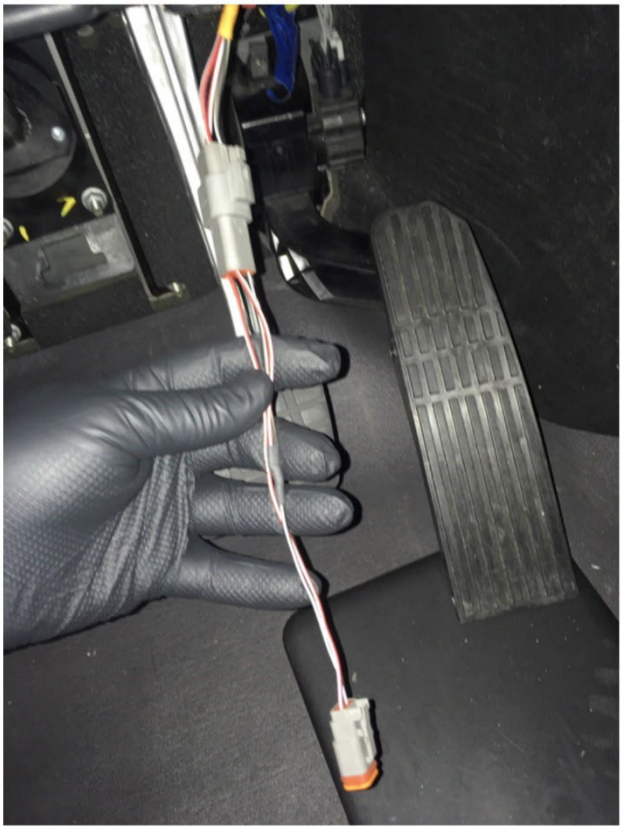
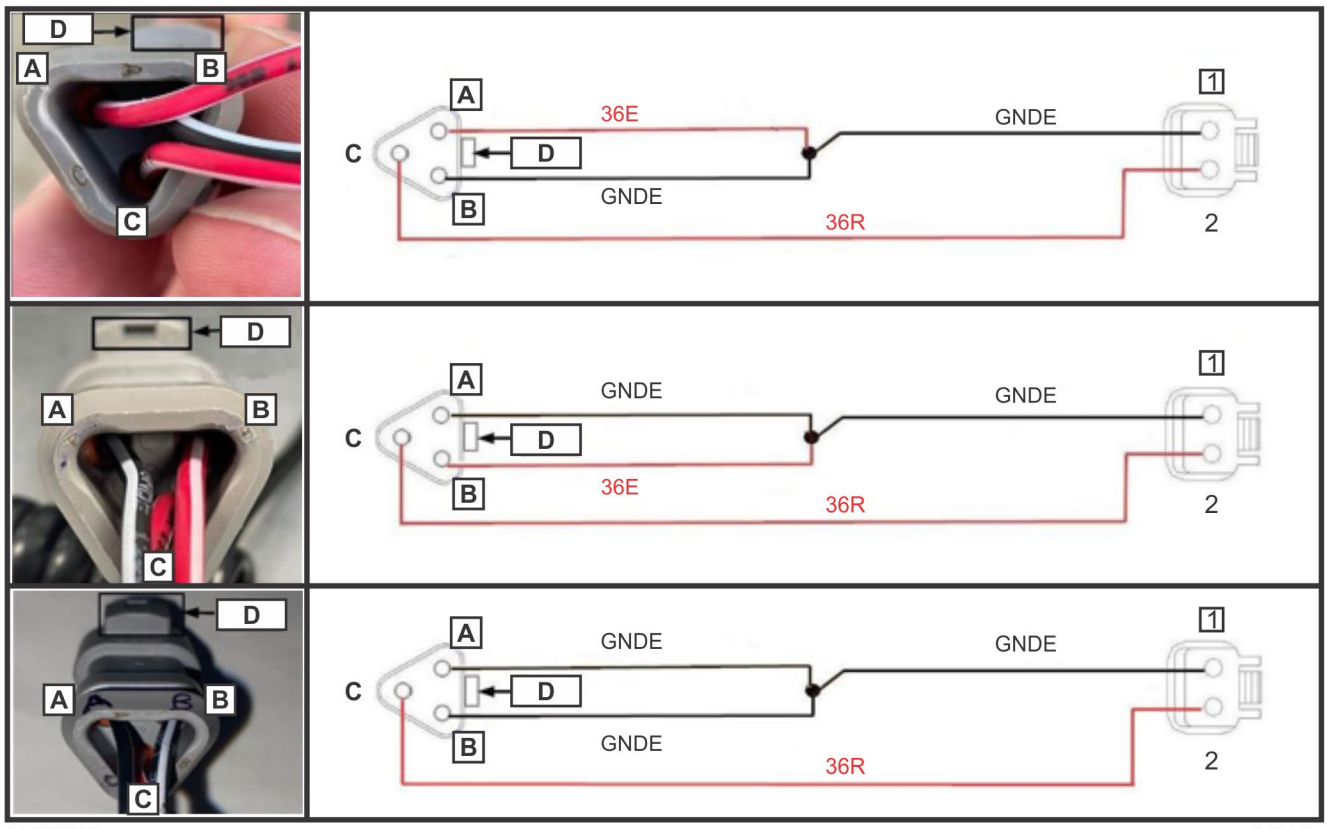


Fig. 4, Jumper Harness Connected to Cab Harness



D. Location of the connector latch.

Fig. 5, Approved Jumper Harness

7. Turn the keyswitch to the ON position.
8. Connect an RP1210B-compliant vehicle diagnostic adaptor to the diagnostic connector on the vehicle. Connect the other end of the adaptor to the laptop. Ensure the laptop is connected to a power source.
9. Open DiagnosticLink®.

IMPORTANT: Make sure that DiagnosticLink is updated to the latest version (8.21 SP3 at the time of publication or newer), before programming the vehicle.

10. Allow time for DiagnosticLink to connect to the sSAM ECU. Go to the ‘Instrumentation’ tab, then select the ‘Service and Park Brake’ tab. See **Fig. 7**.

11. With a minimum vehicle system air pressure of 60 psi, check the vehicle brake light function with the DiagnosticLink while pressing and releasing the vehicle brake foot pedal, and if so equipped, pulling the vehicle trailer hand brake valve.

    The ‘Service Brake’ panel status should show both ‘OFF’ in normal state when brakes are not applied, as shown in **Fig. 7**, and show as ‘ON’ when the brake foot pedal is pressed, or if so equipped, when the trailer hand valve is pulled. See **Fig. 6**. A slight delay between status of ‘OFF’ and ‘ON’ is normal.

    If the brake light function is not correct, check that jumper harness matches the acceptable variations shown in **Fig. 5**, and is fully connected to the dash harness and to the brake pressure switch.

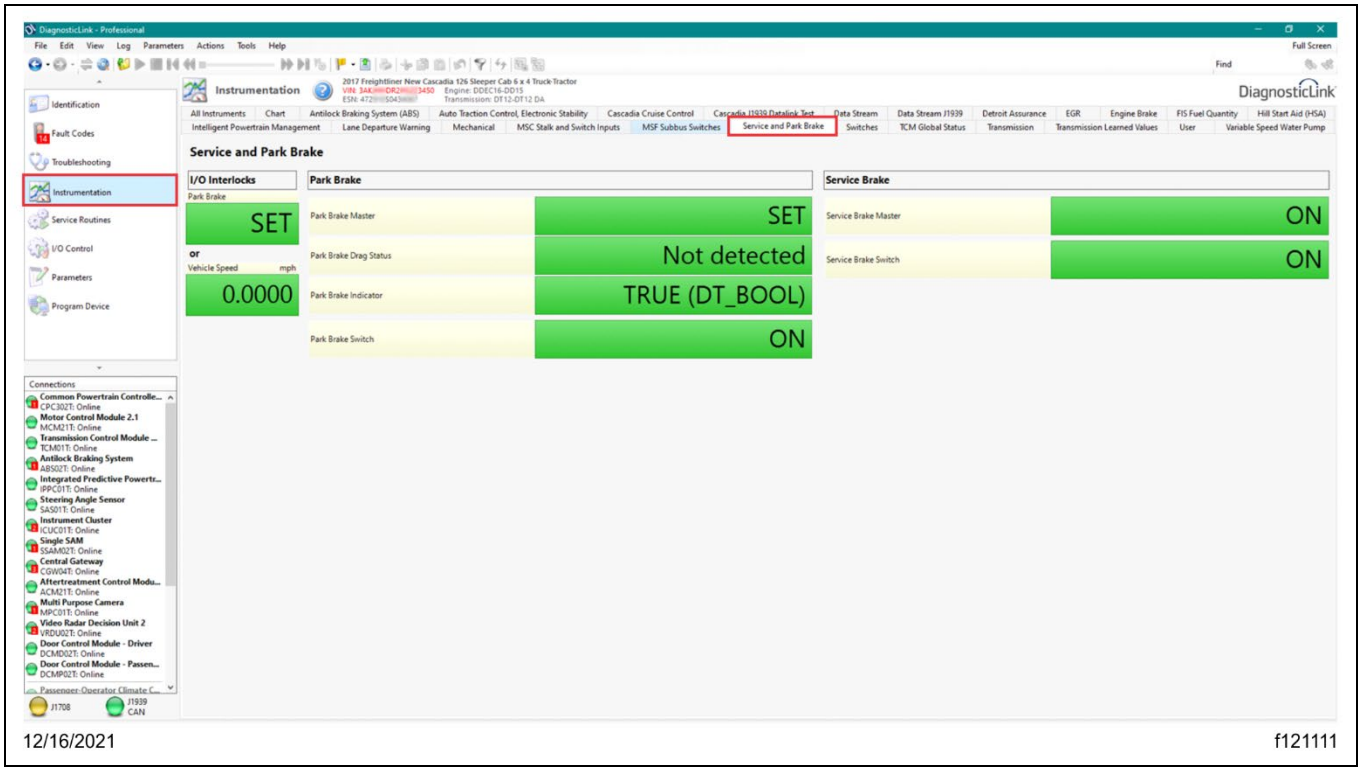


Fig. 6, Service Brake Panel Status When the Brake Pedal is Pressed

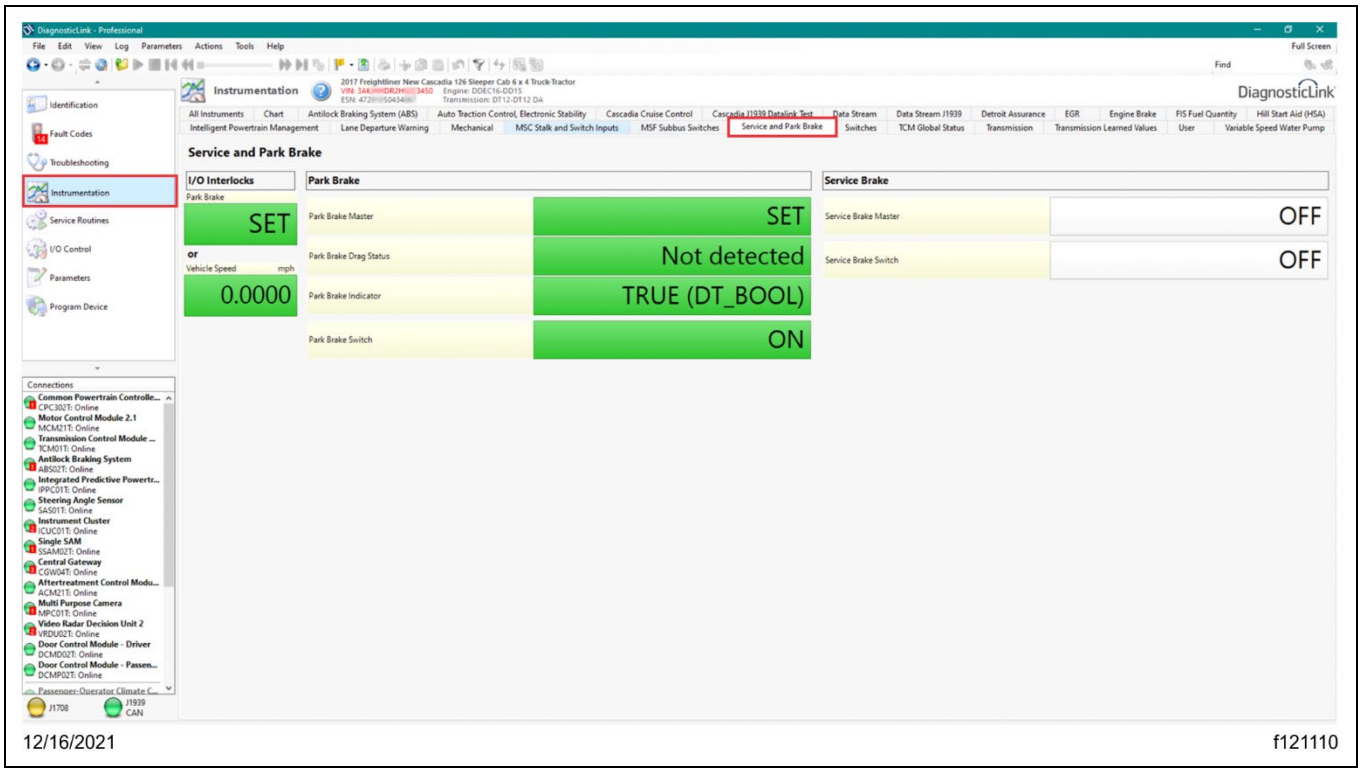


Fig. 7, Service and Park Brake Panel Status in Normal State

12. Check for air leaks at the new brake pressure switch while the vehicle brakes are applied. There should be no audible air leaks at the brake pressure switch while the brake pedal is pressed, and if so equipped, when the trailer hand valve is pulled.

    If an air leak is found at the pass-through switch manifold, contact the Customer Assistance Center (CAC) for further instructions.

13. Close DiagnosticLink and disconnect the vehicle.

14. Install the lower steering column and the throttle cover dash panels. For Instructions, see **Group 60: 6** of the *New Cascadia Workshop Manual*.

15. Clean a spot on the base label (Form WAR259) and attach a campaign completion sticker for FL863 (Form WAR260).

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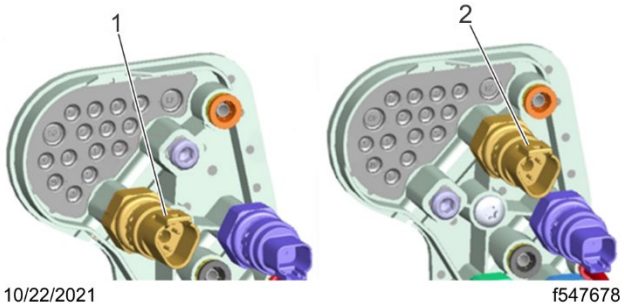
FL863B – Replacement of the Pressure Switch and Programming the sSAM

1. Check the base label (Form WAR259) for a completion sticker for FL863B (Form WAR261) indicating this work has been done. The base label is usually located on the passenger door about 12 inches (30 cm) below the door latch. If a sticker is present, no work is needed. If there is no sticker, proceed with the next step.
2. Park the vehicle on a level surface, shut down the engine, and set the parking brake. Chock the tires.
3. Remove the lower steering column and the throttle cover dash panels. For instructions, see **Group 60: 6** of the *New Cascadia Workshop Manual*.

IMPORTANT: Excess side loading or side twisting of the brake light pressure switch during removal can result in damage to the pass-through manifold switch. To minimize side loading or side twisting, use any of the following tools: sensor socket DDE DSN012T20007 (preferred), ‘crows foot’ wrench, or ‘stubby’ wrench.

NOTE: Depending on the vehicle build date, the 3-pin brake light pressure switch may be in one of the two locations on the pass-through manifold switch. See **Fig. 8**.

4. Disconnect and remove the 3-pin brake light pressure switch.



1. Initial 3-Pin Brake Pressure Switch Location
2. Alternate 3-Pin Brake Pressure Switch Location

Fig. 8, Possible 3-Pin Brake Light Pressure Switch Locations

5. Install the new 2-pin pressure switch. Tighten the switch 84 to 108 lbf·in (950 to 1200 N·cm). See **Fig. 9**.

Fig. 9, Tightening the Brake Light Pressure Switch

NOTE: The updated brake light switch (12-31616-000) requires two harnesses to complete the connection between the dash harness and the brake light switch.

- Harness A66-23212-000 connects the dash harness to a 2-pin connector.
- Harness A66-23214-000 connects the 2-pin connector to the brake light switch.

6. Install the jumper harness, as shown in **Fig. 10**, on the dash connector shown in **Fig. 11**, then connect it to the new 2-pin brake light pressure switch. See **Fig. 12** for details of approved jumper harness variations.

NOTE: The jumper harness may vary due to changes during manufacturing.

Fig. 10, Jumper Harness

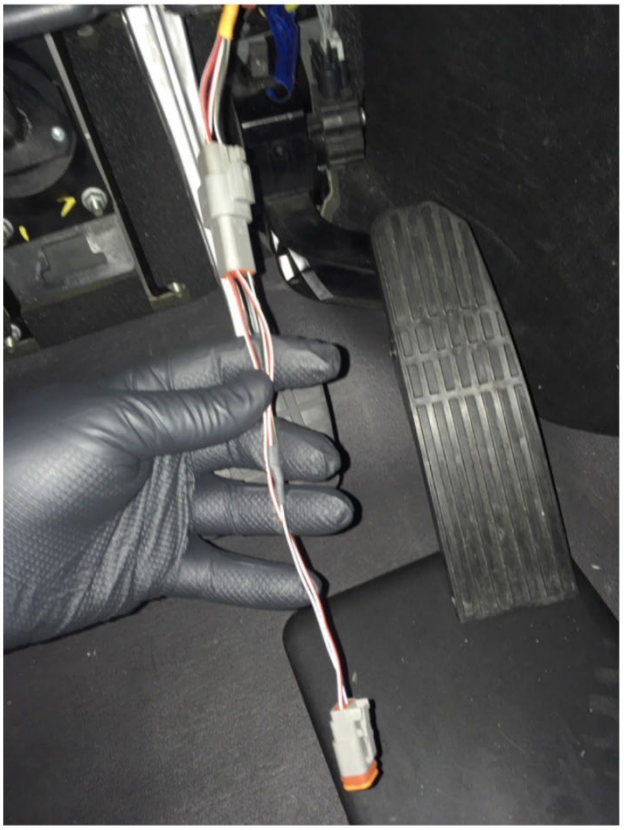


Fig. 11, Jumper Harness Connected to Cab Harness

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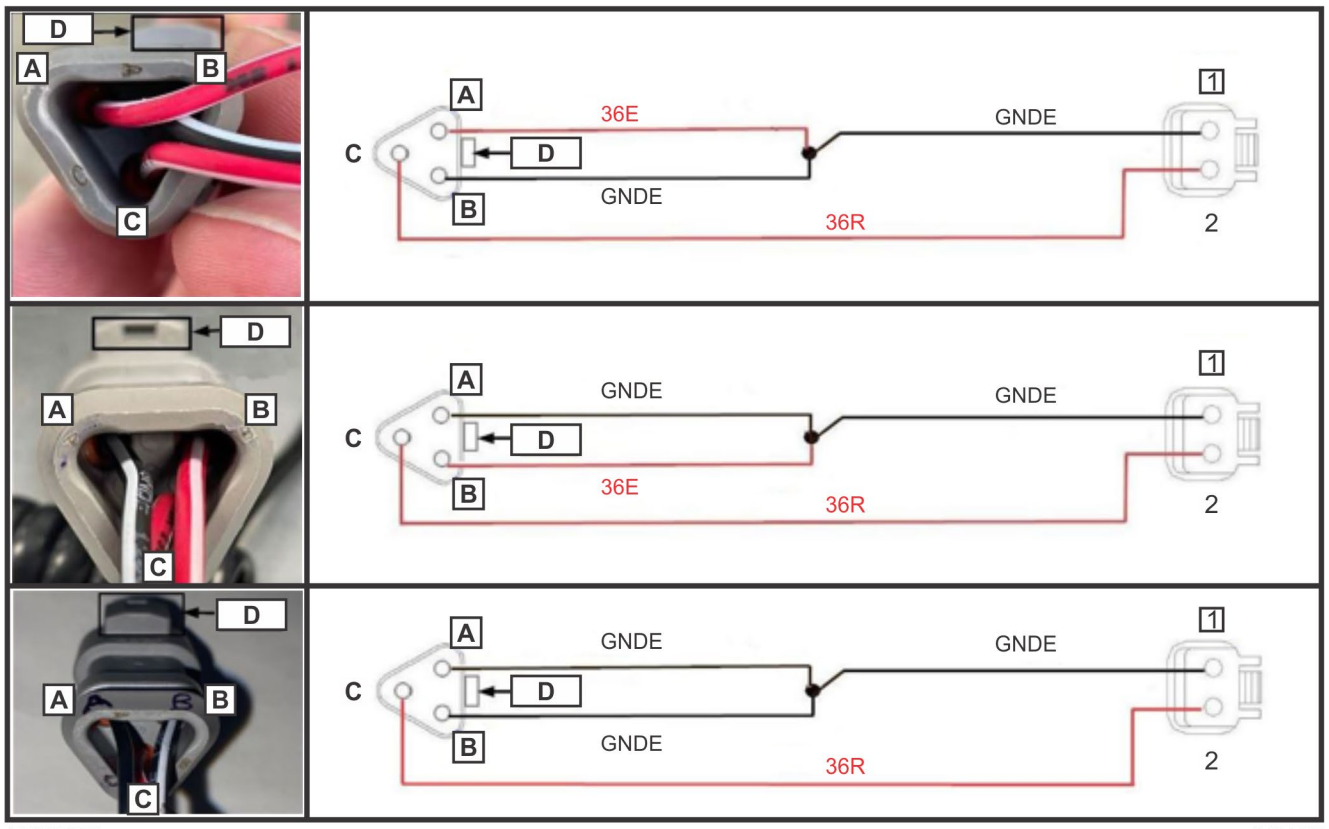


D. Location of the connector latch.

Fig. 12, Approved Jumper Harness

7. Program the updated software into sSAM.

   7.1. Using an RP1210B-compliant vehicle diagnostic adaptor, connect the laptop to the vehicle diagnostic port.

   7.2. Open the DiagnosticLink.

   7.3. Ensure that the DiagnosticLink is updated to the latest version (8.15SP1 at time of publication) or newer. To update the DiagnosticLink, select 'Tools' from the top menu and then select 'Update' from the dropdown menu. See **Fig. 13**.

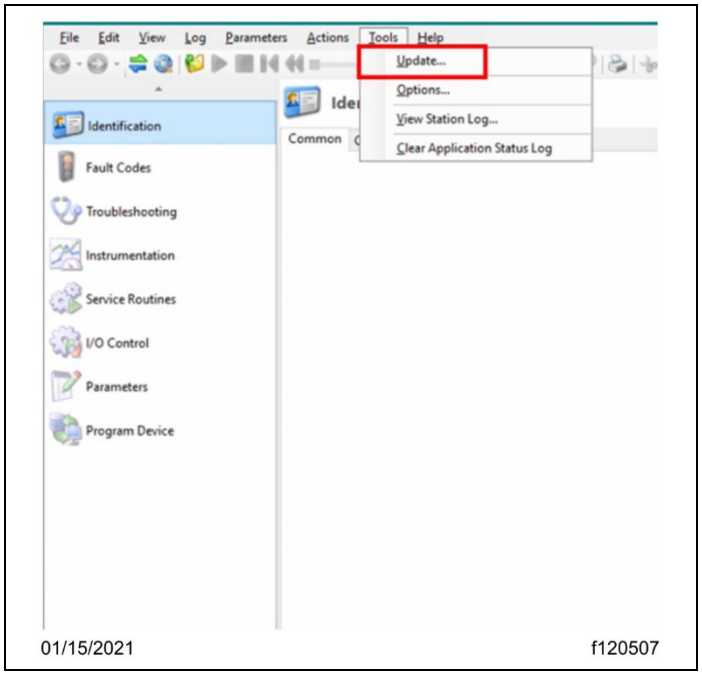


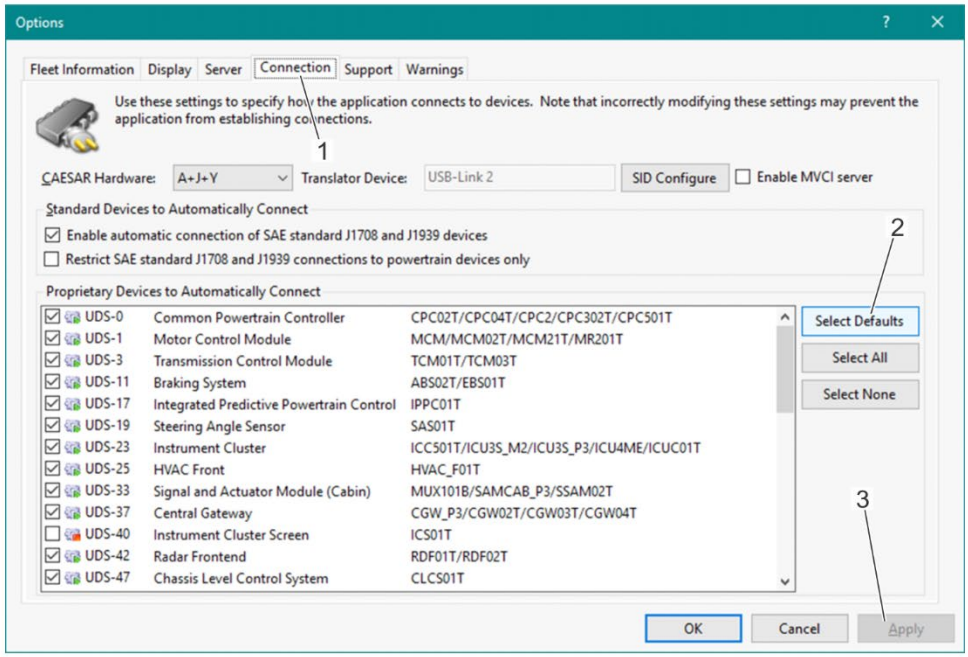
Fig. 13, Updating DiagnosticLink to the Latest Version

7.4. When programming, it is recommended to configure the DiagnosticLink to connect only to ‘Default’ ECUs as follows.

7.4.1. Select ‘Tools’ from the top menu, and then select ‘Options’ from the drop-down menu.

7.4.2. Go to the ‘Connection’ tab. See **Fig. 14**.

7.4.3. Select the ‘Select Defaults’ button on the right side of the window, then select ‘Apply.’



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1. ‘Connection’ Tab 2. ‘Select Defaults’ Button 3. ‘Apply’ Button

Fig. 14, Configuring DiagnosticLink to Connect to the Default ECUs

7.5. Address any pre-existing conditions or fault codes.

7.6. Using the DTNAConnect credentials, connect to the server. The sign-in to the server will remain active until the DiagnosticLink is closed. See **Fig. 15**.

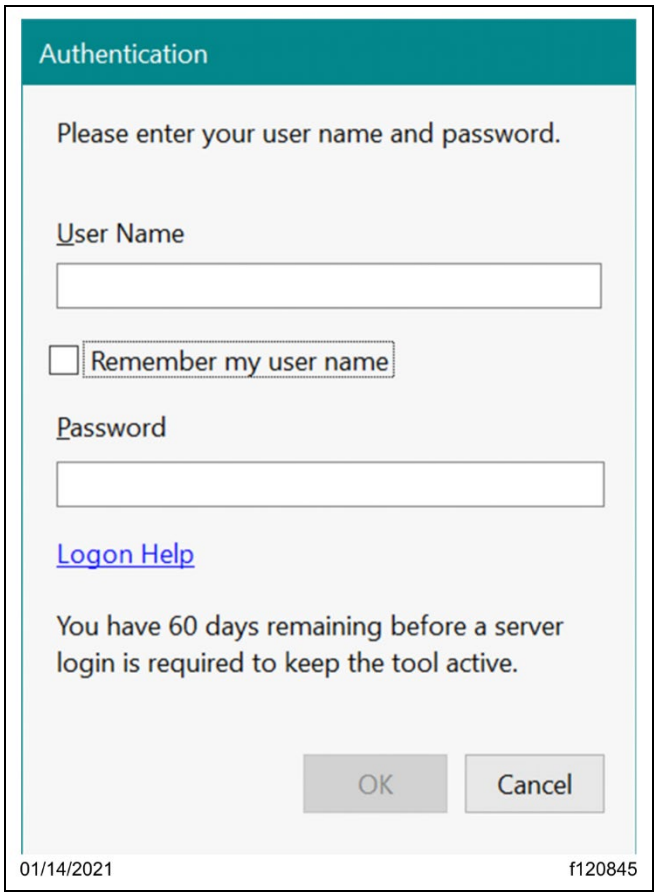
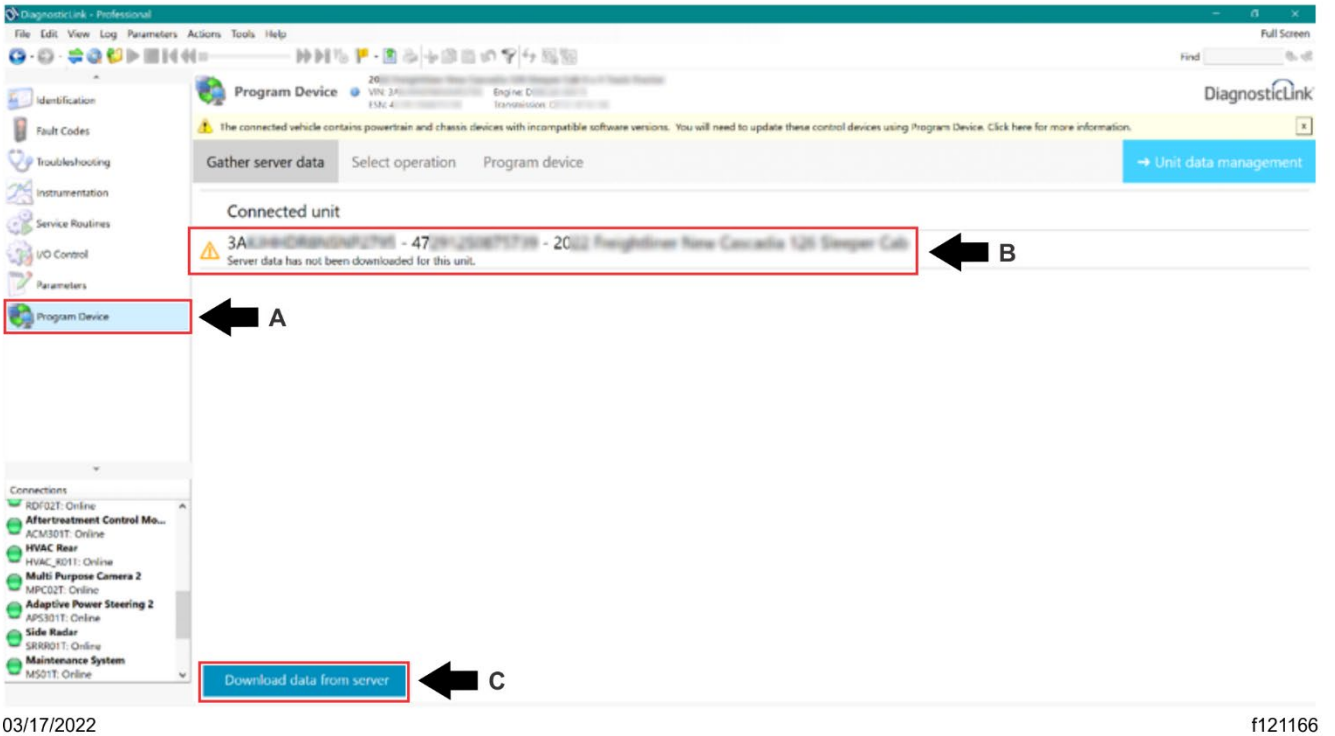


Fig. 15, Login Window

NOTE: In the DiagnosticLink an ECU is called a ‘device.’

7.7. Go to the ‘Program Device’ tab. Verify that the correct VIN data is populated in the center window, then select ‘Download data from server’ on the lower left of the screen. See **Fig. 16**.



A. Select ‘Program Device.’

B. Verify the VIN that appears is correct.

C. Select ‘Download data from server.’

Fig. 16, Downloading Data from Server

7.8. When the data download is completed, select ‘Next.’ See **Fig. 17**.

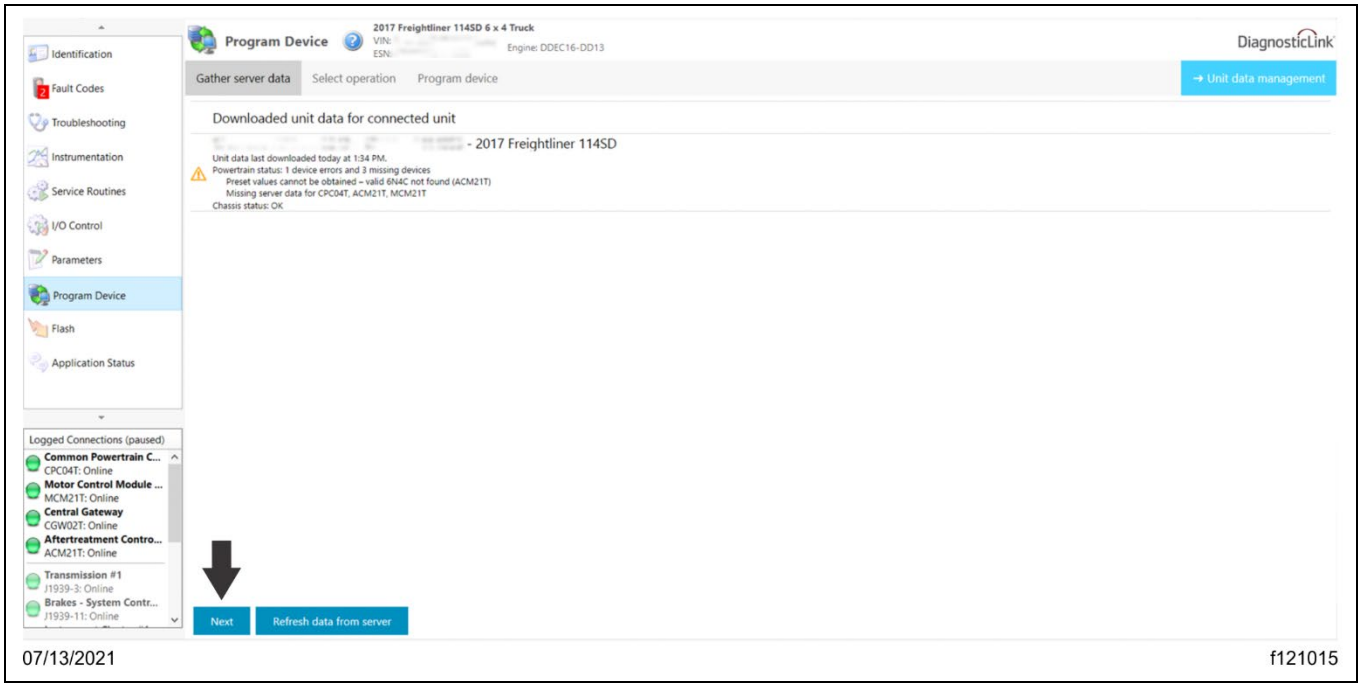


Fig. 17, Selecting ‘Next’ After Data Download

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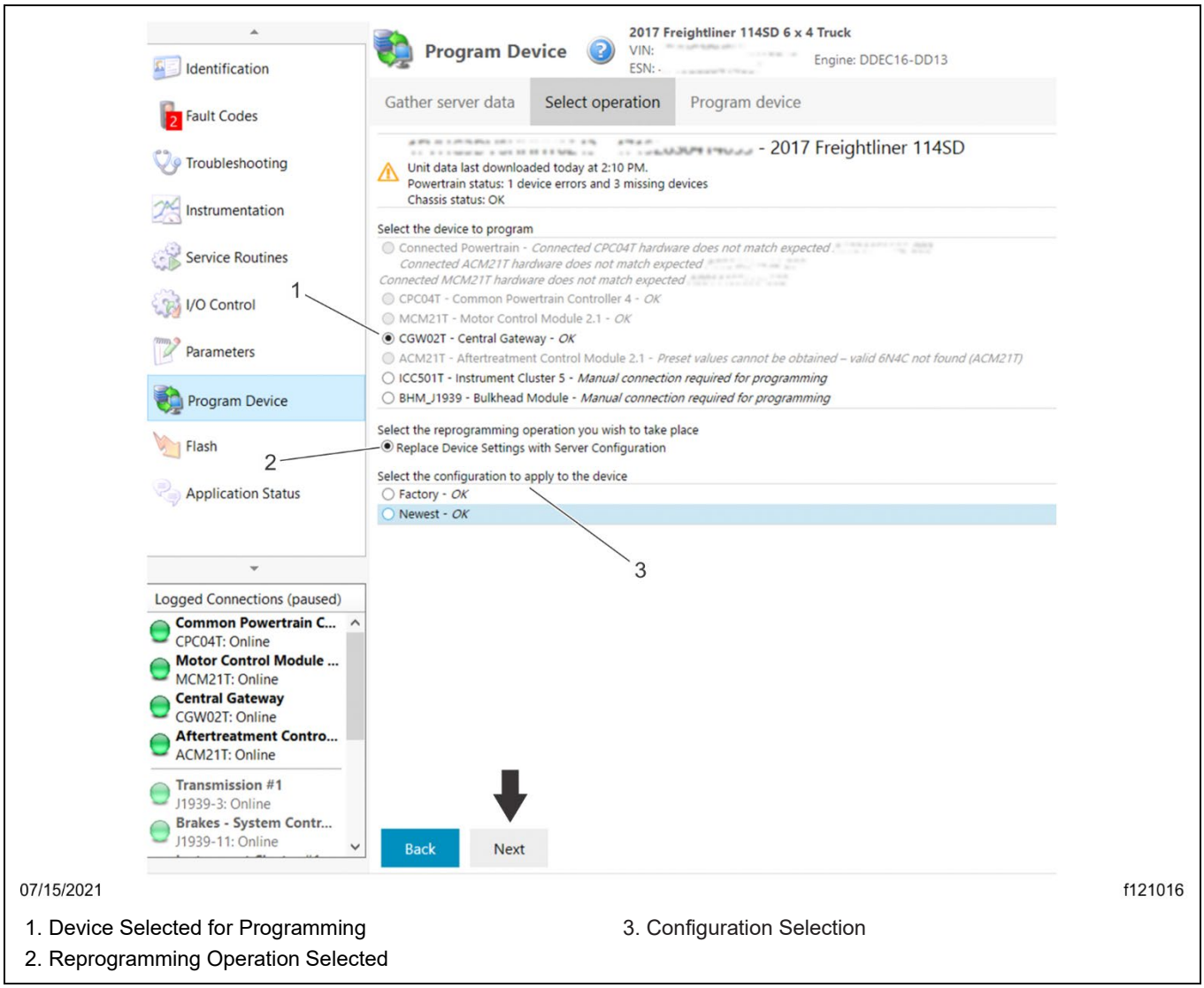
NOTE: 'Latest' is the last service record (may be the older software) and 'Newest' is the most up-to-date software available for the installed hardware. If the last service record is the most up-to-date software available, no 'Newest' record will be provided. Then, select 'Newest' under 'Select the configuration to apply to the device.' If 'Newest' is not available, select 'Latest.' Then, select 'Next.'

7.9. Select the sSAM to program. Then, select 'Replace Device Setting with Server Configuration.' See **Fig. 18**.



1. Device Selected for Programming
2. Reprogramming Operation Selected
3. Configuration Selection

Fig. 18, Configuring the DiagnosticLink for Device Programming

7.10. Verify the VIN and hardware part number again, then select ‘Start’ to program the sSAM. See **Fig. 19**.

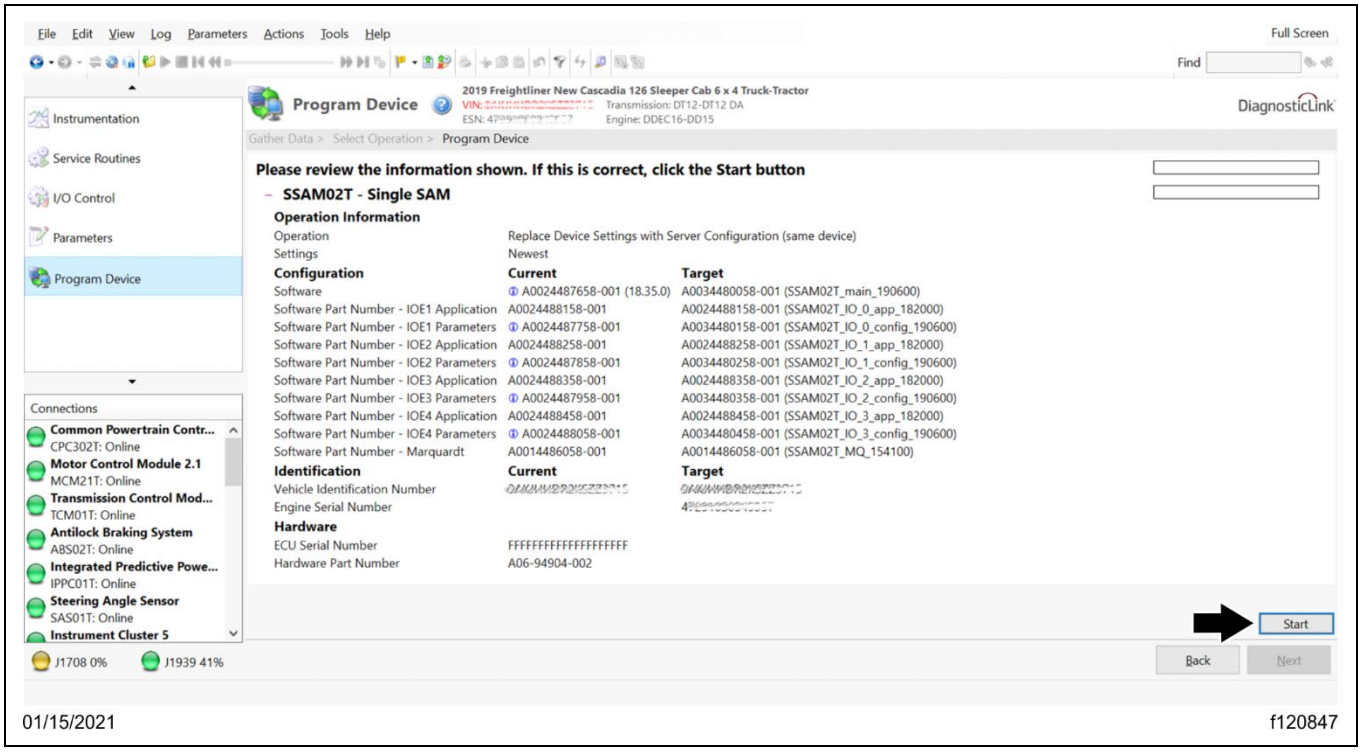


Fig. 19, Select Start to Program the Selected Device (ECU)

7.11. The updated software and parameters will be installed on the sSAM, as shown in **Fig. 20**.

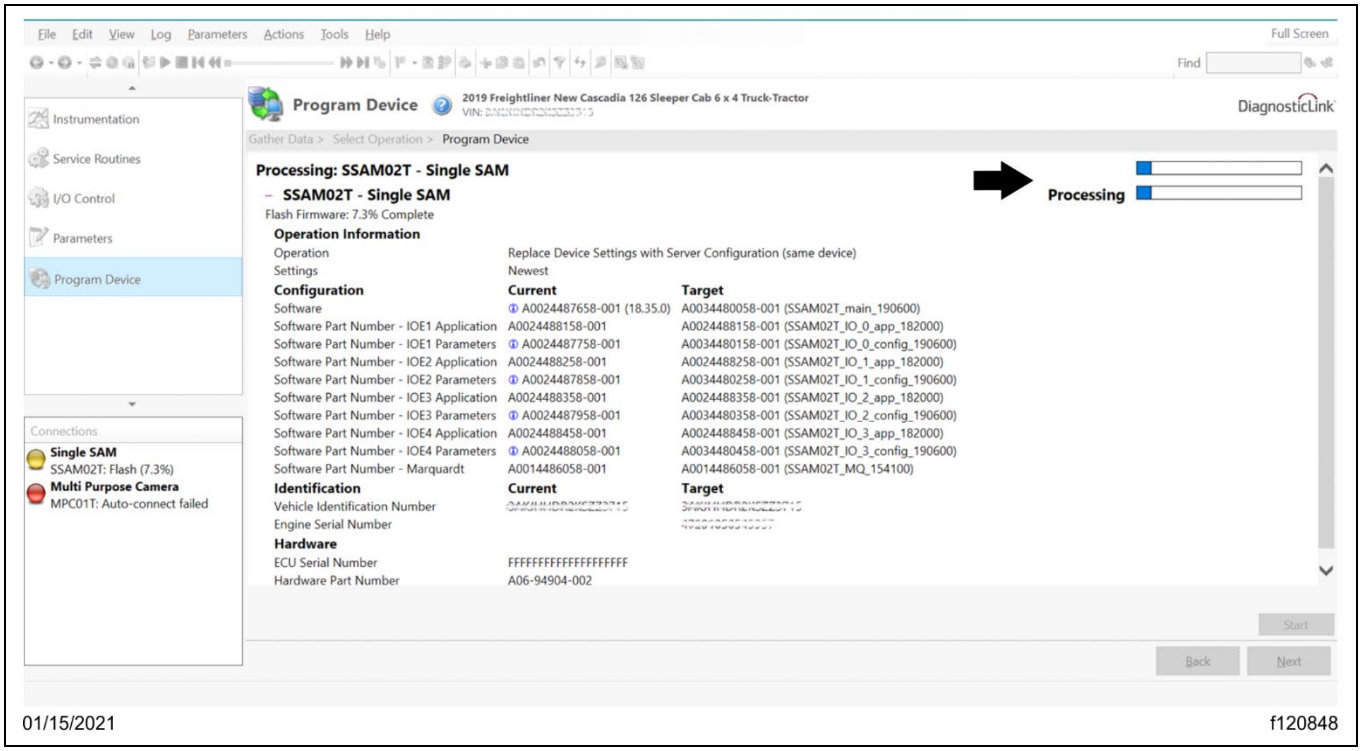


Fig. 20, Programming the Device (ECU)

7.12. When programming is complete, the page will display the message: 'The device was successfully programmed' to indicate the ECU has been successfully updated. Select 'Finish.'

7.13. After programming is complete, the following banner message may appear in the DiagnosticLink: 'The connected vehicle contains chassis devices with incompatible software versions, you will need to update these control devices using Program Device. Select here for more information.'

Is the banner message displayed?

YES → Continue with the next substep.

NO → Go to substep 7.17.

7.14. Select the banner message. See **Fig. 21**.

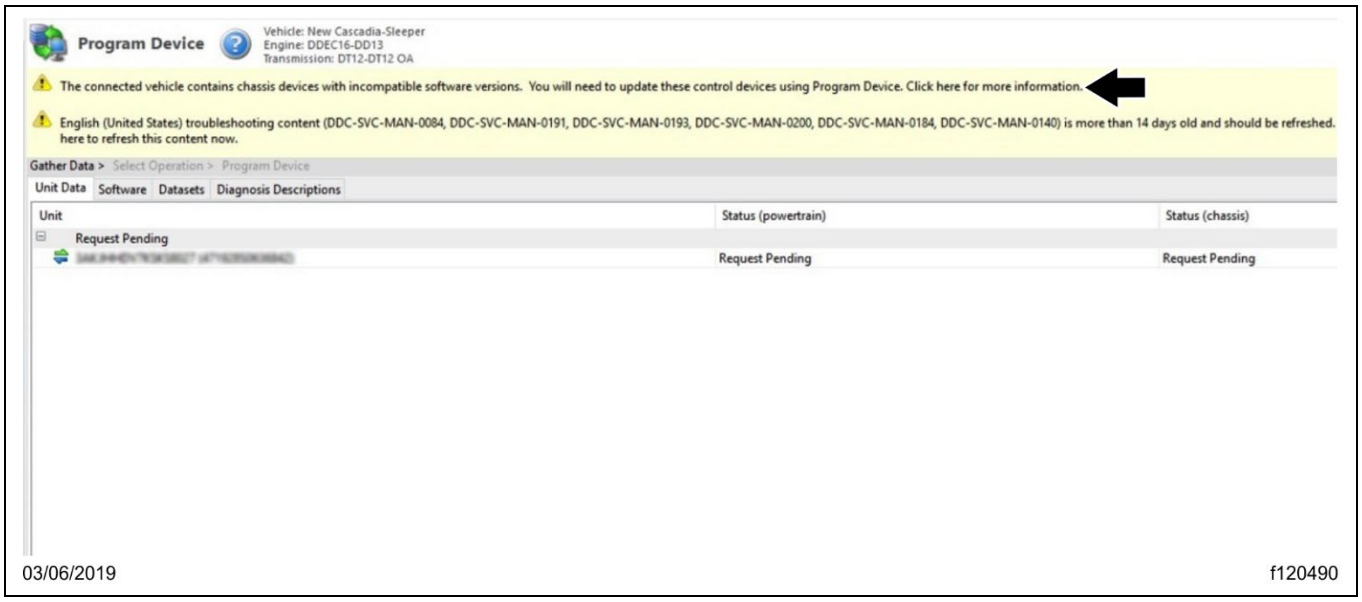


Fig. 21, Selecting the Banner Message

7.15. Print or take a screenshot of the incompatible chassis devices (ECUs). See **Fig. 22**.

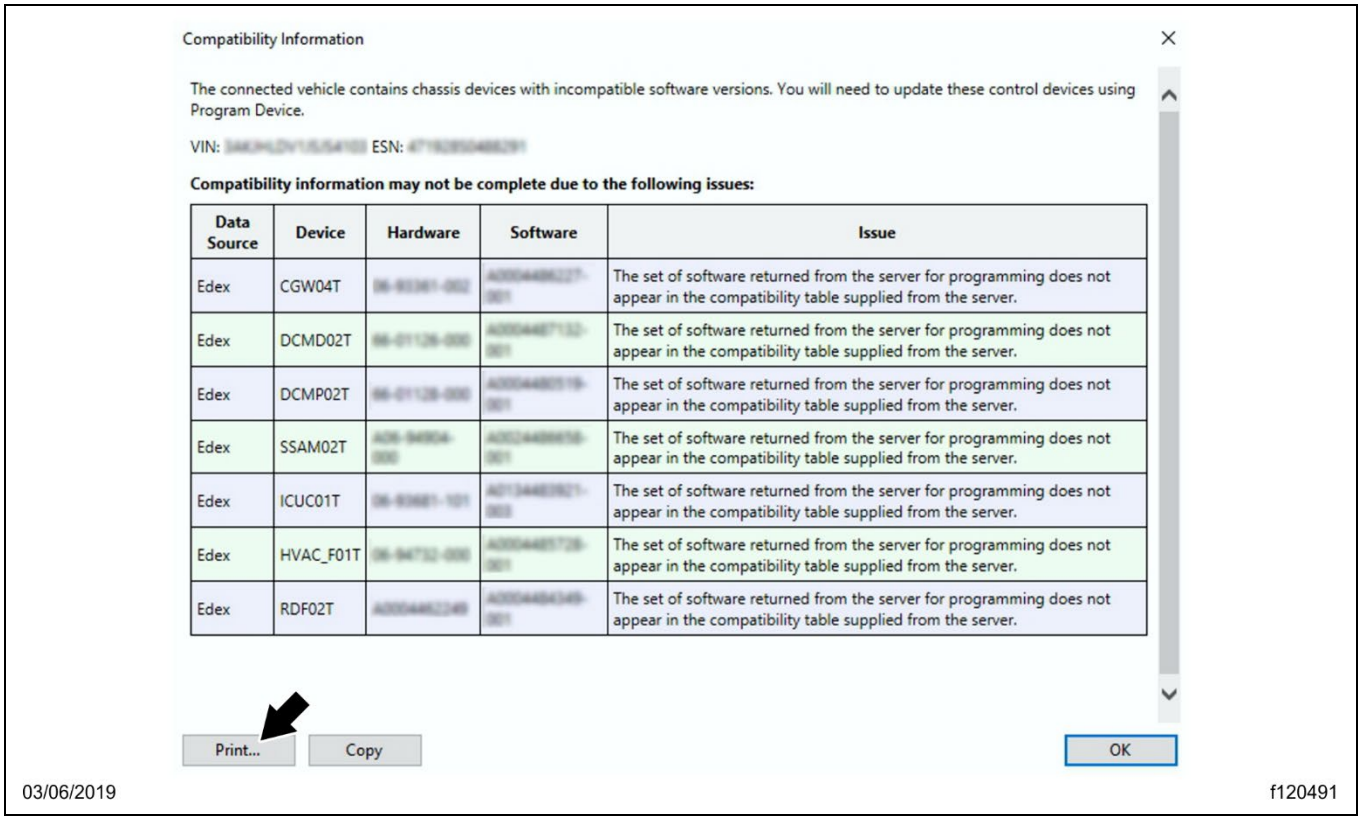


Fig. 22, Printing the List of Incompatible Chassis Devices (ECUs)

NOTE: In some cases, the compatible hardware part number may be different from the hardware currently installed on the vehicle. If this is the case, the hardware may need to be replaced.

7.16. Program all devices (ECUs) listed as incompatible from the previous step:

7.16.1. Select 'Program Device' on the upper left-hand part of the window.

7.16.2. Select the device (ECU) to program, select the VIN, and select either 'Latest' or 'Newest.' Then select 'Next.'

7.16.3. Verify the VIN and hardware part number, then select 'Start' to program the selected device (ECU).

7.16.4. Repeat until all incompatible devices (ECUs) are programmed.

IMPORTANT: After programming, some fault codes may become active and some ECUs may not auto-connect. Cycling the ignition may clear the faults and connect the ECUs.

7.17. Turn the ignition to the OFF position, unplug from the diagnostic port, and restart the DiagnosticLink. Wait for one minute.

7.18. Cycle the ignition 3 times, waiting 30 seconds between key OFF and key ON.

NOTE: This action will enable Intelligent Predictive Powertrain Control (IPPC) to start communicating on rollcall, and eliminate codes for the IPPC not communicating.

7.19. Turn the key to the ON position for the fourth time and connect the vehicle to the DiagnosticLink.

7.20. Select the 'Actions' menu and scroll down and select 'Instrument Cluster Automatic Configuration.' See **Fig. 23**.

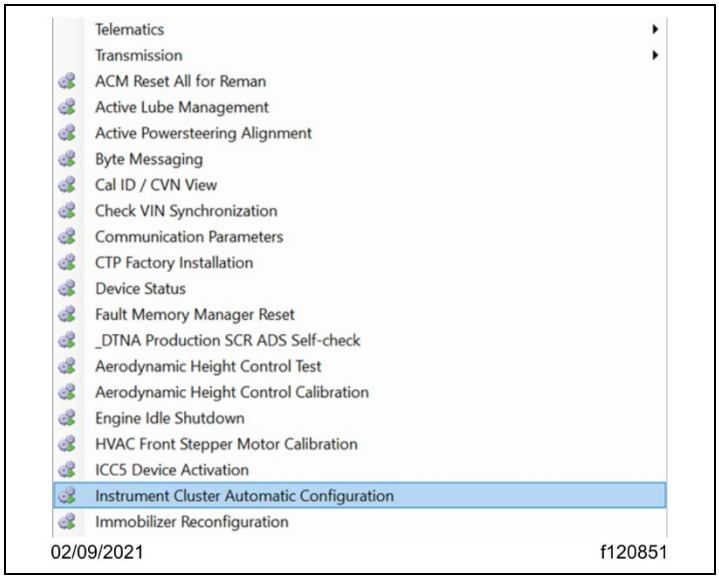
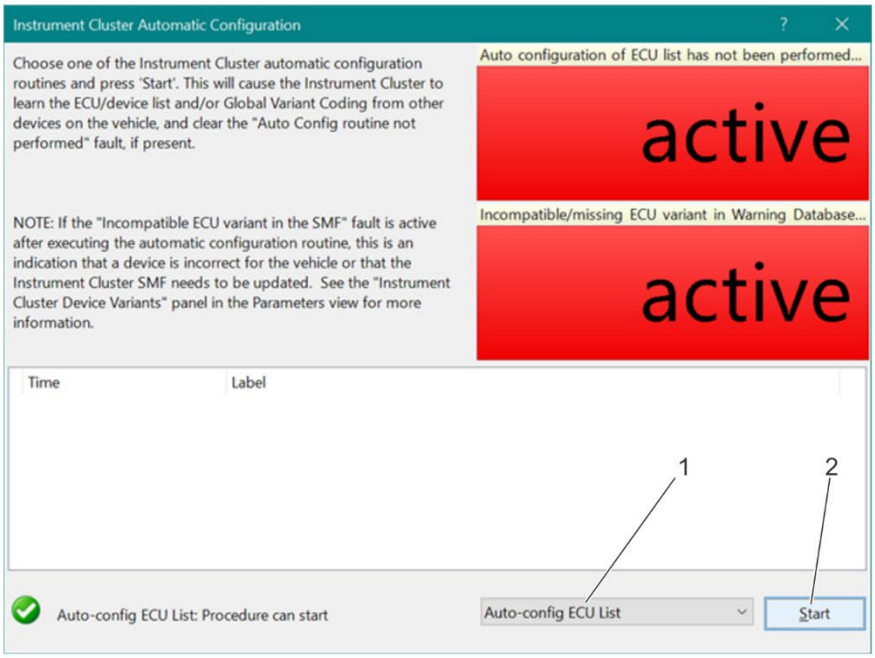


Fig. 23, 'Actions Menu,' 'Instrument Cluster Automatic Configuration' Selected

7.21. Verify that the menu selection at the bottom of the window is ‘Auto-config ECU List’ and select ‘Start.’ See **Fig. 24**.



1. Auto-config ECU List Selected
2. Start Button

Fig. 24, ‘Instrument Cluster Automatic Configuration’ Window

7.22. Once the configuration step is complete, turn the ignition to the OFF position, unplug from the diagnostic port, and restart the DiagnosticLink. Wait for one minute.

7.23. Plug into the diagnostic port. Turn the key to the ON position and connect the vehicle to the DiagnosticLink.

7.24. Clear inactive faults and troubleshoot any active faults.

8. Open DiagnosticLink. Go to the ‘Instrumentation’ tab, then select the ‘Service and Park Brake’ tab. See **Fig. 26**.

9. With a minimum vehicle system air pressure of 60 psi, check the vehicle brake light function with the DiagnosticLink while pressing and releasing the vehicle brake foot pedal, and if so equipped, pulling the vehicle trailer hand brake valve.

   The ‘Service Brake’ panel status should show both ‘OFF’ in normal state when brakes are not applied, as shown in **Fig. 26**, and show as ‘ON’ when the brake foot pedal is pressed or if so equipped, when the trailer hand valve is pulled. See **Fig. 25**. A slight delay between status of ‘OFF’ and ‘ON’ is normal.

   If the brake light function is not correct, check that jumper harness matches the acceptable variations on **Fig. 12** and is fully connected to dash harness and to brake pressure switch.

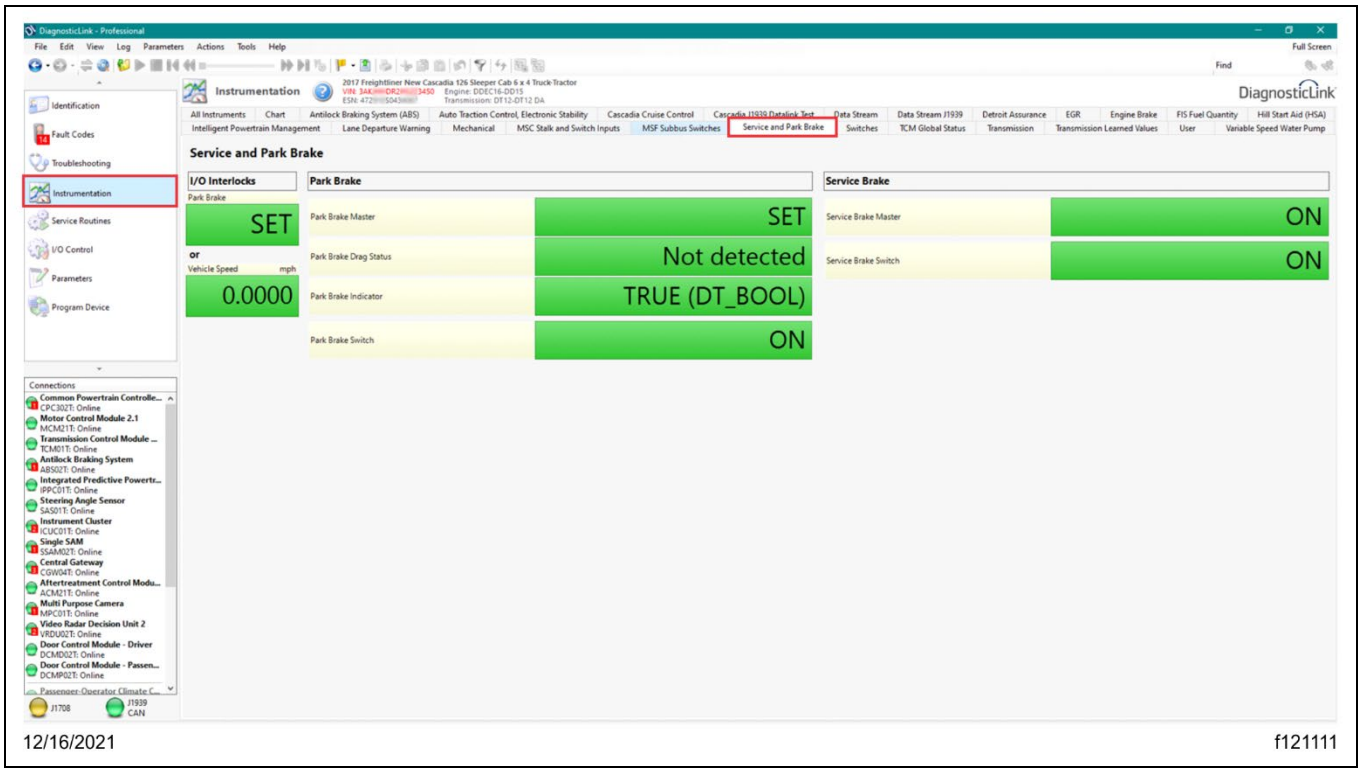


Fig. 25, Service Brake Panel Status When the Brake Pedal is Pressed

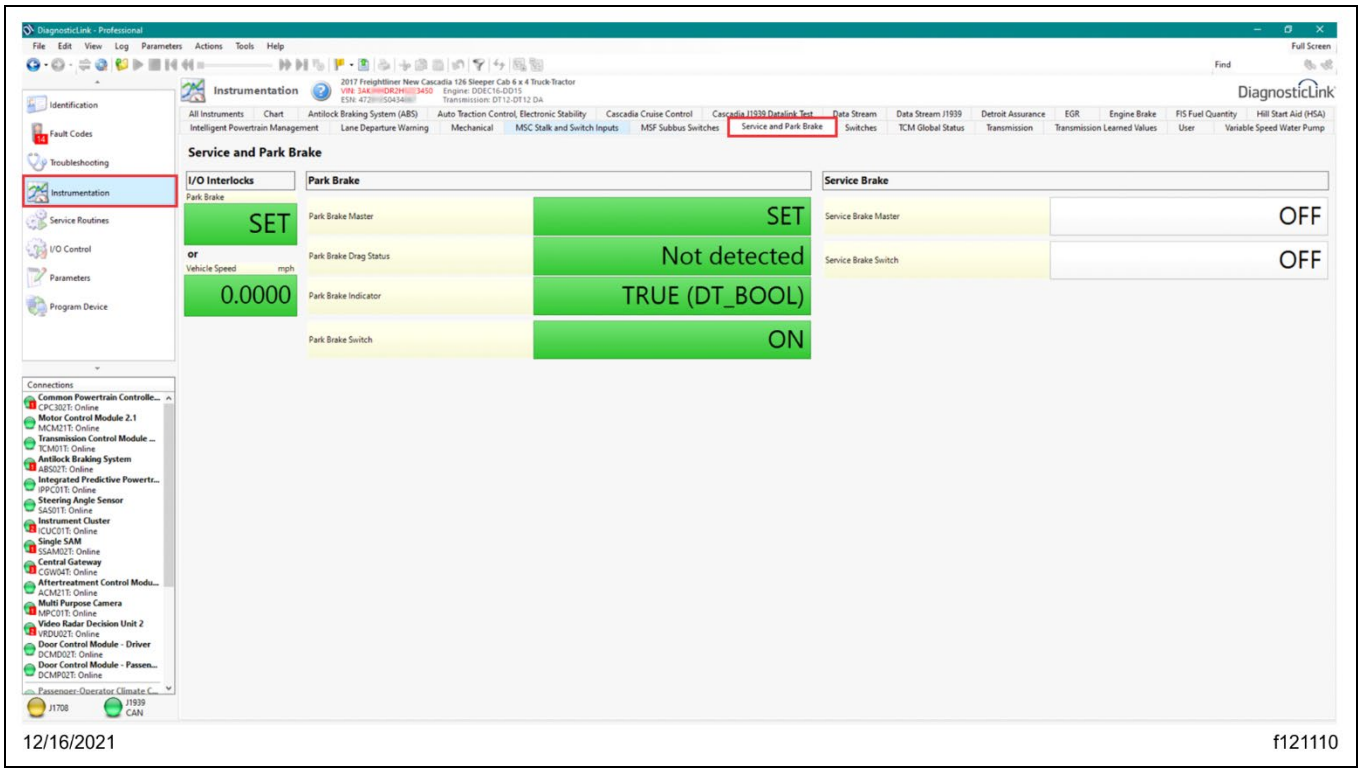


Fig. 26, Service and Park Brake Panel Status in Normal State

10. Check for air leaks at the new brake pressure switch while the vehicle brakes are applied. There should be no audible air leaks at the brake pressure switch while brake pedal is pressed, and if so equipped, when the trailer hand valve is pulled.

    If an air leak is found at the pass-through switch manifold, contact the Customer Assistance Center (CAC) for further instructions.

11. Close DiagnosticLink and disconnect the vehicle.

12. Install the lower steering column and the throttle cover dash panels. For Instructions, see **Group 60: 6** of the *New Cascadia Workshop Manual*.

13. Clean a spot on the base label (Form WAR259). Write the recall number, FL863B, on a blank red completion sticker (Form WAR260), and attach it to the base label to indicate this recall has been completed.