NHTSA Safety Recall 23V-627

TO: **Winnebago Motorhome Dealers**

SUBJECT: **Campaign # 176 – Travato Awning Deployment**

The National Traffic and Motor Vehicle Safety Act, as amended, provides that each vehicle which is subject to a recall campaign of this type must be adequately repaired within a reasonable time after the owner has tendered it for repair. A failure to adequately repair within 60 days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time.

If the condition is not adequately repaired within a reasonable time, the owners may be entitled to an identical or reasonably equivalent vehicle at no charge or to a refund of the purchase price less a reasonable allowance for depreciation.

To avoid having to provide these burdensome solutions, every effort must be made to promptly schedule an appointment with each owner and to repair their vehicle as soon as possible. As you will see in reading the enclosed copy of the letter, which is being sent to owners, the owners are being instructed to contact Winnebago Motorhomes, if you do not remedy the condition within five days of the mutually agreed upon service date. If the condition is not remedied within a reasonable time, they are instructed on how to contact the National Highway Traffic Safety Administration.

REASON FOR THIS RECALL

Winnebago Motorhomes has decided that a defect related to motor vehicle safety exists on certain 2017 – 2024 Travato Motorhomes. These motor homes were manufactured, September 06, 2016 through August 31, 2023.

The retractable awnings are extending unintentionally while the motorhome is in motion. An awning that extends unintentionally while the motorhome is in motion could present a road hazard, which can increase the risk of a crash.

OWNER NOTIFICATION

Owners will be notified of this campaign on their vehicles by Winnebago Motorhomes. For all units in your inventory, the notification will be mailed to you. **DO NOT DELIVER TO A CUSTOMER ANY SUBJECT UNIT UNTIL CORRECTIVE ACTION HAS BEEN TAKEN**. Enclosed is a list of vehicles shipped to you.

DEALER CAMPAIGN RESPONSIBILITY

Dealers are to service all vehicles subject to this campaign at no charge to owners regardless of mileage, age of vehicle, or ownership from this time forward.

Whenever a vehicle subject to this campaign is taken into new or used vehicle inventory or it is in your dealership for service in the future, you should take the steps necessary to be sure the campaign correction has been made before reselling or releasing the vehicle. Owners of vehicles recently sold from your new vehicle inventory are to be contacted by the dealer and arrangements made to make the required correction according to instructions contained in this campaign.

INSTRUCTION TO PERFORM CAMPAIGN # 176 TRAVATO AWNING DEPLOYMENT

Affected Models:
Certain 2017 – 2024 Winnebago Travato Motorhomes.

Repair Procedure:
Refer to instructions for update of the awning circuit.

Parts Information:

To minimize any inconvenience to your customers, we strongly encourage you to promptly order part kits for the vehicles on the attached list. This will ensure you have adequate inventory for your customers. Order the following Part Kit from Winnebago Motorhomes using the WinPortal system. You will be placing the order as a recall order. You will need the recall dealer number and the Winnebago Industries serial number of the affected vehicle to place the order.

REIMBURSEMENT

When the service has been completed, submit the labor amount and labor operation number listed below. Your repair order must be properly signed by both the dealer and the owner.

Labor operation numbers can be found in the Warranty section of WinPortal under Vehicle Info.

GENERATION 1 (G/GL)

OPERATION NUMBER	DEALER NUMBER	PARTS KIT	TIME ALLOWANCE
24760101	7911	RC7911-24-776	2

GENERATION 1 (K/KL)

OPERATION NUMBER	DEALER NUMBER	PARTS KIT	TIME ALLOWANCE
24760201	7918	RC7918-24-776	2

GENERATION 2 (G/GL)

OPERATION NUMBER	DEALER NUMBER	PARTS KIT	TIME ALLOWANCE
24760301	7919	RC7919-24-776	3

GENERATION 2 (K/KL)

OPERATION NUMBER	DEALER NUMBER	PARTS KIT	TIME ALLOWANCE
24760401	7922	RC7922-24-776	3

GENERATION 3 (G/GL)

OPERATION NUMBER	DEALER NUMBER	PARTS KIT	TIME ALLOWANCE
24760501	7923	RC7923-24-776	3

GENERATION 3 (K/KL)

OPERATION NUMBER	DEALER NUMBER	PARTS KIT	TIME ALLOWANCE
24760601	7924	RC7924-24-776	3

GENERATION 4 (G/GL)

OPERATION NUMBER	DEALER NUMBER	PARTS KIT	TIME ALLOWANCE
24760701	7926	RC7926-24-776	3

GENERATION 4 (K/KL)

OPERATION NUMBER	DEALER NUMBER	PARTS KIT	TIME ALLOWANCE
24760801	7927	RC7927-24-776	3

Thank you for your cooperation.

_____

Winnebago Motorhomes
Forest City, Iowa 50436

Enclosures

Travato Gen 1/2 Awning Rework: Recall #176 Work Instruction Addendum

Addendum for kit #
RC7918-24-776 Gen 1 K/KL
RC7922-24-776 Gen 2 K/KL
RC7911-24-776 Gen 1 G/GL
RC7919-24-776 Gen 2 G/GL

Below are updates to the existing instruction packet for Recall 176 on the Travato Gen 1/2. Follow the statements below in conjunction or in place of the existing Instruction packet as directed.

1. In “Step 2A – Installing Harness Driver Side” on the existing recall packet, see the note below.
   a. **Note:** On Gen 1 Coaches, there will be a male spade DY terminal on the recall harness that will not be used. See Image 2, blue box. Tape up this terminal.
2. In “Step 2B – Installing Harness Passenger B Pillar” on the existing recall packet, it instructs to splice the new harness to an existing chime relay. See Image 1, this page of the instructions can be disregarded.
   a. **Note:** With this change, the FFT splice on the new harness will not be used. See Image 2 and 3 red boxes, Tape up this terminal.
3. In “Step 2 – Installing New Harness – Gen 1” the existing instruction packet states to “Follow Step 2H – Route to Roof (awning connection circuits FFT and NM)”. This step is unnecessary for Gen 1 Coaches as FFT and NM will either go to the awning switch or the 12V distribution panel as directed in Step 3A. Disregard step 2H for Gen 1 Coaches.
4. **Note:** In general, avoid reinstalling access panels or covers until unit passes system testing.
5. **Note:** When conducting the system testing, the relay module will hold the park brake signal from when the park brake is engaged until the engine is started or the module loses power. This is due to the chassis going to sleep and needing to hold the park brake signal.
6. **Note:** In some cases, Wire numbers called out in the instruction packet may not match those printed on the wires. For example, the Instructions may call out 2FFT or 1FFT-1, but the wires may have FFT1 or FFT3 printed on them. Disregard the numbers listed in the instructions and simply ensure the circuit name (FFT, TD, NM…) match those printed on the relevant harness circuit.
7. All other steps in the existing packet should be followed.
8. At the end of this packet is a general wire diagram for Gen 2 Travato’s with the BT12, use this to aid troubleshooting as needed.

Travato Gen 1 Awning Rework: Recall #176 Work Instruction Rev B Addendum

Image 2
Gen 1 Harness

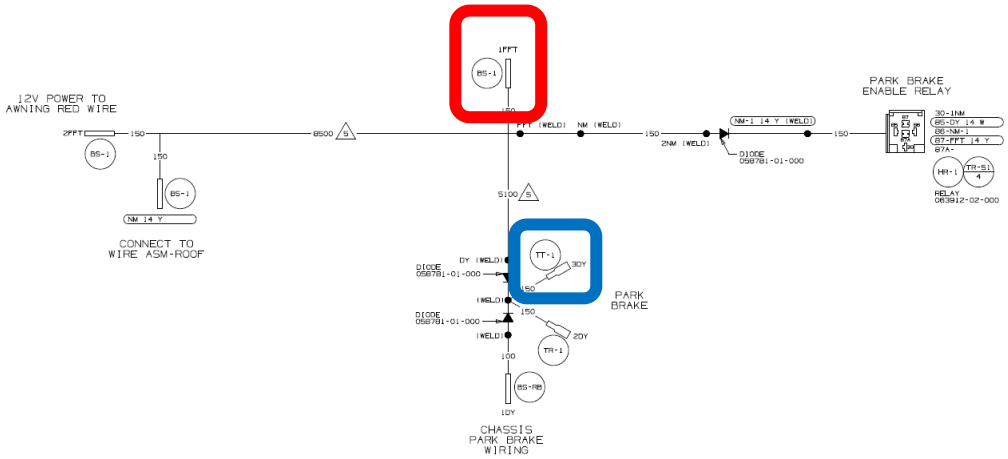


Image 1

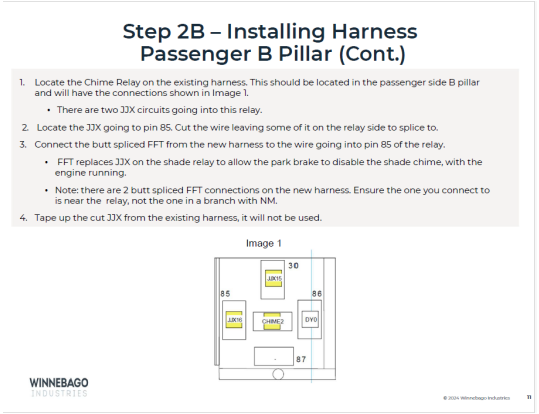
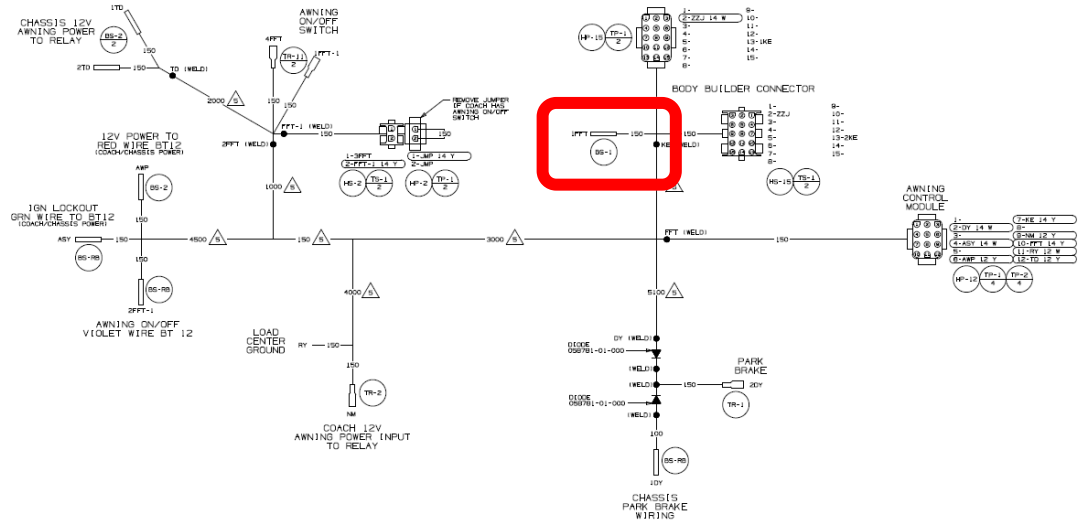
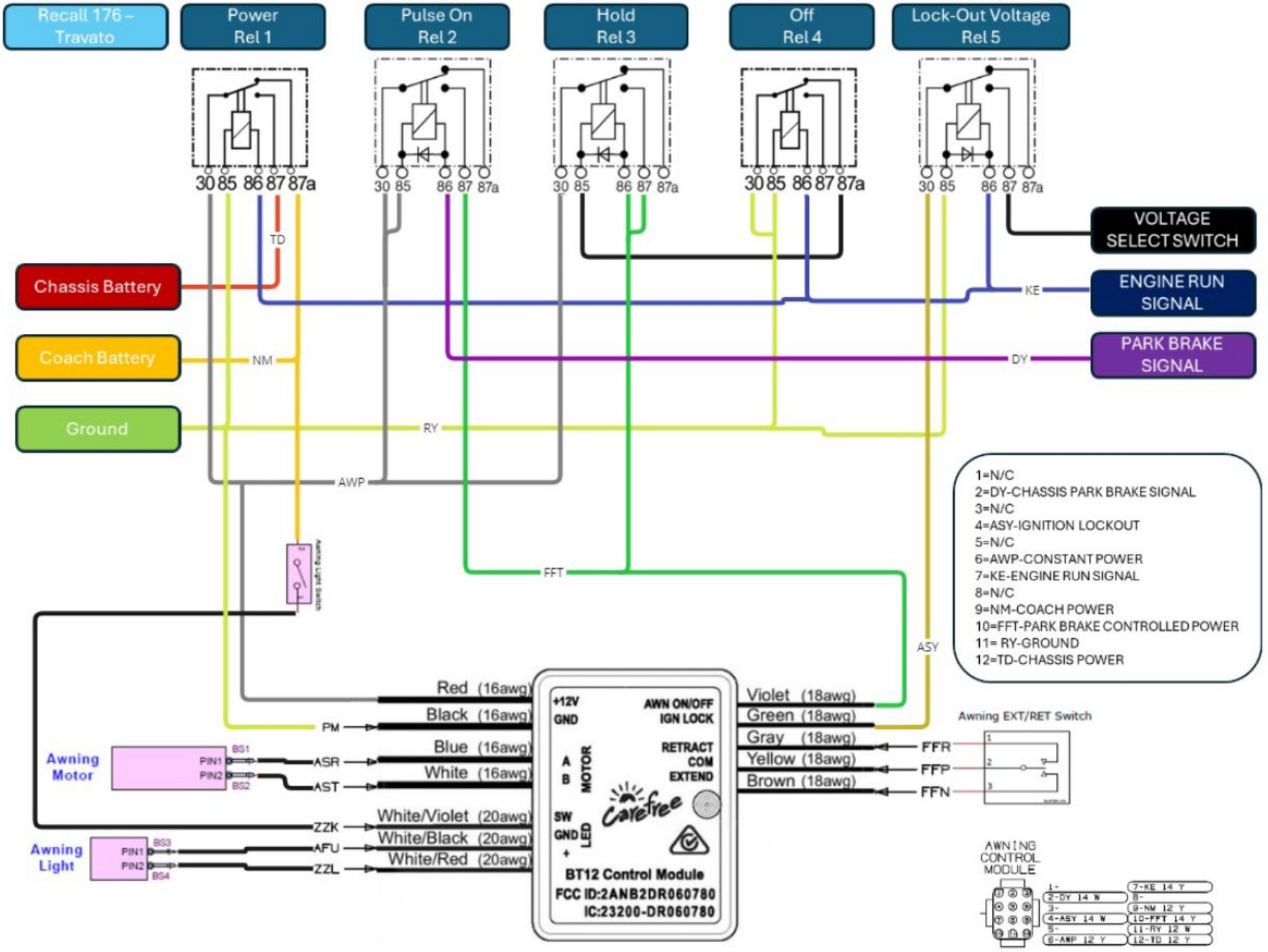


Image 3
Gen 2 Harness



Wiring Diagram – General for Gen 2-4



2021 or Older Ram Promaster Chassis Travato G/GL Awning Rework:

Read the entire instructions carefully before starting the procedure. If you have any questions, please contact Winnebago Industries Technical Service Department by calling 1-866-653-4329 or by email: techservice@wgo.net. This document is confidential and is intended for dealer use only.

2021 and older chassis are identified by having an 'M' or preceding letter as the 10th digit of the VIN, or by having a manual parking brake lever.

Tools and Supplies required-

1. Screw gun with #2 Philips and T20 Torx bit.
2. Cutting tool.
3. Cartridge gun.
4. Drill
5. 1.25" Unibit or like tool
6. Fish tape
7. Plastic trim tools
8. Wire stripper/crimper
9. Multi Tester
10. Adhesive surface prep
11. Manus Sealant – 185987-03-02A or equivalent
12. Electrical Tape
13. Metal primer – not shown

WINNEBAGO INDUSTRIES

2021 or Older Ram Promaster Chassis Travato G/GL Awning Rework:

Parts required:
RC7911-24-776 Gen 1G/GL
RC7919-24-776 Gen 2 G/GL

1. 1.25" Grommet – 114208-07-000 (3)
2. Large zip ties - 008343-04-000(25)
3. Adhesive zip tie mounts - 357004-01-000 (2)
4. Awning Control Module (Gen 2) - 358901-01-000 (1)
5. Wire Asm - Awning (Gen 1) –358895-01-000, (Gen 2) - 358883-01-000 (1)
6. 15A Fuse – 062901-05-000 (1)
7. P clamp - 083610-01-000 (3).
8. Small zip ties - 008343-03-000(10)
9. Black Self-tapping screw – 000G39-10-12T (3)
10. Silver Self-tapping screw – 000G39-08-12B (4)
11. Double Sided Tape – 076322-22-000 (4")
12. Ring Terminal - 326278-01-000 (1)
13. Screws M4 X 20 – 339810-01-703 (2)
14. Screws #8 x 1", T20 – 339810-01-704 (5)
15. Carefree LH Motor Wedge – 339810-01-709 (1)
16. Butt Splice (Gen 2) – 326335-01-000 (1)

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Step 1– Pre-Rework Prep

1. Disconnect the shore power cord from the coach – See Image 1.
2. Turn off the house disconnect switch – See Image 2.
3. Disconnect the 12v chassis battery ground. Refer to the Promaster user manual to disconnect the ground cable from the battery.
4. NOTE: If the chassis battery ground is not disconnected before performing the rework, chassis faults may occur that will require a Promaster service center. This cost is not covered under this recall.

Image 1

Image 2

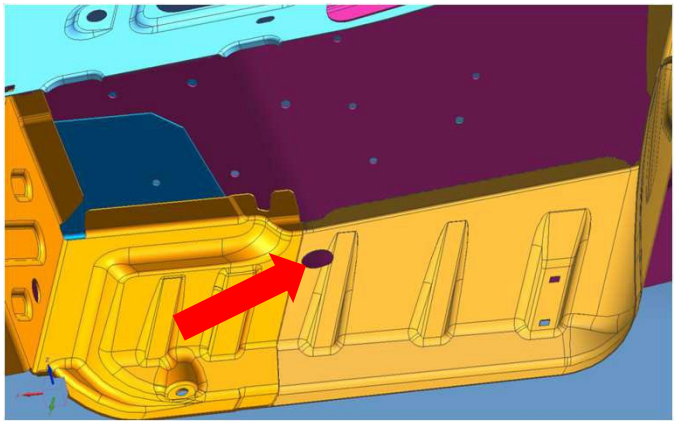
WINNEBAGO INDUSTRIES

Step 2 – Installing New Harness

1. Locate and remove the passenger side stepwell covers using a screw gun with Philips bit, see Image 1.
2. Using the Unibit, drill a 1.25" hole going through the chassis as shown, see Image 2 red arrow. The hole should be at most 1" away from the vertical walls. Prime the bare metal around the cut hole to prevent rust.
3. Put a split into a 1.25" grommet, install it on the harness, and then into the floor from above.

Image 1

Image 2

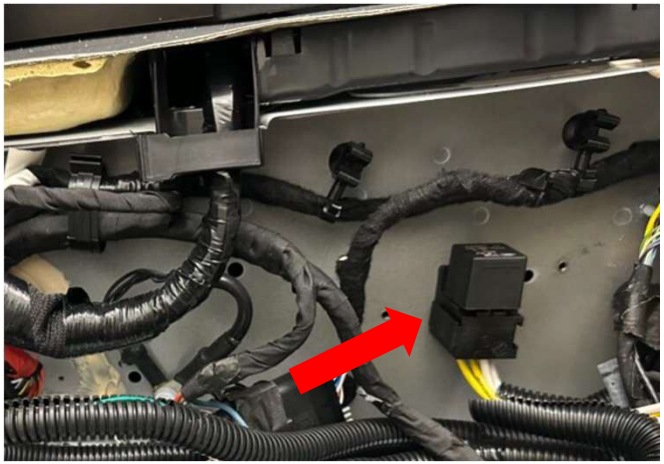


WINNEBAGO INDUSTRIES

Step 2 – Installing New Harness – Gen 1

1. If your coach is Gen 1 (Winnebago model years 2016-2019), follow the instructions below. Otherwise continue to next page (5).
2. Mount the relay of the new harness using self-tapping screws on the vertical wall of the stepwell closest to the seat, See Image 1.
3. Follow Step 2A – Installing Harness Driver Side
4. Any excess wiring on the new harness can be pulled through the 1.25" hole.
5. Reinstall the Passenger side stepwell covers.
6. Follow Step 2C – Harness Install Under Coach
7. Follow Step 2H – Route to Roof (awning connection circuits FFT and NM)
8. Continue to Step 3.

Image 1



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Step 2 – Installing New Harness – Gen 2

1. If your coach is Gen 2(Winnebago model years 2020-2021), follow the instructions below. Otherwise refer to previous page (4).
2. Mount the new Awning Control Module using self-tapping screws on the vertical wall of the stepwell closest to the seat, See Image 1. Creating a pilot hole may assist with the installation and avoid damage to the relay board.
3. Connect the 12-pin plug on the new harness to the Awning Control Module.
4. IMPORTANT: The switch on the Awning Control Module controls needs to be set to GROUND– See Image 4.
   - Setting the switch to GROUND will auto retract the awning when the engine is started.
   - 12VDC would disable the auto retract function.
5. Follow Step 2A – Installing Harness Driver Side.
6. Follow Step 2B – Harness Install Passenger B Pillar.
7. Follow Step 2C – Harness Install Under Coach.
8. Follow Step 2D – Switch Connection W/ Carefree Switch IF the awning switch looks like Image 2.
9. Follow Step 2E – Switch Connection W/O Carefree Switch IF the awning switch looks like Image 3.
10. Follow Step 2F – Coach 12v Fuse Panel Connection.
11. Follow Step 2G – Installing Harness with Recall 168.
12. Follow Step 2H – Route to Roof (awning connection circuits AWP, ASY, and FFT-1)
13. Continue to Step 3.

Image 1

Image 2

Image 3

Image 4

WINNEBAGO INDUSTRIES

Step 2A – Installing Harness Driver Side

1. Route the three manual park brake DY circuits from the new harness up under the passenger side wheel well plastic trim and flooring, and behind the passenger kick cover. See Image 1 and 2, yellow arrows.
2. Pop out the center cup holder and screw covers from the center console plastic enclosure. It is held in with clips.
3. Using a screw gun and trim tools, remove the 4 mounting screws and pop the clips to detach the center console plastic enclosure from the chassis.
4. Route behind the center console to reach the driver side, follow and secure to the existing harnesses behind the center console. See Image 3 for entry point.
5. Locate and remove the driver side stepwell covers using a screw gun with Philips bit.
6. Route the harness below the steering column, following the existing harnesses. Then route the harness beneath the driver side stepwell covers. See Image 4, yellow arrows for wire path.

Image 1

Image 2

Image 3

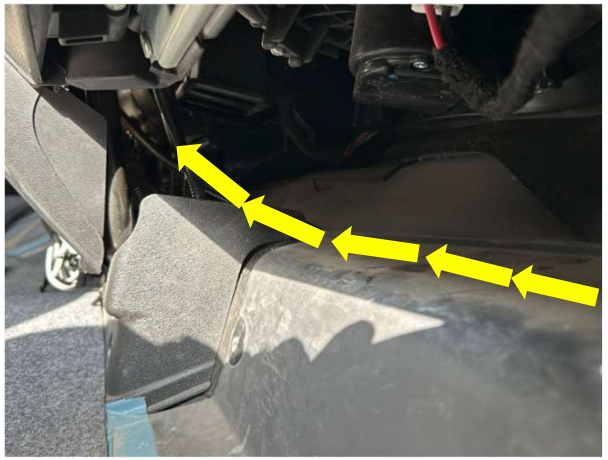


Image 4

WINNEBAGO INDUSTRIES

Step 2A – Installing Harness Driver Side (Cont.)

1. Route the harness below the steering column, following the existing harnesses. Then route the harness beneath the driver side stepwell covers. See Image 1, yellow arrows for wire path.
2. Remove the parking brake plastic shroud, it is held on with one screw. See Image 2 red arrow.
3. Remove the parking brake switch from the parking brake bracket, See Image 3 and 4. It is secured with one screw.
4. Connect the female spade DY from the new harness in place of the existing connection to the parking brake spade terminal. See Image 5 red arrow.
5. **Note:** some coaches will already have Winnebago Wiring going to the park brake:
   a) If your coach does not have this wiring, cut and discard the terminal on the chassis harness. Splice the butt spliced DY from the new harness to the chassis harness that was just cut, See Image 5 green arrow.
   b) If your coach does have this wiring, follow the steps on the next page.
6. Secure the harness so that it is immobilized up to the 1.25" hole in the passenger stepwell. Ensure the harness is not visible to the end user.
7. Reinstall the driver side stepwell covers and center console.

Image 1

Image 2

Image 3

Image 4

Image 5

2A - Installing Harness Driver Side (Cont.)

1. Some coaches will already have a Winnebago harness going to the chassis park brake, if this is the case follow the steps below.
2. Locate DY on the existing harness that passes through the driver side stepwell.
3. Cut the existing harness to separate the diodes and park brake connections from the rest of the harness.
4. Terminate the DY that runs up into the dash with the supplied ring terminal, See Image 1.
5. Connect the ring terminal to the chassis ground stud and torque to 8NM(5.9 Ft Lbs.), See Image 2.
6. Connect the butt splice DY on the new harness to the chassis park brake harness in place of the existing harness's DY. See Image 3, Red arrow.
7. Return to the previous page and ensure step 2A is complete before moving forward.

Image 1

Image 2

Image 3

WINNEBAGO INDUSTRIES

Step 2B – Installing Harness Passenger B Pillar

1. Unscrew the forward 2 screws on the passenger side B pillar cover and partially pull away for access. See Image 1.
2. Route the 15 pin plugs on the new harness from the Passenger stepwell into the B pillar.
3. Replace the male 15 pin housing already connected to the bodybuilder plug with the new harness' 15-pin male connecter. See Image 2.
4. Connect the original harness' Male connector the new harness' 15-pin female connector. See Image 3.
5. Tuck the harness below the floor as it travels from the stepwell to the B pillar. See Image 4 yellow line for path.
6. **Note:** Your coach may not have the adjoining ZZJ circuit to match the new harness. Additionally, the color of the wires in mating circuits at these connectors may not match. This is expected and will not affect the functionality of the coach.

Image 1

Image 2

Image 3

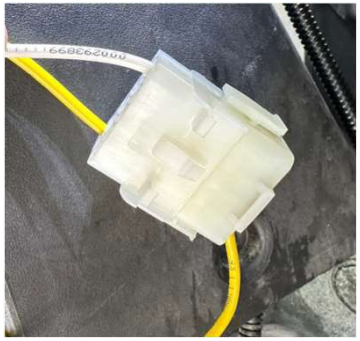


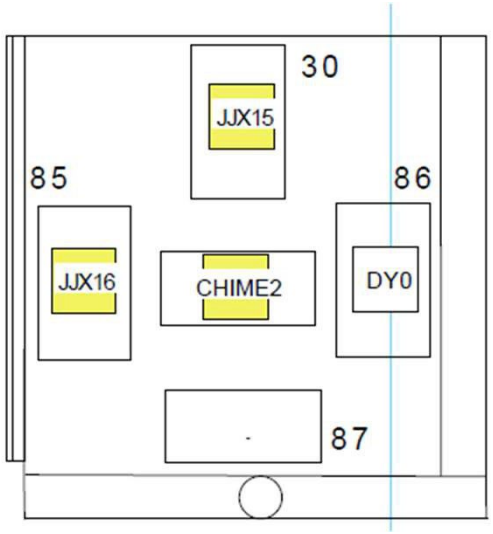
Image 4

WINNEBAGO INDUSTRIES

Step 2B – Installing Harness Passenger B Pillar (Cont.)

1. Locate the Chime Relay on the existing harness. This should be located in the passenger side B pillar and will have the connections shown in Image 1.
    - There are two JJX circuits going into this relay.
2. Locate the JJX going to pin 85. Cut the wire leaving some of it on the relay side to splice to.
3. Connect the butt spliced FFT from the new harness to the wire going into pin 85 of the relay.
    - FFT replaces JJX on the shade relay to allow the park brake to disable the shade chime, with the engine running.
    - Note: there are 2 butt spliced FFT connections on the new harness. Ensure the one you connect to is near the relay, not the one in a branch with NM.
4. Tape up the cut JJX from the existing harness, it will not be used.

Image 1



WINNEBAGO INDUSTRIES

Step 2C – Installing Harness Under Coach Gen 1 2016

1. Follow these instructions for Gen 1 2016 coaches, otherwise continue to next page.
2. On the coach interior, gain access to the galley cabinet interior by removing the drawers.
3. Drill a 1.25" hole through the chassis into the galley cabinet. The best location for this hole may vary by build, locate an open area within the footprint of the galley cabinet to drill through. When identifying a location drill a pilot hole from inside the cabinet down and then cut the 1.25" hole up to confirm there is no obstacles or damage to existing parts. A typical location is shown in Image 2, red arrow. Prime the bare metal around the cut hole to prevent rust.
4. Route the new harness from the passenger stepwell back through the LP manifold mounting bracket. Bring the harness up into the Galley cabinet 1.25" hole. See Image 5, red arrows. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.
5. Secure the new harness up to the existing Winnebago harnesses or chassis mounting holes using zip ties and to the chassis rib using P clamps. See Images 5, yellow arrows. The new harness should not be allowed to sag below the existing harnesses. The 1.25" holes in the chassis can be filled with Manus to prevent water intrusion.

Image 2

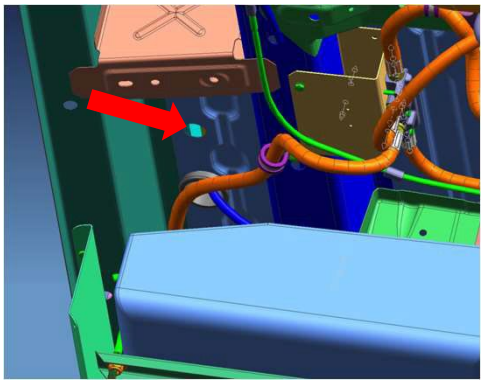
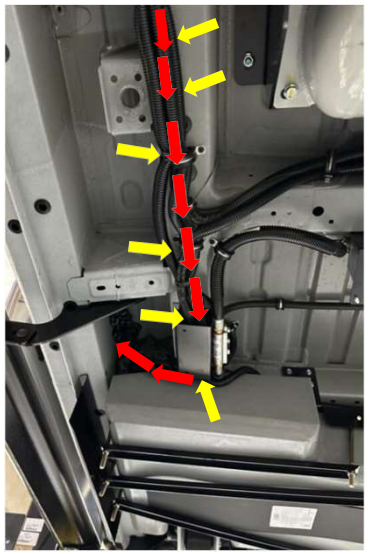


Image 5



WINNEBAGO INDUSTRIES

Step 2C – Installing Harness Under Coach Gen 1 2017-2019

1. Follow these instructions for Gen 1 2017-2019 coaches, otherwise continue to next page.
2. Gain access to the area behind the fuse panel in the bed cabinet. This can be done by removing the drawer above the fuse panel and unmounting the fuse panel itself. See Image 1.
3. Below the coach, drill a 1.25" hole up through the chassis into the bed cabinet, See Image 3 red arrow for a typical location. The best location for this hole may vary by build, locate an open area behind the breaker and fuse panels in the bed cabinet to drill through. When identifying a location drill a pilot hole from inside the cabinet down and then cut the 1.25" hole up to confirm there is no obstacles or damage to existing parts. Prime the bare metal around the cut hole to prevent rust.
4. Route the new harness from the passenger stepwell back through the LP manifold mounting bracket. See Image 5, red arrows.
5. Route the new harness through the grey tank mounting brackets, over the rearward battery, and into the new bed cabinet 1.25" hole. See Image 4 and 6, red arrows. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.
6. Secure the new harness up to the existing Winnebago harnesses or chassis mounting holes using zip ties and to the chassis rib using P clamps. See Images 4, 5 and 6, yellow arrows. The new harness should not be allowed to sag below the existing harnesses. The 1.25" holes in the chassis can be filled with Manus to prevent water intrusion.

Image 5

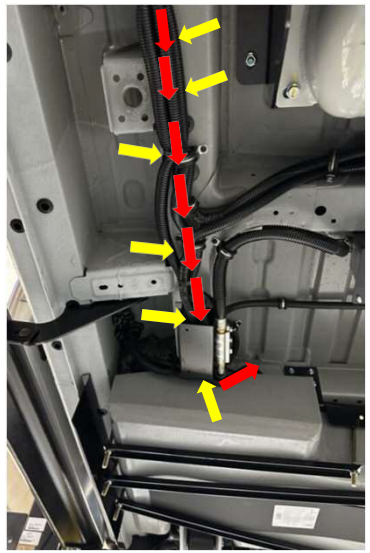


Image 1

Image 3

Image 4

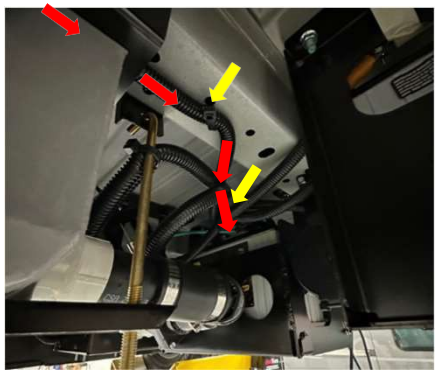
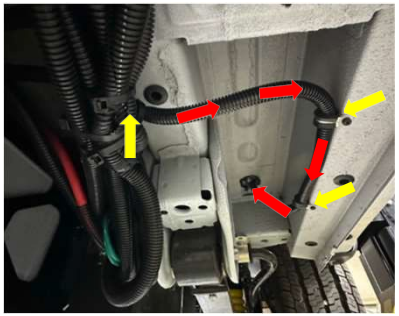


Image 6



WINNEBAGO INDUSTRIES

Step 2C – Installing Harness Under Coach Gen 2

1. Follow these instructions for Gen 2 coaches, otherwise continue to next page.
2. On the coach interior, gain access to the galley cabinet interior by removing the drawers.
3. Gain access to the area behind the fuse panel in the bed cabinet. This can be done by removing the drawer above the fuse panel and unmounting the fuse panel itself. See Image 1.
4. Drill a 1.25" hole through the chassis into the galley cabinet. The best location for this hole may vary by build, locate an open area within the footprint of the galley cabinet to drill through. When identifying a location drill a pilot hole from inside the cabinet down and then cut the 1.25" hole up to confirm there is no obstacles or damage to existing parts. A typical location is shown in Image 2, red arrow. Prime the bare metal around the cut hole to prevent rust.
5. Below the coach, drill a 1.25" hole up through the chassis into the bed cabinet, See Image 3 red arrow for a typical location. The best location for this hole may vary by build, locate an open area behind the breaker and fuse panels in the bed cabinet to drill through. When identifying a location drill a pilot hole from inside the cabinet down and then cut the 1.25" hole up to confirm there is no obstacles or damage to existing parts Prime the bare metal around the cut hole to prevent rust.
6. Route the new harness from the passenger stepwell back through the LP manifold mounting bracket. Bring the harness up into the Galley cabinet 1.25" hole. See Image 5, red arrows. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.
7. Route the new harness branch with NM through the grey tank mounting brackets, over the rearward battery, and into the new bed cabinet 1.25" hole. See Image 4 and 6, red arrows. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.
8. Secure the new harness up to the existing Winnebago harnesses or chassis mounting holes using zip ties and to the chassis rib using P clamps. See Images 4, 5 and 6, yellow arrows. The new harness should not be allowed to sag below the existing harnesses. The 1.25" holes in the chassis can be filled with Manus to prevent water intrusion.

Image 5

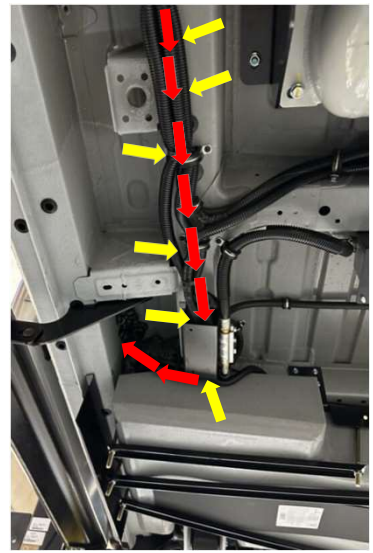


Image 1

Image 2

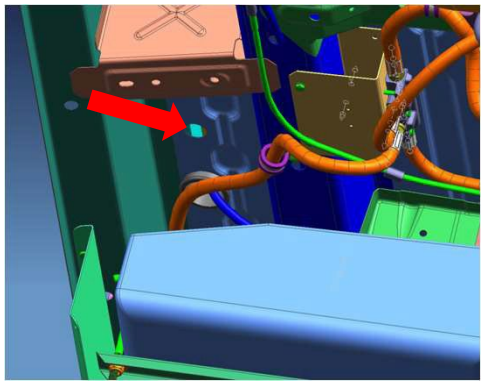


Image 3

Image 4

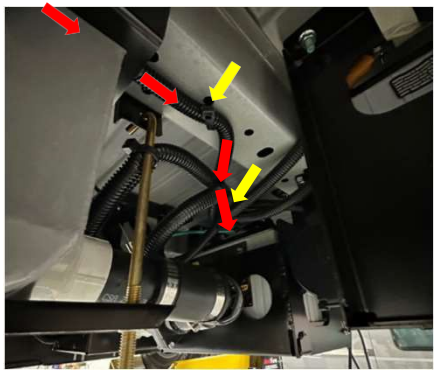
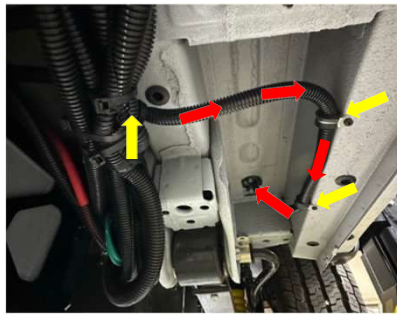


Image 6



WINNEBAGO INDUSTRIES

Step 2D – Switch Connection W/ Carefree Switch

1. If the coach is equipped with the Carefree awning on/off switch, follow the below steps.
2. Connect the branch FFT and FFT-1 spade connector from the new harness to the awning on/off switch in place of the current connections. See Image 1 red arrows .
3. Remove the jumper from the new harness and discard. See Image 2.
4. Leave one of the TD connections on the new harness un-taped and disconnected, this will be connected later once power is restored.
5. The remaining TD wire connection on the new harness will not be used, it can be taped up along with all other connections on the original harnesses in this area that are not labeled TD.

Image 1

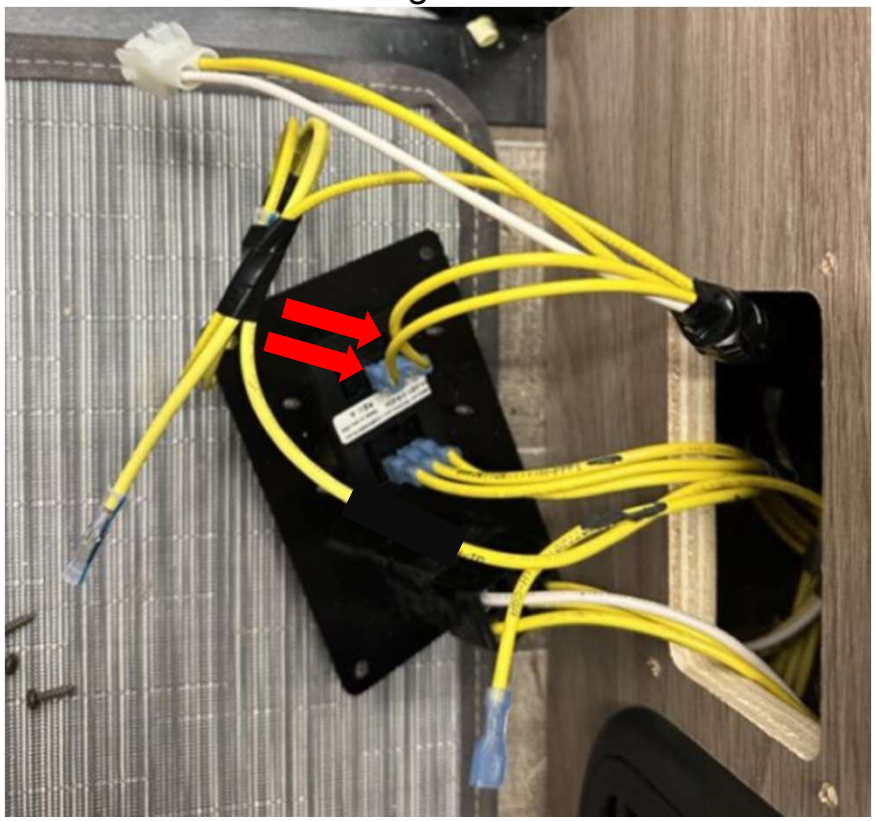
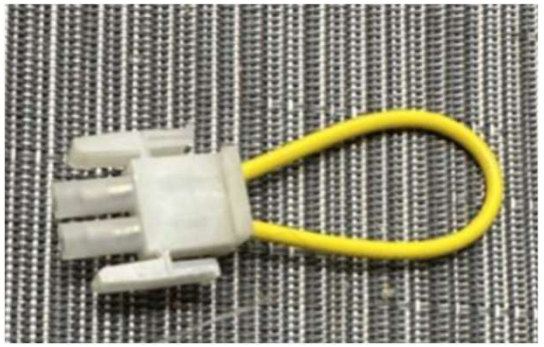


Image 2

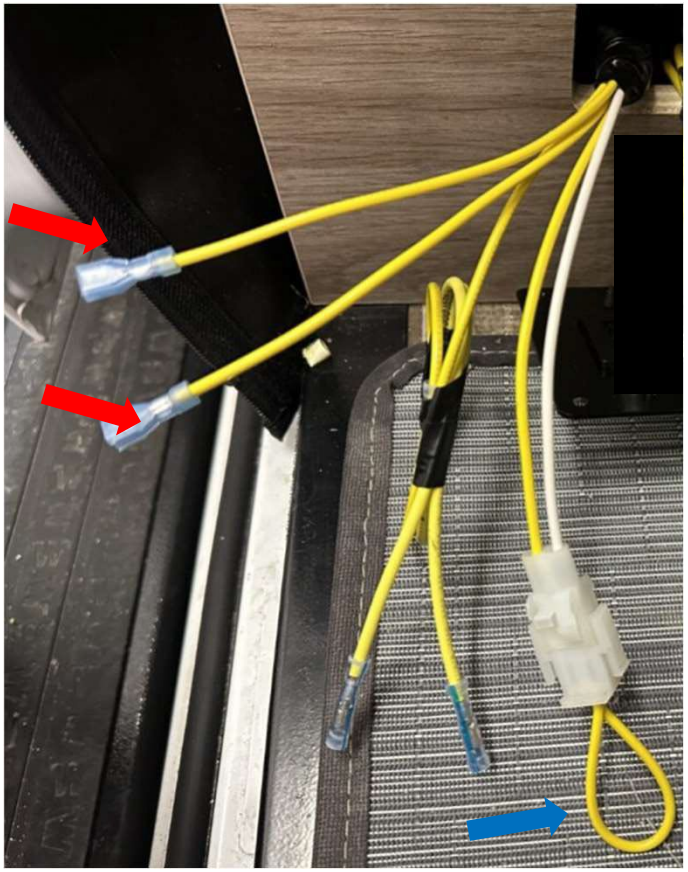


WINNEBAGO INDUSTRIES

Step 2E – Switch Connection W/O Carefree Switch

1. If the coach is not equipped with the Carefree awning on/off switch, follow the below steps.
2. Leave the jumper from the new harness installed. This makes connections to the spades FFT and FFT-1 not necessary, these can be taped up. See Image 1 red arrows for unneeded spades and blue for jumper installed.
3. Leave the TD connections on the new harness un-taped and disconnected, this will be connected later once power is restored.

Image 1



WINNEBAGO INDUSTRIES

Step 2F – Coach 12v Fuse Panel Connection

1. As needed, unmount the Coach 12v Fuse Panel.
2. Connect the spade connector on NM to an open spade terminal on the back of the Coach 12v Fuse Panel. See Image 1, red arrow.
3. Install a 15A fuse on the front of the Coach 12v Fuse Panel into the matching space and label this fuse "Awning". See Image 2 and 3 red arrows.
4. Attach RY to the ground bar of the Coach 12v Fuse Panel, See Image 4.

Image 1

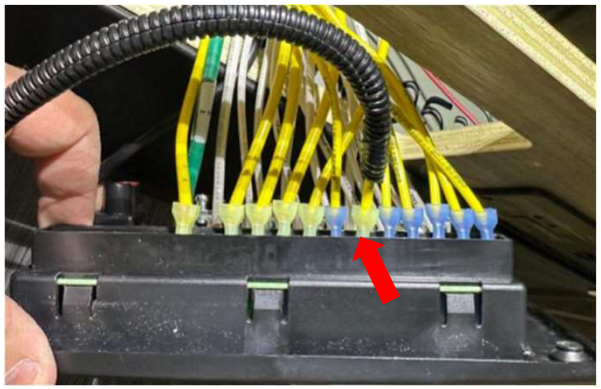


Image 2

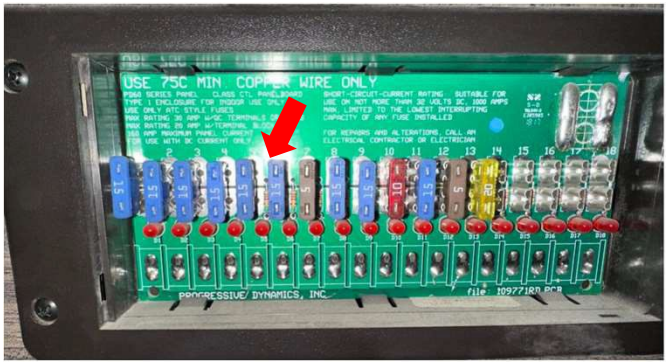


Image 3

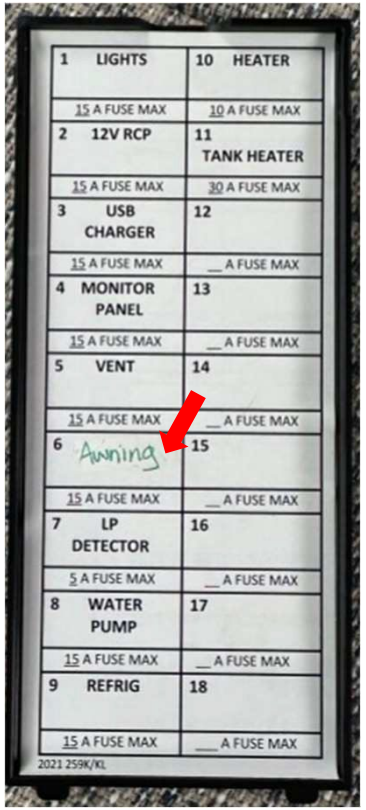
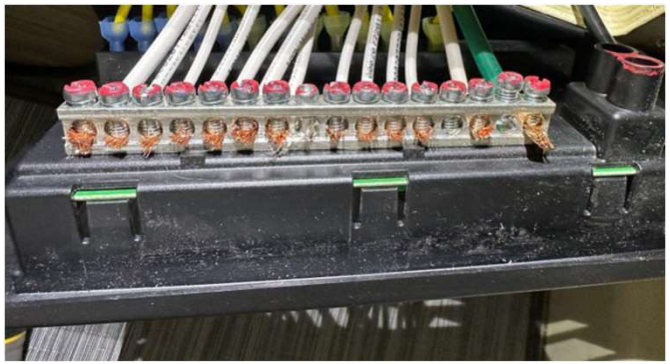


Image 4

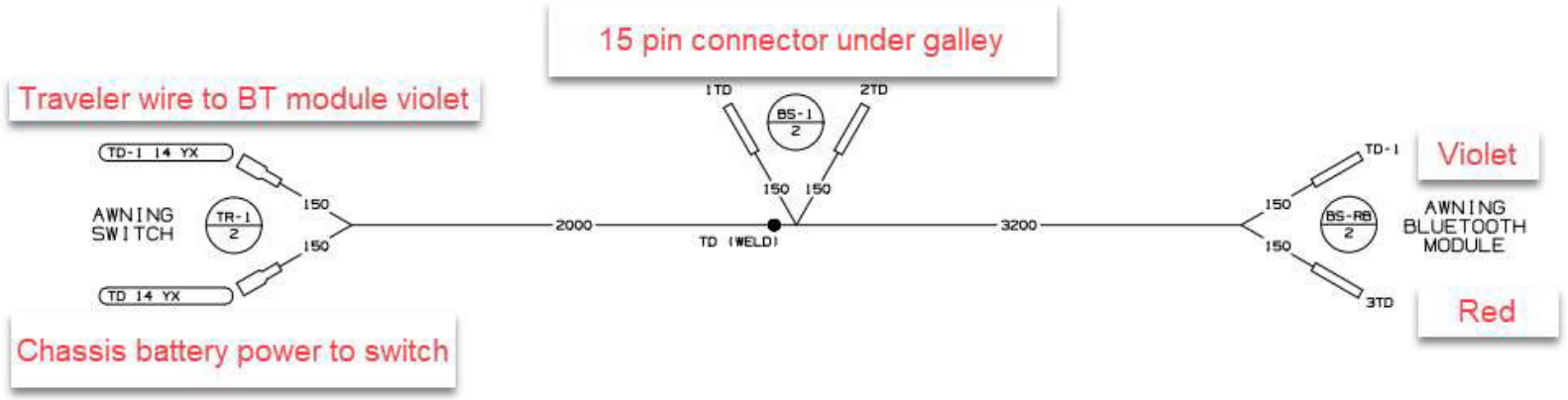


WINNEBAGO INDUSTRIES

Step 2G – Installing Harness with Recall 168

1. Some coaches may have recall 168 previously completed . This can be identified visually through the addition of the harness in Image 1 installed between the BT-12 and the awning switch.
   - The Part Number printed on the wires should be 000270094
2. If this harness is present, cut all connections and remove the harness.
   - Note: Because the harness is running up to the BT-12, it may be useful to tape the new harness to a section of the recall 168 harness and pull it through.
3. The continuity of the TD circuit on the original harness should be restored. This can be done using 1TD and 2TD on the New Harness.
   - If this is done, any following references to connecting TD can be disregarded.
4. Follow the proceeding pages for the other new connections.

Image 1



Step 2H – Route to Roof

1. Partially unmount the plastic closeout panel above the sliding door. The closeout panel is secured to the roof, sidewall rib, and screen door. Only remove screws as needed to pull away panel, and gain access to the necessary connections. See Image 1 for screw locations, keep track of which type of screw goes into which hat retainer.
2. Take the awning connection circuits of the new harness and route it behind the cabinet, up through the plastic trim at the rear of the sliding door, and up to the BT-12. There is a recessed path that allows the wire to pass through without interfering with the abs panel fitment, See Image 2 and 4 yellow arrows for wire path. Use trim tools as needed to pry the panels away and fish tape to bring the circuits up, See Image 3. The sliding door seal can be removed for easier access.

Image 1

Image 2

Image 3

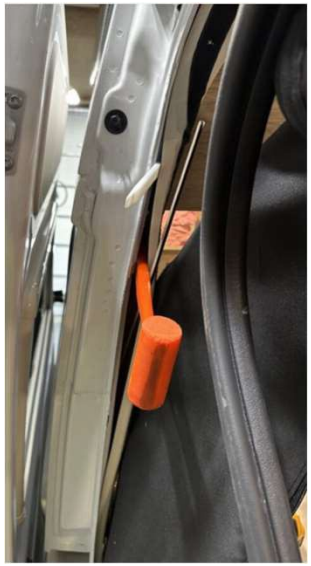
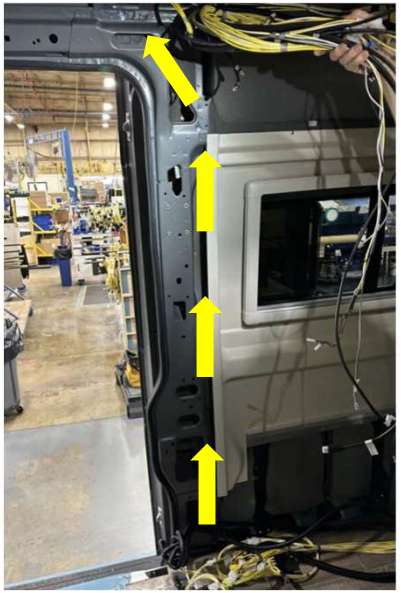


Image 4



WINNEBAGO INDUSTRIES

Step 3A – No BT-12 – Gen 1

1. This is relevant for 2016 Winnebago model year Travato's . This can be identified by the connections made to the awning switch in Image 1. If your coach does not have these circuits going to the awning switch proceed to the next page.
2. Locate one of the NM's that goes into the awning switch, follow this back 300mm where NM splits off.
3. Cut circuit NM before it splits off to go to the switch.
4. Follow Image 2 for connecting FFT and NM from the new harness to the existing NM circuit that was just cut. FFT will splice on going towards the switch, and NM back towards the rest of the existing harness.
5. Reinstall the drawers, plastic panels, and the passenger stepwell cover.

Image 1

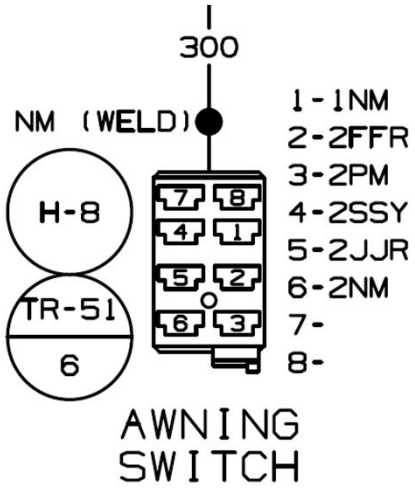
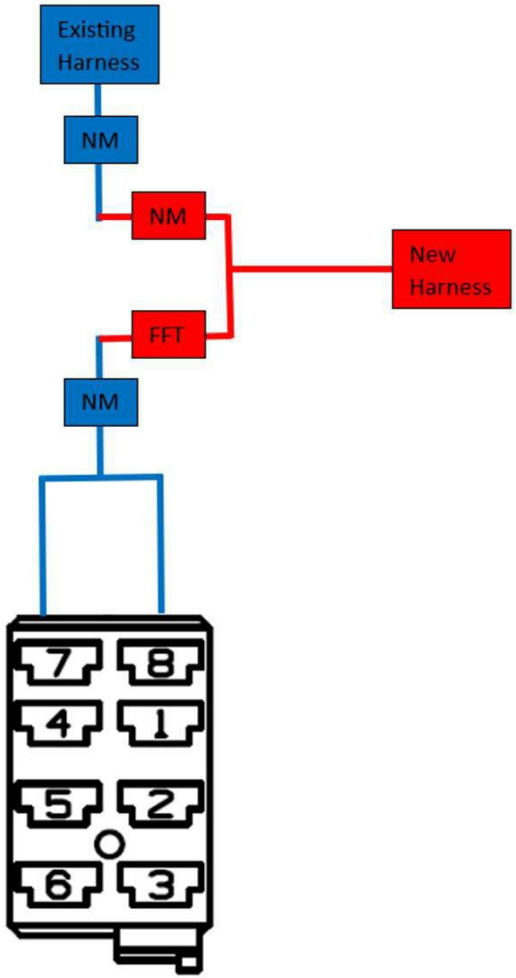


Image 2



WINNEBAGO INDUSTRIES

Step 3A – No BT-12 – Gen 1

1. This is relevant for 2017-2019 Winnebago model year Travato's. This can be identified by the connections made to the awning switch in Image 1. If your coach does not have these circuits going to the awning switch proceed to the next page.
2. At the back of the fuse panel in the Bed cabinet, locate NM which has a spade connector attaching it to the fuse panel.
3. Cut NM on the original harness leaving some of it on the spade terminal side to splice to.
4. Follow Image 2 for connecting FFT and NM from the new harness to the existing NM circuit that was just cut. FFT will splice going toward the existing harness, and NM will splice onto the wire going to the fuse panel.

Image 2

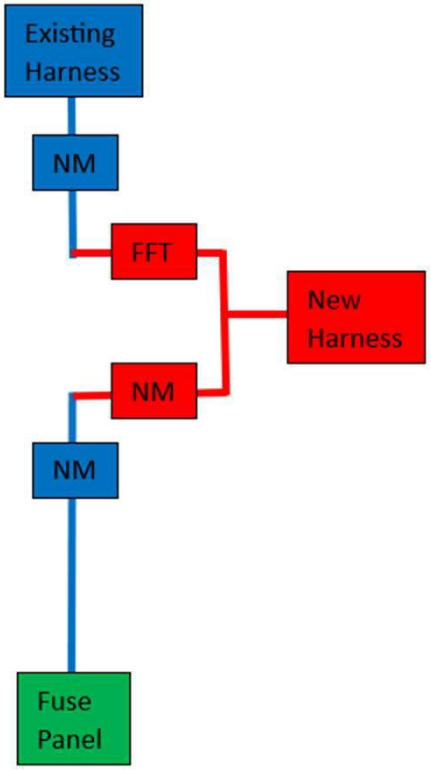
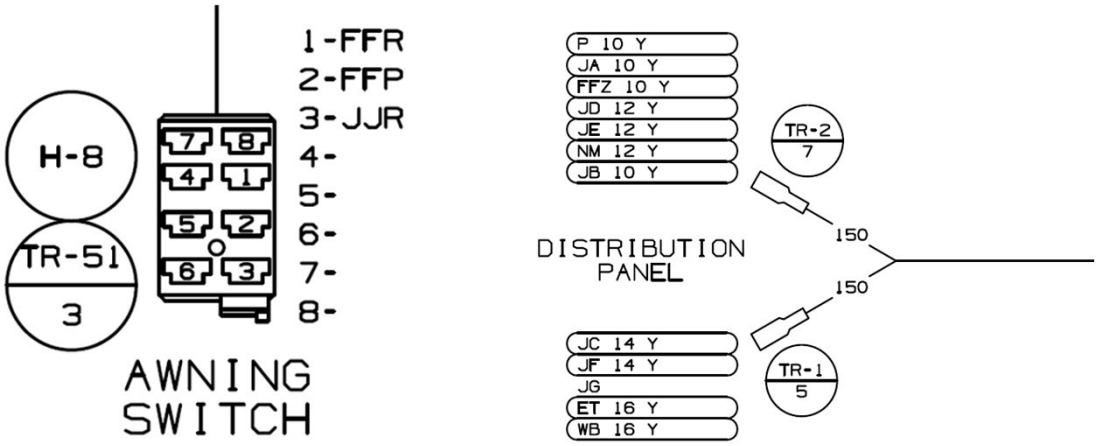


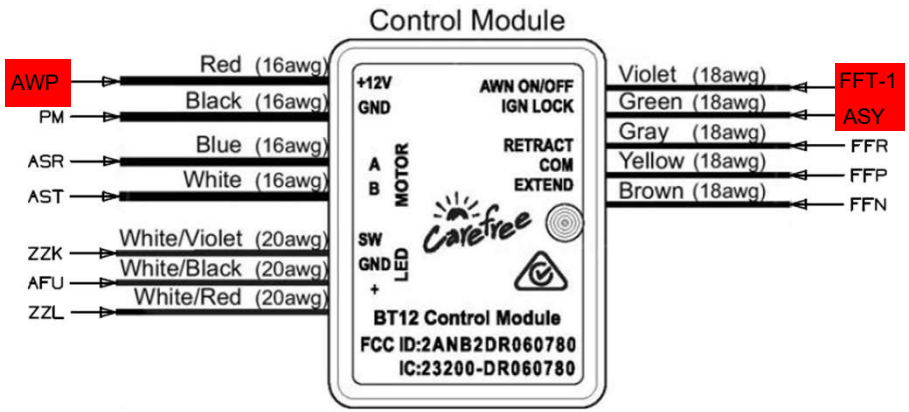
Image 1



Step 3B – BT-12 Connection – Gen 2

1. Units built as Winnebago's 2020 model year or later should have a BT-12 installed.
2. Locate the BT-12, it is either located behind the awning switches or up behind the abs closeout above the sliding door.
3. Cut the current connection to the red, green, and violet wires of the BT-12 module. Wrap these original circuits on the existing harness with tape, they will no longer be used.
4. Splice the below connections from the new harness to the BT-12:
    - AWP to Red
    - ASY to Green
    - FFT-1 to Violet
5. Check the wiring connections at the BT-12 module and verify that every circuit is properly connected. See Image 1 or the Wiring Diagram –BT-12 page at the back of this packet for proper connections.
6. Use the adhesive on the BT-12 to permanently mount it to a vertical surface. Ensure the wires come down creating a drip loop. Secure wire with additional wire ties as needed to create strain relief and ensure drip loop.
7. Reinstall the drawers, plastic panels, fuse panel, and the passenger stepwell cover.

Image 1



Step 4 – Seal Awning Wire Passthrough

1. Go to the coach roof and locate the wiring on the awnings left hand side.
2. Remove electrical tape wrap without damaging wires to gain access to the interior of the convolute tubing, See Image 1.
3. Insert nozzle of cartridge gun into convolute tubing as far into the coach as you can, seal the inside tubing back to 2 inches up from the roof, See Image 2. Ensure sealant oozes out to confirm the convolute is fully filled. Wipe off excess, prep, and retape convolute starting from the roof and wrapping up to the awning creating a shingled effect. See Image 3
4. Using Manus, reseal on top of the existing self-leveling around the base of the convolute and tool to ensure no gaps are present, See Image 4.

Image 1

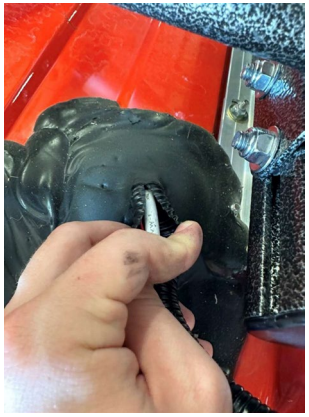


Image 2

Image 3

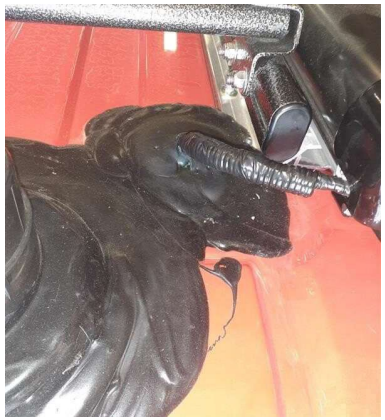


Image 4

Step 5 – Reconnect the 12v power sources.

1. Turn on the 12v house disconnect switch – See Image 1.
2. Reconnect the 12v chassis battery ground. Refer to the Promaster user manual to disconnect the ground cable from the battery.

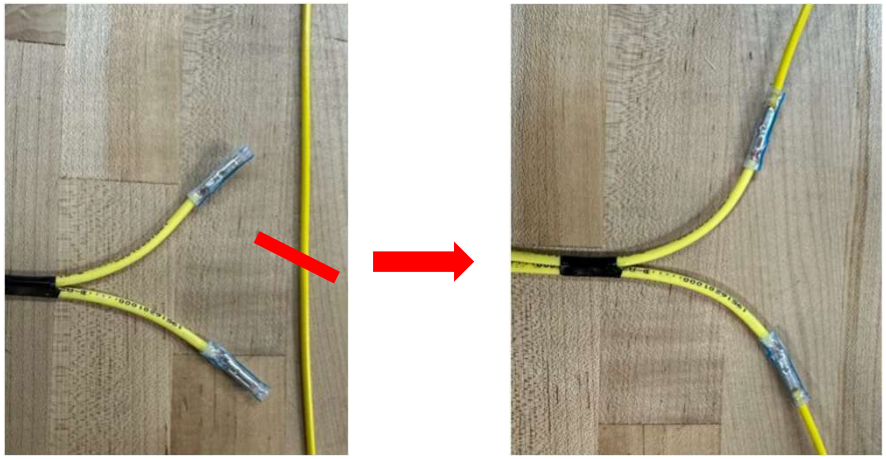
Image 1

Step 6 – TD Connection - Gen 2

1. If your coach is Gen 2(Winnebago model years 2020-2021), follow the instructions below. Otherwise continue to step 7.
2. Note: Some of the existing TD circuits, either on the original harness may have been fully disconnected during the recall and will no longer carry chassis power. These circuits can be taped off or removed as they are no longer a useable connection.
3. For units with the Carefree switch:
   a) In the galley cabinet near the awning switch, locate the circuits labeled TD on the existing harnesses.
   b) Using a multimeter, test these circuits to find one that shows 12v power now that chassis power is restored.
   c) Splice the new harness to one of the hot TD circuits. See Image 1 yellow arrow. The other unused TD circuit connections, if any, can be taped up.
4. For units without the Carefree Switch:
   a) In the galley cabinet splice the 2 TD connections of the new harness in line with the hot TD circuit that can be found in the existing wire harness. See Image 2.

Image 1

Image 2



WINNEBAGO INDUSTRIES

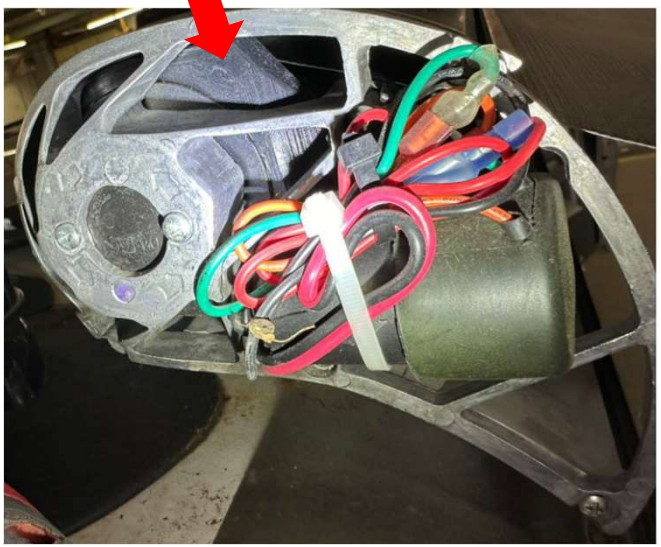
Step 7 – Awning Motor wedge and firmware update

1. Before preforming the motor wedge installation, confirm that the awning installed requires a wedge, and that one is not already installed. When inspecting the awning be sure to check both sides for the motor, as depending on build it may be a right-hand or left-hand motor.
    1. Confirm that the awning is an angle gear motor, this style of motor is the one that requires the wedge. See Image 1 for an example of what the angle gear motor looks like with the awning extended. Tubular style motors, where the motor is housed inside the awning fabric roller, do not require a wedge.
    2. If the awning is an angle gear motor, gain access to the backside of the motor by removing the case end cap, see Image 2. Some coaches may require the mounting screws be removed and the awning to be slid back on the mounting extrusion in order to access the cover. When doing this be careful to not pop the awning out of the mounting extrusion as it could fully detach from the coach.
    3. Confirm that a wedge is not installed, Image 3 shows a motor with a wedge already installed.
    4. If your coach does not have the wedge and requires one, move onto the next page and follow the wedge installation.

Image 1

Image 2

Image 3



WINNEBAGO INDUSTRIES

Step 7 – Awning motor wedge and firmware update(Cont.)

1. Review and complete the following documents, all units with a BT-12 require a firmware update.
   - Carefree Motor Wedge Installation service manual, 056513-002R1(LH) or 056513-001R5(RH) . (For angle gear awnings without a wedge already installed)
   - Carefree Connects Firmware Update service manual, 056513-004r1 (All awning with a BT-12)

Carefree of Colorado — Left Hand Motor Wedge Installation Instruction — FREESTYLE EVOLUTION

SERVICE MANUAL

LEFT HAND MOTOR WEDGE INSTALLATION

RV

12V MOTORIZED ROOF MOUNTED BOX AWNING

Read this manual before installing or using this product. Failure to follow the instructions and safety precautions in this manual can result in personal injury and/or cause the product to not operate properly.

These instructions apply to all models listed. Details and procedures unique to a specific model are labeled appropriately.

056513-002r1 1

Carefree of Colorado — BT12

SERVICE MANUAL

CAREFREE CONNECTS FIRMWARE UPDATE

RV

FOR CAREFREE 12V MOTORIZED AWNINGS EQUIPPED WITH CAREFREE'S BT12 WIRELESS AWNING CONTROL SYSTEM

Read this manual before installing or using this product. Failure to follow the instructions and safety precautions in this manual can result in personal injury and/or cause the product to not operate properly. This instruction is limited to BT12 Firmware updates and verification of BTMotion connectivity. For more information on Carefree Connects mobile app, please reference the Carefree Connects Mobile App Manual pn 070029-201.

Bluetooth wireless technology

Download on the App Store — Google play

Carefree of Colorado www.carefreeofcolorado.com a Scott Fetzer company

056513-004r1 1

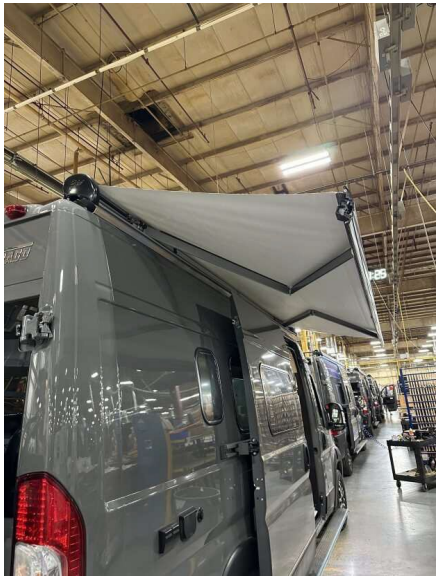
Step 8 – System Testing, GEN 1

1. This page is for Gen 1 coaches only, move onto next page for Gen 2.
2. See the chart in Image 1 and confirm that all 'With' situations result in the correct actions when the extend and retract commands are operated.
   - **Note:** awning will need to be partially extended to confirm retraction, See Image 2.
3. If all the above actions result in their defined outcomes the rework is complete.

Image 1

With the awning switched to ON (IF present), and:	When you hit extend or retract, the Awning:
12v Coach Power ON + Engine Off + Parking Brake On	Should Extend. Should Retract.
12v Coach Power Off + Engine Off + Parking Brake On	Should not Extend. Should not Retract.
12v Coach Power Off + Engine On + Parking Brake On	Should not Extend. Should not Retract.
12v Coach Power Off + Engine On + Parking Brake Off	Should not Extend. Should not Retract.
12v Coach Power ON + Engine Off + Parking Brake Off	Should not Extend. Should not Retract.
12v Coach Power ON + Engine On + Parking Brake Off	Should not Extend. Should not Retract.
12v Coach Power ON + Engine On + Parking Brake On	Should not Extend. Should Retract.

Image 2



WINNEBAGO INDUSTRIES

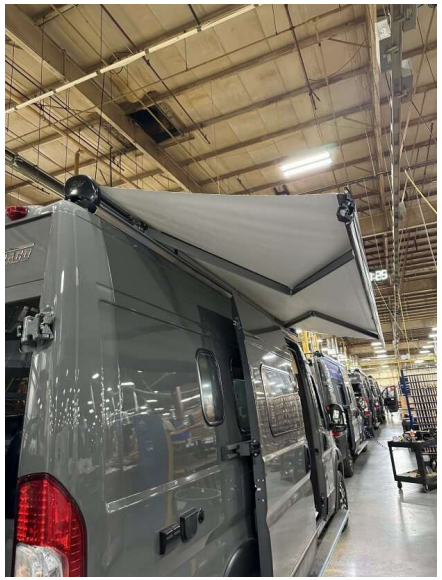
Step 8 – System Testing, GEN 2

1. This page is for Gen 2 coaches only.
2. See the chart in Image 1 and confirm that all 'With' situations result in the correct actions when the extend and retract commands are operated.
   - **Note:** awning will need to be partially extended to confirm auto-retraction, See Image 2.
   - **Note:** the relay module will hold the park brake signal from when the park brake is engaged until the engine is started or the module loses power. This is due to the chassis going to sleep and needing to hold the park brake signal.
3. With the engine off and the parking brake and 12v coach power on, bring the awning to a partially extended position, See Image 2. Locate the edge of the awning with the wind sensor and shake the awning to simulate high winds. The awning should automatically retract when the sensor reads the awning movement.
4. If all the above actions result in their defined outcomes the rework is complete.

Image 1

With the awning switched to ON (IF present), and:	When you hit extend or retract, the Awning:
12v Coach Power ON + Engine Off + Parking Brake On	Should Extend. Should Retract.
12v Coach Power Off + Engine Off + Parking Brake On	Should not Extend. Should not Retract.
12v Coach Power Off + Engine On + Parking Brake On	Should not Extend. Should Auto-Retract with Engine Start.
12v Coach Power Off + Engine On + Parking Brake Off	Should not Extend. Should Auto-Retract with Engine Start.
12v Coach Power ON + Engine Off + Parking Brake Off	Should not Extend. Should not Retract.
12v Coach Power ON + Engine On + Parking Brake Off	Should not Extend. Should Auto-Retract with Engine Start.
12v Coach Power ON + Engine On + Parking Brake On	Should not Extend. Should Auto-Retract with Engine Start.

Image 2



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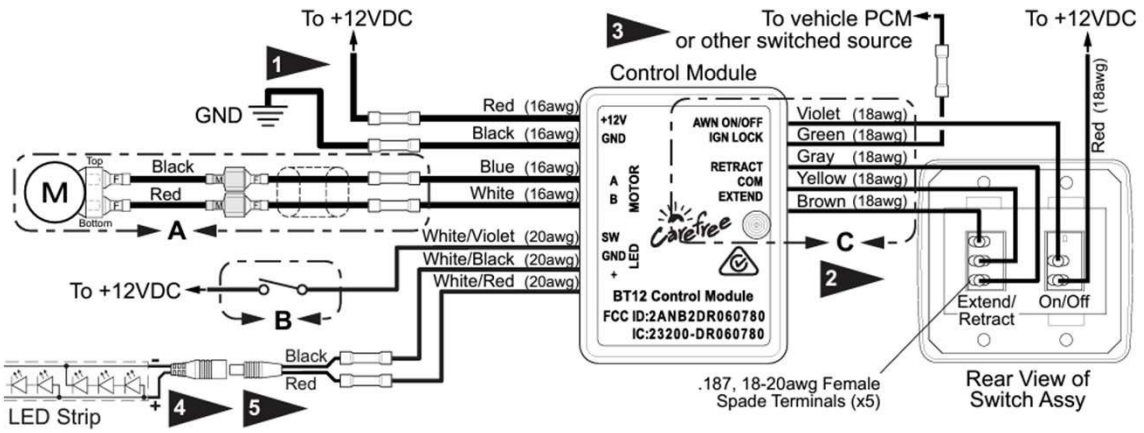
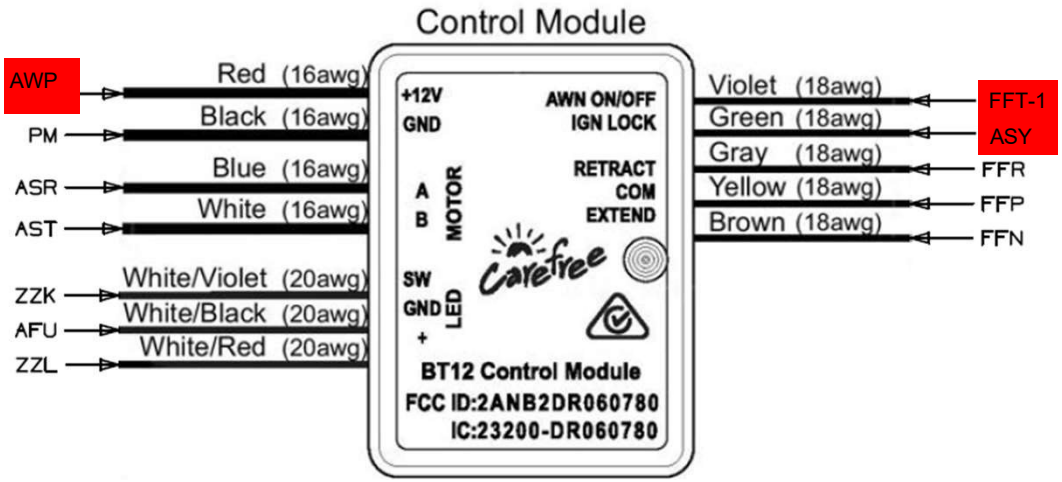
INDUSTRIES

Wiring Diagram – Carefree BT-12

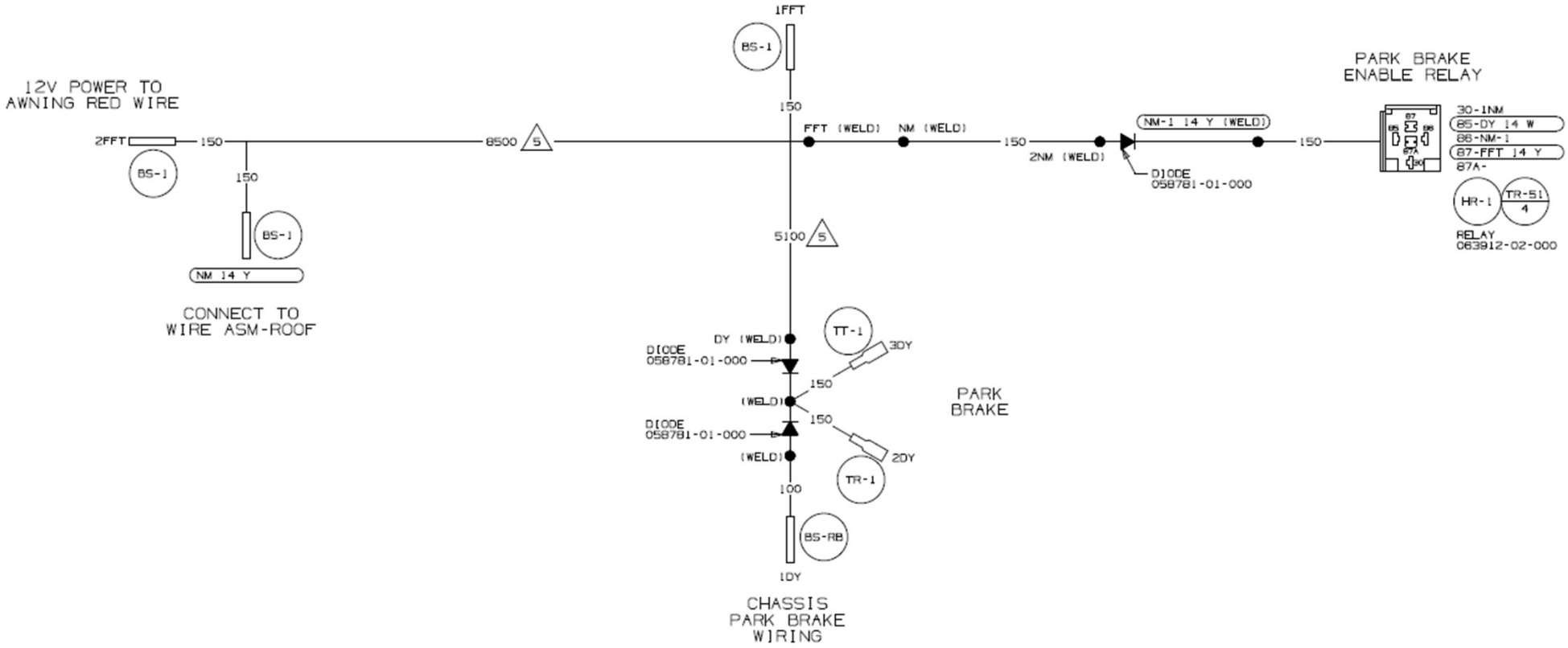
BT-12 Wiring Diagram



BT-12 to WGO Harness Connections

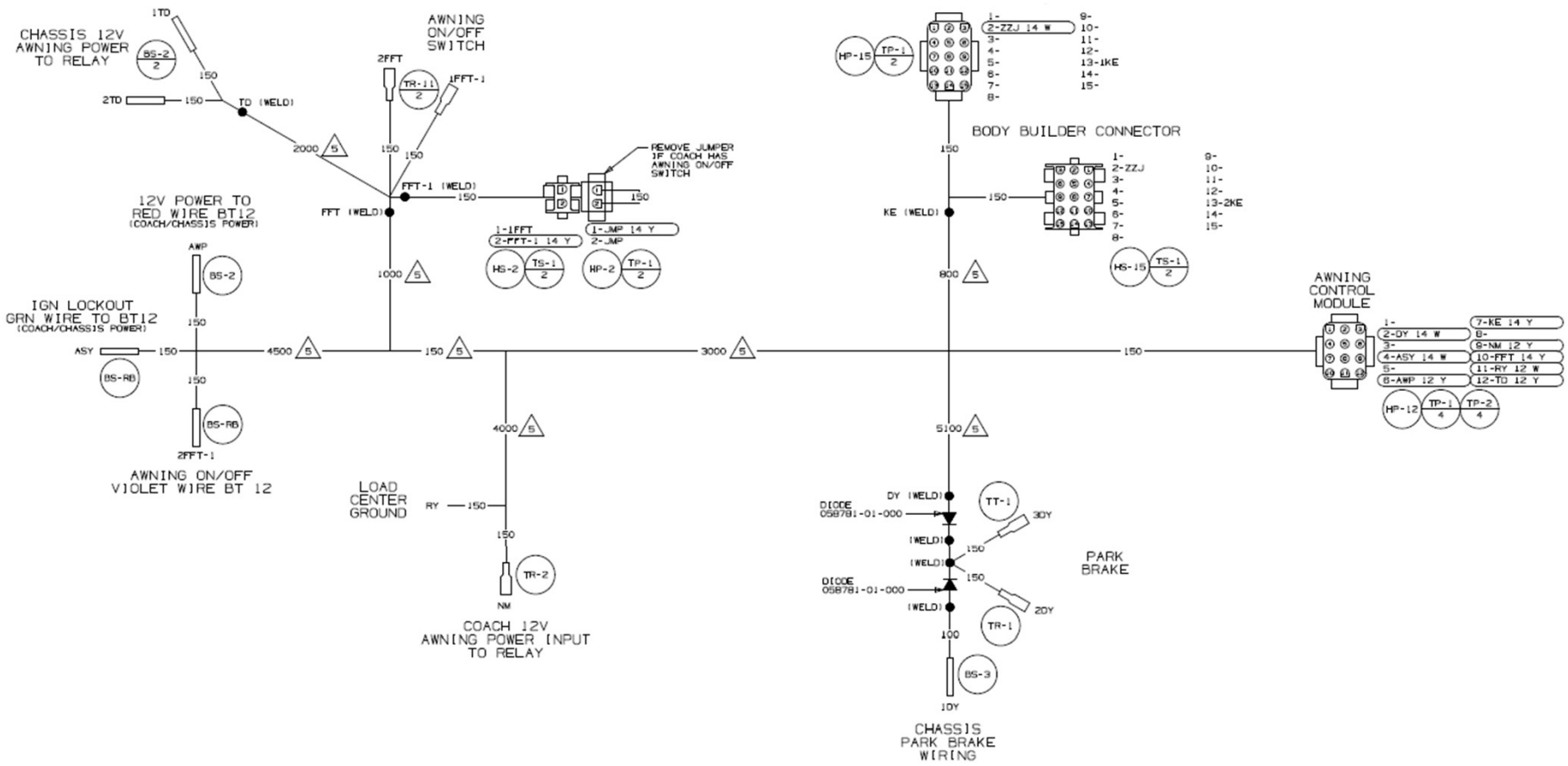


Wiring Diagram – Harness Gen 1



WIRE ASM-AWNING UPDATE – Gen 1

Wiring Diagram – Harness Gen 2



WIRE ASM-AWNING UPDATE – Gen 2

Read the entire instructions carefully before starting the procedure. If you have any questions, please contact Winnebago Industries Technical Service Department by calling 1-866-653-4329 or by email: techservice@wgo.net. This document is confidential and is intended for dealer use only.

WINNEBAGO INDUSTRIES

Travato Gen 1/2 Awning Rework: Recall #176 Work Instruction Addendum

Addendum for kit #
RC7918-24-776 Gen 1 K/KL
RC7922-24-776 Gen 2 K/KL
RC7911-24-776 Gen 1 G/GL
RC7919-24-776 Gen 2 G/GL

Below are updates to the existing instruction packet for Recall 176 on the Travato Gen 1/2. Follow the statements below in conjunction or in place of the existing Instruction packet as directed.

1. In “Step 2A – Installing Harness Driver Side” on the existing recall packet, see the note below.
   a. **Note:** On Gen 1 Coaches, there will be a male spade DY terminal on the recall harness that will not be used. See Image 2, blue box. Tape up this terminal.
2. In “Step 2B – Installing Harness Passenger B Pillar” on the existing recall packet, it instructs to splice the new harness to an existing chime relay. See Image 1, this page of the instructions can be disregarded.
   a. **Note:** With this change, the FFT splice on the new harness will not be used. See Image 2 and 3 red boxes, Tape up this terminal.
3. In “Step 2 – Installing New Harness – Gen 1” the existing instruction packet states to “Follow Step 2H – Route to Roof (awning connection circuits FFT and NM)”. This step is unnecessary for Gen 1 Coaches as FFT and NM will either go to the awning switch or the 12V distribution panel as directed in Step 3A. Disregard step 2H for Gen 1 Coaches.
4. **Note:** In general, avoid reinstalling access panels or covers until unit passes system testing.
5. **Note:** When conducting the system testing, the relay module will hold the park brake signal from when the park brake is engaged until the engine is started or the module loses power. This is due to the chassis going to sleep and needing to hold the park brake signal.
6. **Note:** In some cases, Wire numbers called out in the instruction packet may not match those printed on the wires. For example, the Instructions may call out 2FFT or 1FFT-1, but the wires may have FFT1 or FFT3 printed on them. Disregard the numbers listed in the instructions and simply ensure the circuit name (FFT, TD, NM…) match those printed on the relevant harness circuit.
7. All other steps in the existing packet should be followed.
8. At the end of this packet is a general wire diagram for Gen 2 Travato’s with the BT12, use this to aid troubleshooting as needed.

Travato Gen 1 Awning Rework: Recall #176 Work Instruction Rev B Addendum

Image 2
Gen 1 Harness

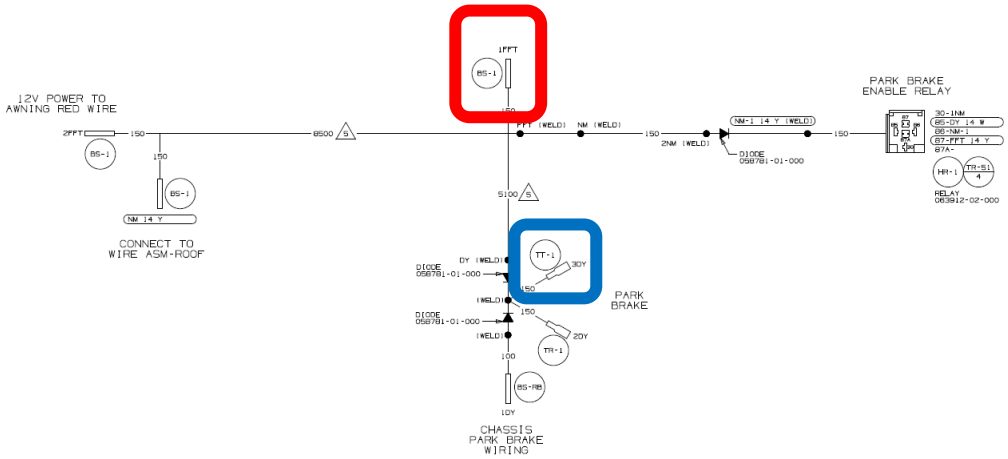


Image 1

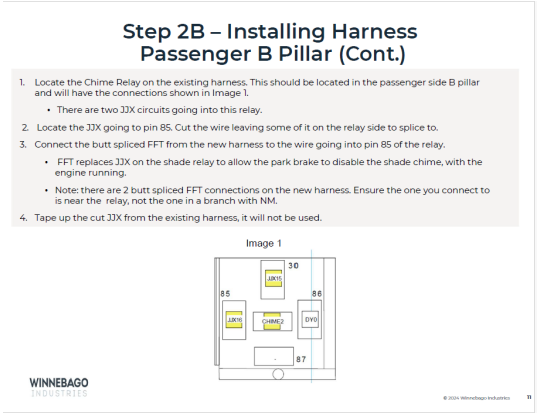
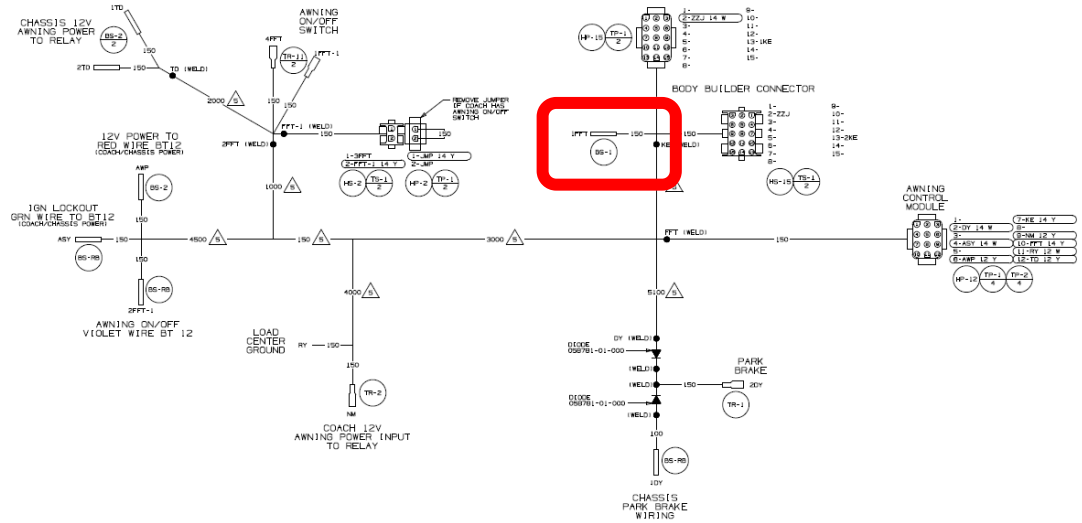
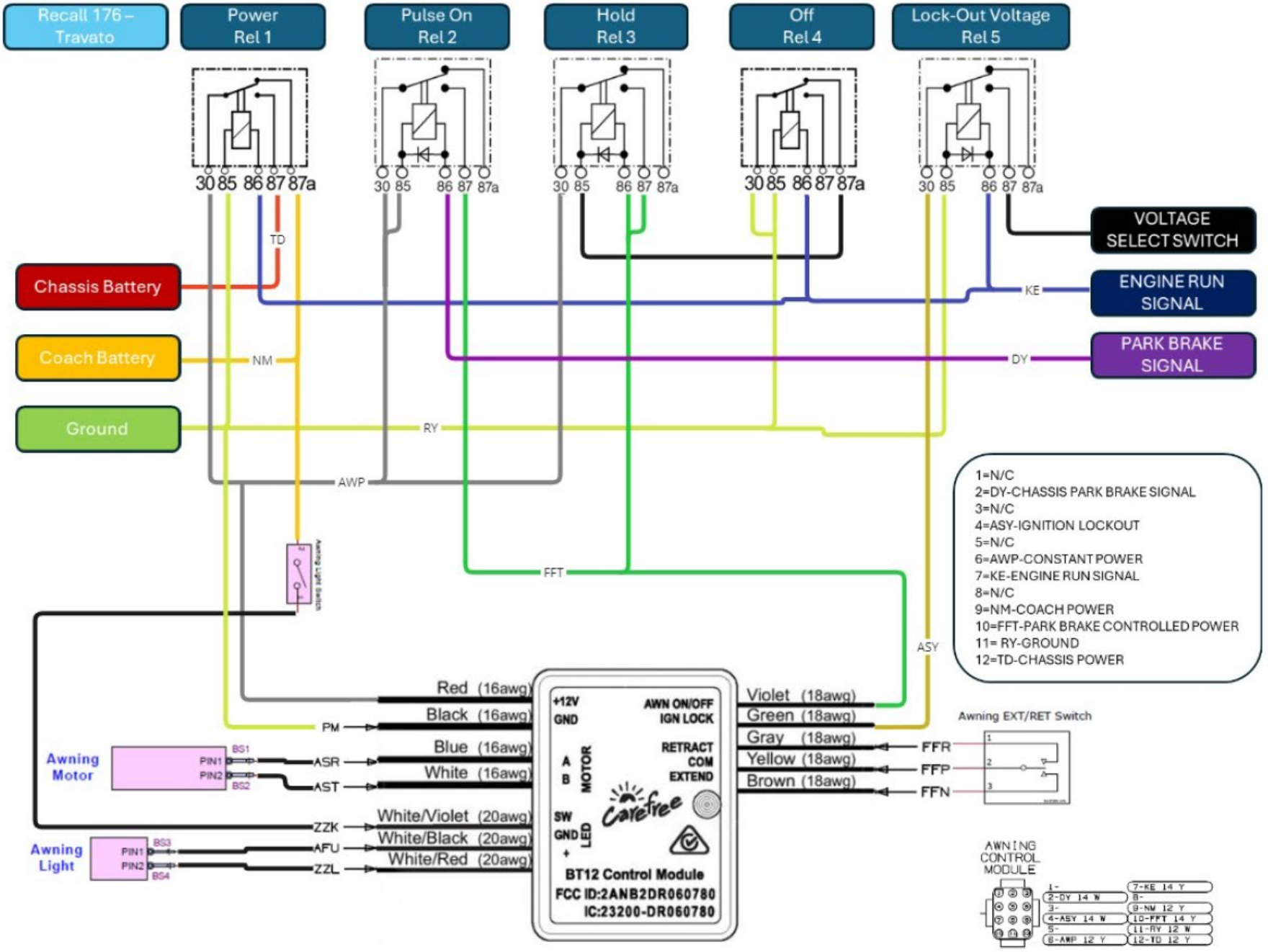


Image 3
Gen 2 Harness



Wiring Diagram – General for Gen 2-4



2021 or Older Ram Promaster Chassis Travato K/KL Awning Rework:

Read the entire instructions carefully before starting the procedure. If you have any questions, please contact Winnebago Industries Technical Service Department by calling 1-866-653-4329 or by email: techservice@wgo.net. This document is confidential and is intended for dealer use only.

2021 and older chassis are identified by having an 'M' or preceding letter as the 10th digit of the VIN, or by having a manual parking brake lever.

Tools and Supplies required-

1. Screw gun with #2 Philips and T20 Torx bit.
2. Cutting tool.
3. Cartridge gun.
4. Drill
5. 1.25" Unibit or like tool
6. Fish tape
7. Plastic trim tools
8. Wire stripper/crimper
9. Multi Tester
10. Adhesive surface prep
11. Manus Sealant – 185987-03-02A or equivalent
12. Electrical Tape
13. Metal primer – not shown

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2021 or Older Ram Promaster Chassis Travato K/KL Awning Rework:

Parts required:
RC7918-24-776 Gen 1 K/KL
RC7922-24-776 Gen 2 K/KL

1. 1.25" Grommet – 114208-07-000 (3)
2. Large zip ties - 008343-04-000(25)
3. Adhesive zip tie mounts - 357004-01-000 (2)
4. Awning Control Module (Gen 2) - 358901-01-000 (1)
5. Wire Asm - Awning (Gen 1) –358895-01-000, (Gen 2) - 358883-01-000 (1)
6. 15A Fuse – 062901-05-000 (1)
7. P clamp - 083610-01-000 (3).
8. Small zip ties - 008343-03-000(10)
9. Black Self-tapping screw – 000G39-10-12T (3)
10. Silver Self-tapping screw – 000G39-08-12B (4)
11. Double Sided Tape – 076322-22-000 (4")
12. Ring Terminal - 326278-01-000 (1)
13. Screws M4 X 20 – 339810-01-703 (2)
14. Screws #8 x 1", T20 – 339810-01-704 (5)
15. Carefree LH Motor Wedge – 339810-01-709 (1)
16. Butt Splice (Gen 2) – 326335-01-000 (1)

WINNEBAGO INDUSTRIES

Step 1– Pre-rework Prep

1. Disconnect the shore power cord from the coach – See Image 1.
2. Turn off the house disconnect switch – See Image 2.
3. Disconnect the 12v chassis battery ground. Refer to the Promaster user manual to disconnect the ground cable from the battery.
4. NOTE: If the chassis battery ground is not disconnected before performing the rework, chassis faults may occur that will require a Promaster service center. This cost is not covered under this recall.

Image 1

Image 2

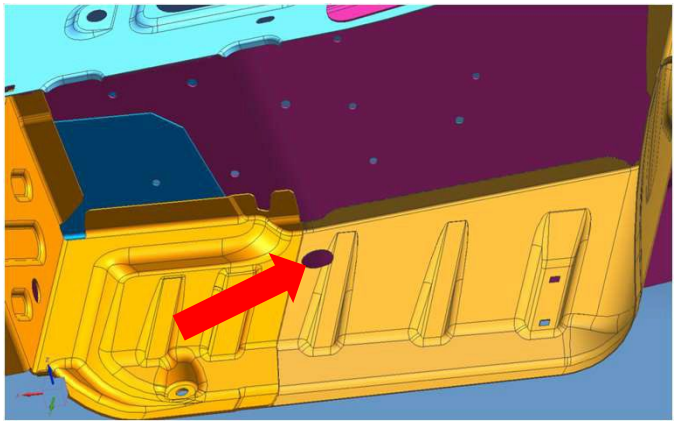
WINNEBAGO INDUSTRIES

Step 2 – Installing New Harness

1. Locate and remove the passenger side stepwell covers using a screw gun with Philips bit, see Image 1.
2. Using the Unibit, drill a 1.25" hole going through the chassis as shown, see Image 2 red arrow. The hole should be at most 1" away from the vertical walls. Prime the bare metal around the cut hole to prevent rust.
3. Put a split into a 1.25" grommet, install it on the harness, and then into the floor from above.

Image 1

Image 2

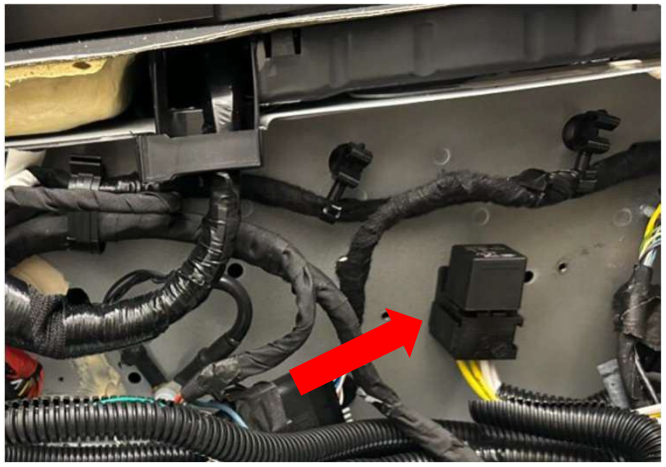


WINNEBAGO INDUSTRIES

Step 2 – Installing New Harness – Gen 1

1. If your coach is Gen 1 (Winnebago model years 2016-2019), follow the instructions below. Otherwise continue to next slide.
2. Mount the relay of the new harness using self-tapping screws on the vertical wall of the stepwell closest to the seat, see Image 1.
3. Follow Step 2A – Installing Harness Driver Side
4. Any excess wiring on the new harness can be pulled through the 1.25" hole.
5. Reinstall the Passenger side stepwell covers.
6. Follow Step 2C – Harness Install Under Coach
7. Follow Step 2H – Route to Roof (awning connection circuits FFT and NM)
8. Continue to Step 3.

Image 1



WINNEBAGO INDUSTRIES

Step 2 – Installing New Harness – Gen 2

1. If your coach is Gen 2(Winnebago model years 2020-2021), follow the instructions below. Otherwise continue to next slide.
2. Mount the new Awning Control Module using self-tapping screws on the vertical wall of the stepwell closest to the seat, see Image 1. Creating a pilot hole may assist with the installation and avoid damage to the relay board.
3. Connect the 12-pin plug on the new harness to the Awning Control Module.
4. IMPORTANT: The switch on the Awning Control Module controls needs to be set to GROUND– See Image 4.
   - Setting the switch to GROUND will auto retract the awning when the engine is started.
   - 12VDC would disable the auto retract function.
5. Follow Step 2A – Installing Harness Driver Side.
6. Follow Step 2B – Harness Install Passenger B Pillar.
7. Follow Step 2C – Harness Install Under Coach.
8. Follow Step 2D – Switch Connection W/ Carefree Switch IF the awning switch looks like Image 2.
9. Follow Step 2E – Switch Connection W/O Carefree Switch IF the awning switch looks like Image 3.
10. Follow Step 2F – Coach 12v Fuse Panel Connection.
11. Follow Step 2G – Installing Harness with Recall 168.
12. Follow Step 2H – Route to Roof (awning connection circuits AWP, ASY, and FFT-1)
13. Continue to Step 3.

Image 1

Image 2

Image 3

Image 4

WINNEBAGO INDUSTRIES

Step 2A – Installing Harness Driver Side

1. Route the three manual park brake DY circuits from the new harness up under the passenger side wheel well plastic trim and flooring, and behind the passenger kick cover. See Image 1 and 2, yellow arrows.
2. Pop out the center cup holder and screw covers from the center console plastic enclosure. It is held in with clips.
3. Using a screw gun and trim tools, remove the 4 mounting screws and pop the clips to detach the center console plastic enclosure from the chassis.
4. Route behind the center console to reach the driver side, follow and secure to the existing harnesses behind the center console. see Image 3 for entry point.
5. Locate and remove the driver side stepwell covers using a screw gun with Philips bit.
6. Route the harness below the steering collum, following the existing harnesses. Then route the harness beneath the driver side stepwell covers. See Image 4, yellow arrows for wire path.

Image 1

Image 2

Image 3

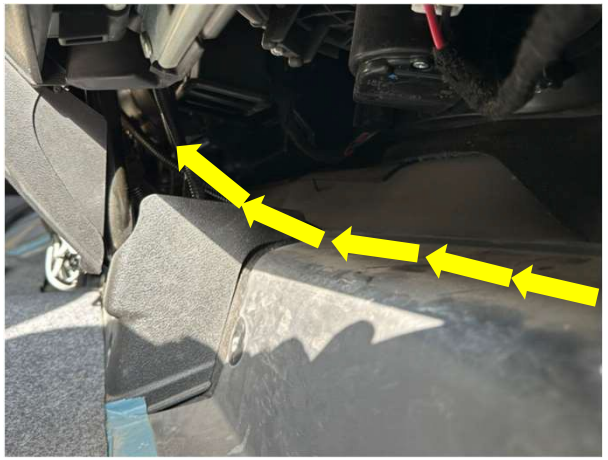


Image 4

WINNEBAGO INDUSTRIES

Step 2A – Installing Harness Driver Side (Cont.)

1. Route the harness below the steering collum, following the existing harnesses. Then route the harness beneath the driver side stepwell covers. See Image 1, yellow arrows for wire path.
2. Remove the parking brake plastic shroud, it is held on with one screw. See Image 2 red arrow.
3. Remove the parking brake switch from the parking brake bracket, see Image 3 and 4. It is secured with one screw.
4. Connect the female spade DY from the new harness in place of the existing connection to the parking brake spade terminal. See Image 5 red arrow.
5. **Note:** some coaches will already have Winnebago Wiring going to the park brake:
   a) If your coach does not have this wiring, cut and discard the terminal on the chassis harness. Splice the butt spliced DY from the new harness to the chassis harness that was just cut, See Image 5 green arrow.
   b) If your coach does have this wiring, follow the steps on the next page.
6. Secure the harness so that it is immobilized up to the 1.25" hole in the passenger stepwell. Ensure the harness is not visible to the end user.
7. Reinstall the driver side stepwell covers and center console.

Image 1

Image 2

Image 3

Image 4

Image 5

2A - Installing Harness Driver Side (Cont.)

1. Some coaches will already have a Winnebago harness going to the chassis park brake, if this is the case follow the steps below.
2. Locate DY on the existing harness that passes through the driver side stepwell.
3. Cut the existing harness to separate the diodes and park brake connections from the rest of the harness.
4. Terminate the DY that runs up into the dash with the supplied ring terminal, see Image 1.
5. Connect the ring terminal to the chassis ground stud and torque to 8NM(5.9 Ft Lbs. . See Image 2.
6. Connect the butt splice DY on the new harness to the chassis park brake harness in place of the existing harness's DY. See Image 3, Red arrow.
7. Return to the previous page and ensure step 2A is complete before moving forward.

Image 1

Image 2

Image 3

WINNEBAGO INDUSTRIES

Step 2B – Harness Install Passenger B Pillar

1. Unscrew the forward 2 screws on the passenger side B pillar cover and partially pull away for access. See Image 1.
2. Route the 15 pin plugs on the new harness from the Passenger stepwell into the B pillar.
3. Replace the male 15 pin housing already connected to the bodybuilder plug with the new harness' 15-pin male connecter. See Image 2.
4. Connect the original harness' Male connector the new harness' 15-pin female connector. See Image 3.
5. Tuck the harness below the floor as it travels from the stepwell to the B pillar. See Image 4 yellow line for path.
6. **Note:** Your coach may not have the adjoining ZZJ circuit to match the new harness. Additionally, the color of the wires in mating circuits at these connectors may not match. This is expected and will not affect the functionality of the coach.

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Image 1

Image 2

Image 3

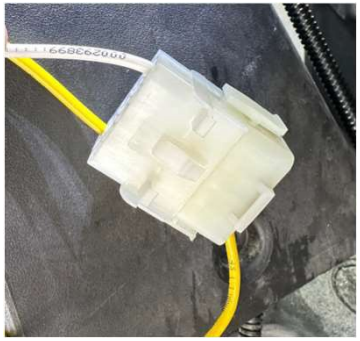


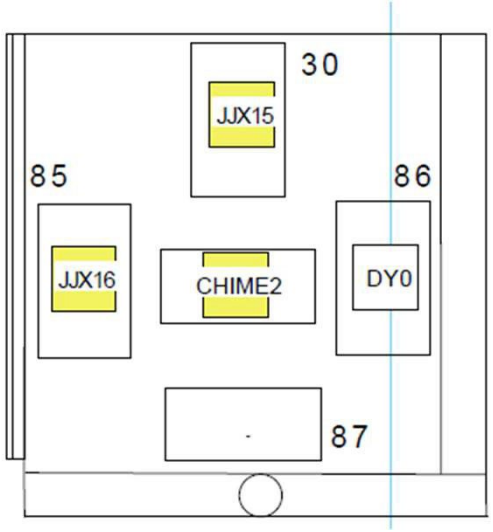
Image 4

WINNEBAGO INDUSTRIES

Step 2B – Installing Harness Passenger B Pillar (Cont.)

1. Locate the Chime Relay on the existing harness. This should be located in the passenger side B pillar and will have the connections shown in Image 1.
    - There are two JJX circuits going into this relay.
2. Locate the JJX going to pin 85. Cut the wire leaving some of it on the relay side to splice to.
3. Connect the butt spliced FFT from the new harness to the wire going into pin 85 of the relay.
    - FFT replaces JJX on the shade relay to allow the park brake to disable the shade chime, with the engine running.
    - Note: there are 2 butt spliced FFT connections on the new harness. Ensure the one you connect to is near the relay, not the one in a branch with NM.
4. Tape up the cut JJX from the existing harness, it will not be used.

Image 1



WINNEBAGO INDUSTRIES

Step 2C – Harness Install Under Coach

1. On the coach interior, remove the top panel of the passenger side bed cabinet to gain access to cabinet.
   a) Disconnect the head of the gas strut by using a flat head screwdriver, see Image 1. The mattress can be removed for better access.
   b) Remove all mounting screws between the top panel and the rest of the cabinet. Behind the bed frame there are pairs of screws along the back edge, only the indicated screws need to be removed, see Image 2 red arrow .
   c) Remove the panel assembly from the coach and set aside for reinstallation.
2. With the panel now removed, go below the coach and drill a 1.25" hole up into the bed cabinet, a typical location is shown in Image 4. The best location for this hole may vary by build, locate an open area within the footprint of the Galley cabinet to drill through. When identifying a location drill a pilot hole from inside the cabinet down and then cut the 1,25" hole up to confirm there is no obstacles or damage to existing parts.
3. Bring the new harness up through the 1.25" hole until there is no excess harness outside of the coach. Prime the bare metal around the cut hole to prevent rust. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.
4. Secure the new harness up to the existing Winnebago harnesses using zip ties and to the chassis rib using P clamps. See Images 5 and 6, yellow arrows for the wire path. The new harness should not be allowed to sag below the existing harnesses. The 1.25" holes in the chassis can be filled with Manus to prevent water intrusion.

Image 5

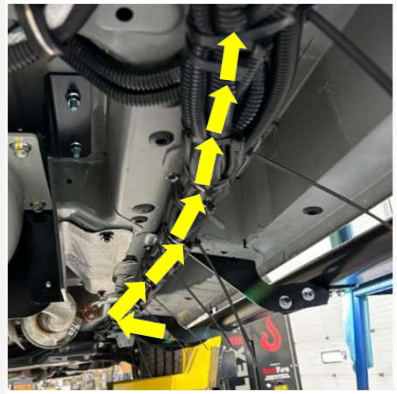


Image 6

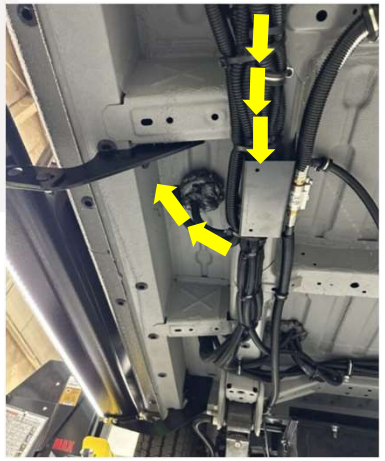


Image 1

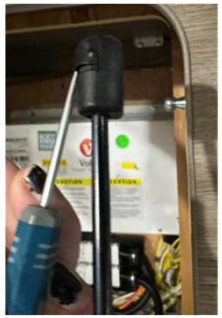


Image 2

Image 4

WINNEBAGO INDUSTRIES

Step 2D – Switch Connection W/ Carefree Switch

1. If the coach is equipped with the Carefree awning on/off switch, follow the below steps.
2. Connect the branch FFT and FFT-1 spade connector on the new harness to the awning on/off switch in place of the current connections. see Image 1 red arrows.
3. Remove the jumper from the new harness and discard. See Image 2.
4. Leave one of the TD connections on the new harness untaped and disconnected, this will be connected later once power is restored.
5. The remaining TD wire connection on the new harness will not be used, it can be taped up along with all other connections on the original harnesses in this area that are not labeled TD.

Image 1

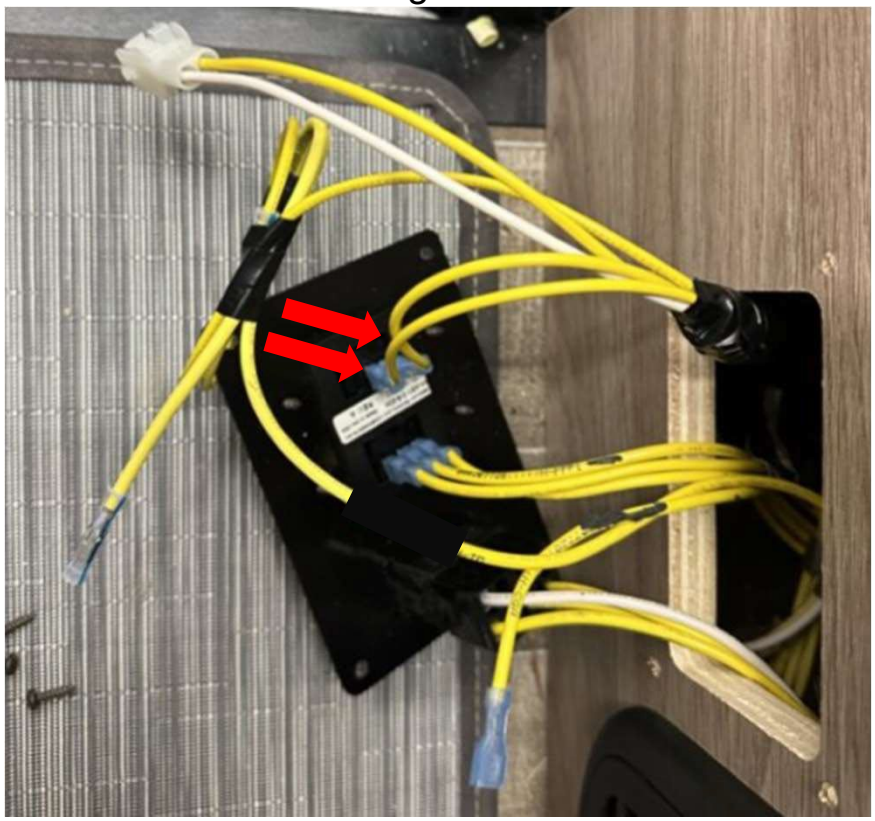
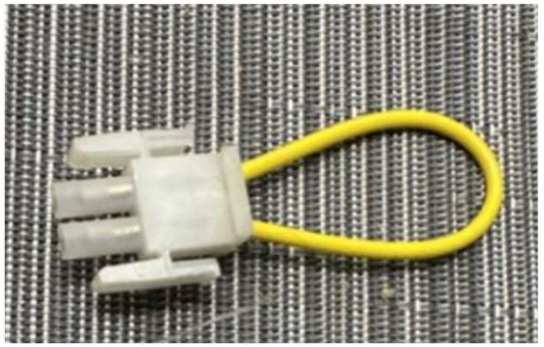


Image 2

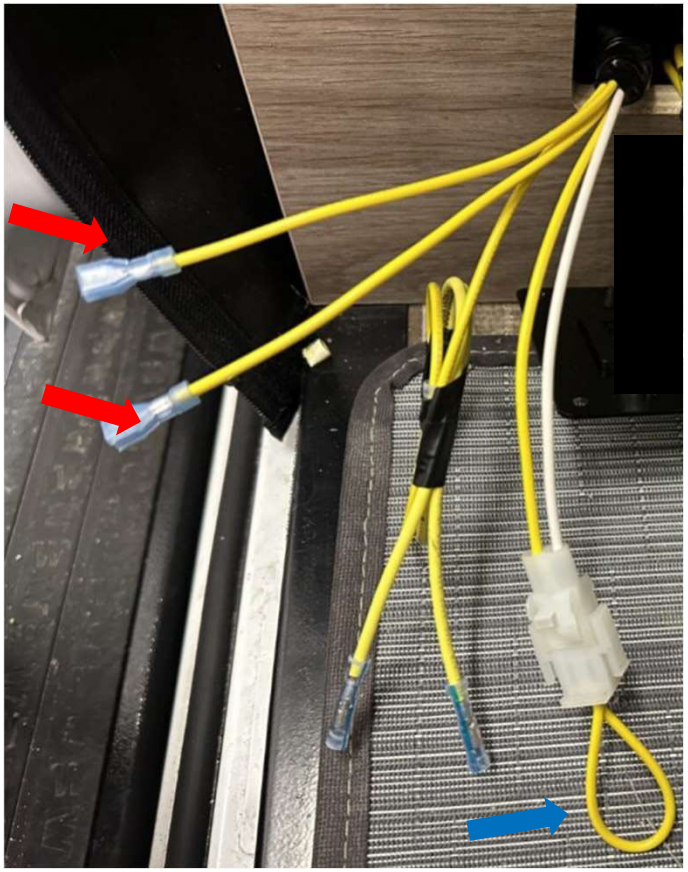


WINNEBAGO INDUSTRIES

Step 2E – Switch Connection W/O Carefree Switch

1. If the coach is not equipped with the Carefree awning on/off switch, follow the below steps.
2. Leave the jumper from the new harness installed. This makes it so connections to the spades FFT and FFT-1 are not necessary, these can be taped up. See Image 1 red arrows for unneeded spades and blue for jumper installed.
3. Leave the TD connections on the new harness untaped and disconnected, this will be connected later once power is restored.

Image 1



Step 2F – Coach 12v Fuse Panel Connection

1. As needed, unmount the Coach 12v Fuse Panel.
2. Connect the spade connector on NM to an open spade terminal on the back of the Coach 12v Fuse Panel. See Image 1, red arrow.
3. Install a 15A fuse on the front of the Coach 12v Fuse Panel into the matching space and label this fuse "Awning". See Image 2 and 3 red arrows.
4. Attach RY to the ground bar of the Coach 12v Fuse Panel, see Image 4.

Image 1

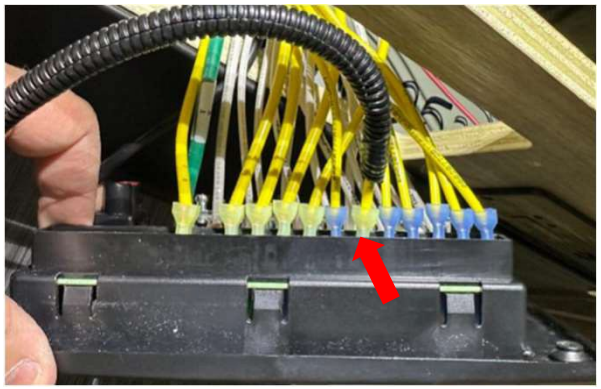


Image 2

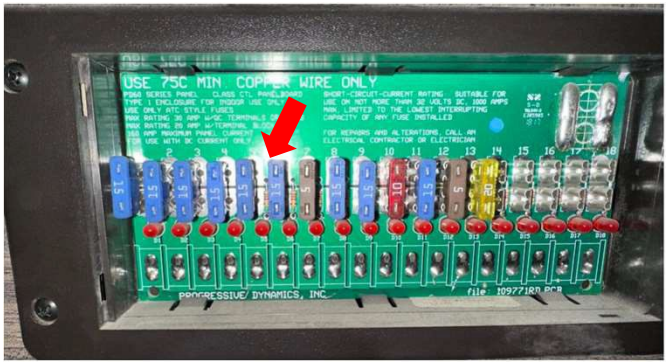


Image 3

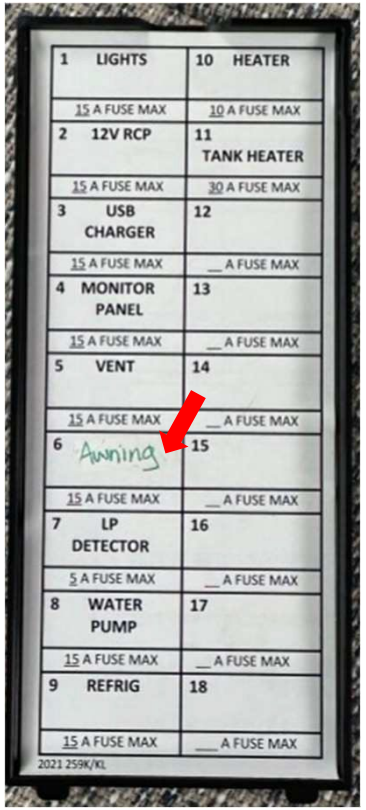
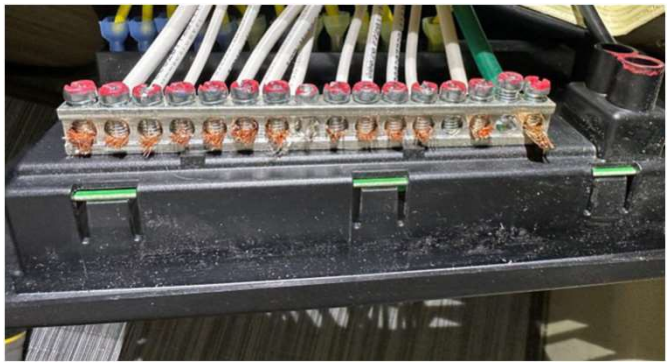


Image 4

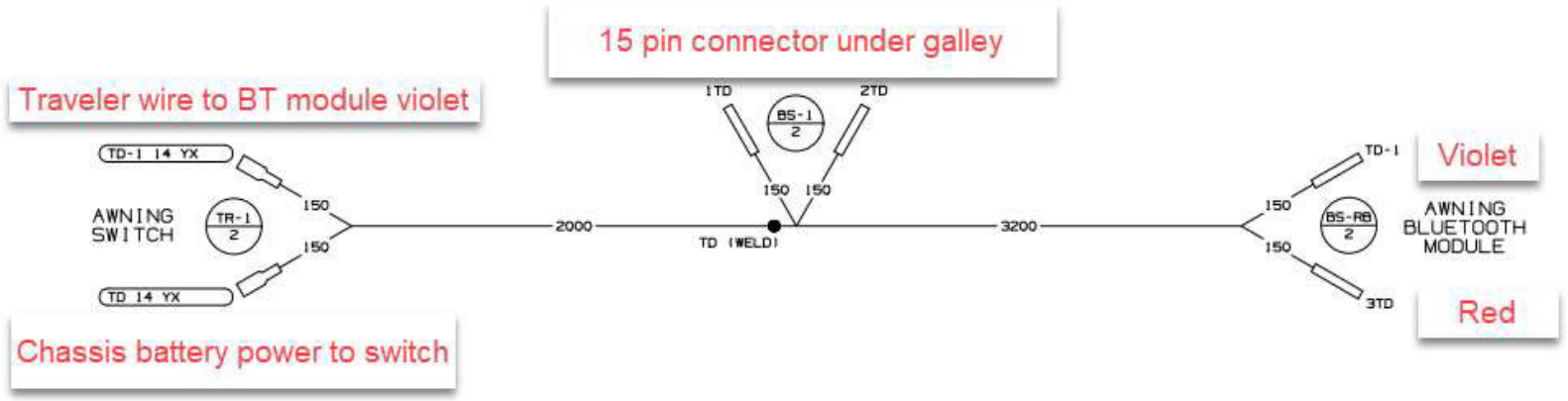


WINNEBAGO INDUSTRIES

Step 2G – Installing Harness with Recall 168

1. Some coaches may have recall 168 previously completed . This can be identified visually through the addition of the harness in Image 1 installed between the BT-12 and the awning switch.
    - The Part Number printed on the wires should be 000270094
2. If this harness is present, cut all connections and remove the harness.
    - Note: Because the harness is running up to the BT-12, it may be useful to tape the new harness to a section of the recall 168 harness and pull it through.
3. The continuity of the TD circuit on the original harness should be restored. This can be done using 1TD and 2TD on the New Harness.
    - If this is done, any following references to connecting TD can be disregarded.
4. Follow the proceeding pages for the other new connections.

Image 1



Step 2H – Route to Roof

1. Remove the abs closeout in the upper corner of the shirt cabinet, See Image 1.
2. Remove the access panel and drawer from the shirt cabinet.
3. Using fish tape, route the awning connection circuits up to the closeout area having it pass behind the drawer and behind the shirt closet paneling. See Image 2 and 3 yellow arrows for wire path.

Image 1

Image 2

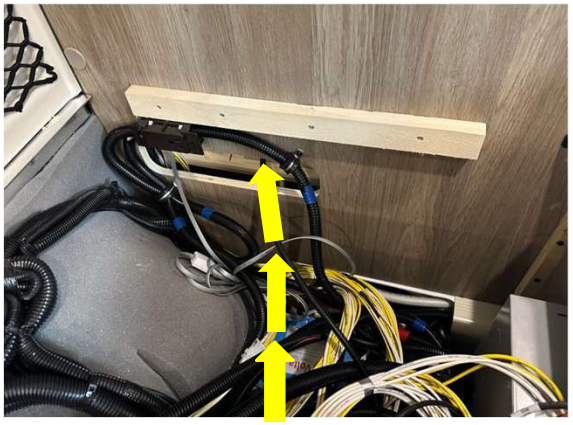
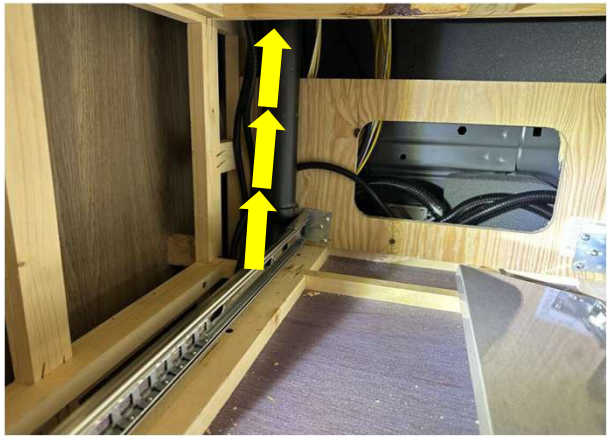


Image 3



Step 3A – No BT-12 – Gen 1

1. This is relevant for 2016 Winnebago model year Travato's . This can be identified by the connections made to the awning switch in Image 1. If your coach does not have these circuits going to the awning switch proceed to the next page.
2. Locate one of the NM's that goes into the awning switch, follow this back 300mm where NM splits off.
3. Cut circuit NM before it splits off to go to the switch.
4. Follow Image 2 for connecting FFT and NM from the new harness to the existing NM circuit that was just cut. FFT will splice on going towards the switch, and NM back towards the rest of the existing harness.
5. Reinstall the drawers, plastic panels, and the passenger stepwell cover.

Image 1

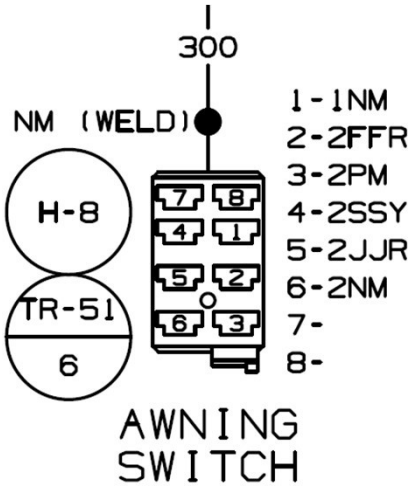
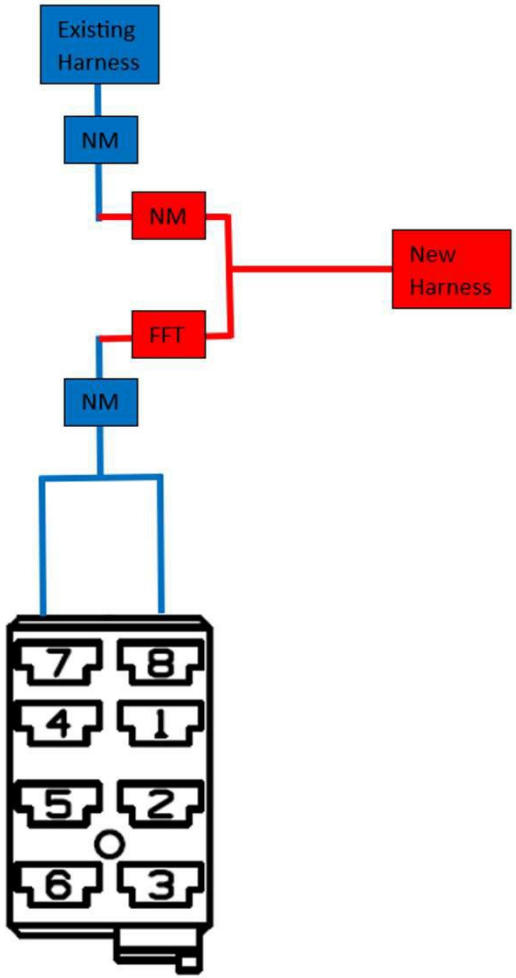


Image 2



Step 3A – No BT-12 – Gen 1

1. This is relevant for 2017-2019 Winnebago model year Travato's. This can be identified by the connections made to the awning switch in Image 1. If your coach does not have these circuits going to the awning switch proceed to the next page.
2. At the back of the fuse panel in the Bed cabinet, locate NM which has a spade connector attaching it to the fuse panel.
3. Cut NM on the original harness leaving some of it on the spade terminal side to splice to.
4. Follow Image 2 for connecting FFT and NM from the new harness to the existing NM circuit that was just cut. FFT will splice going toward the existing harness, and NM will splice onto the wire going to the fuse panel.

Image 2

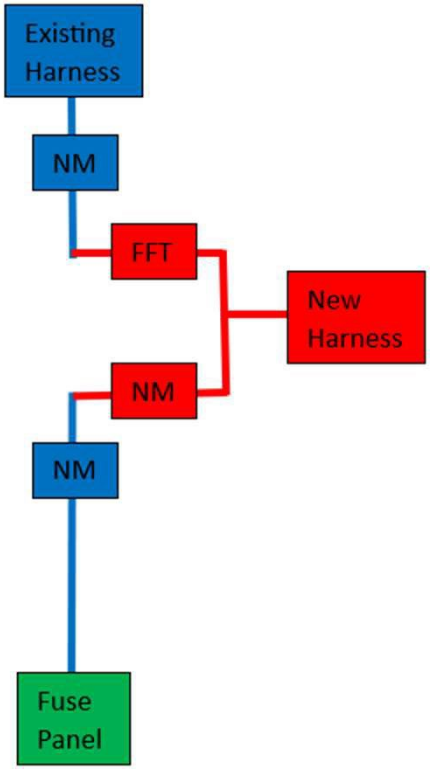
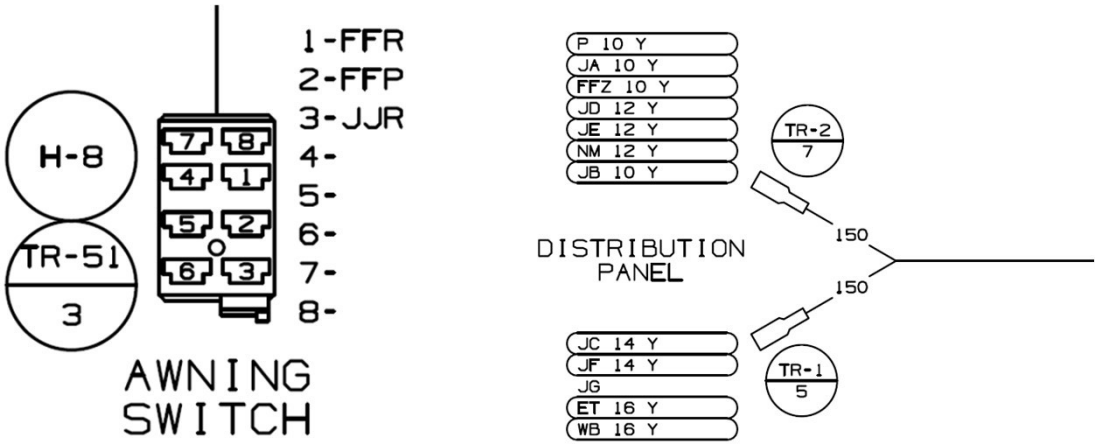


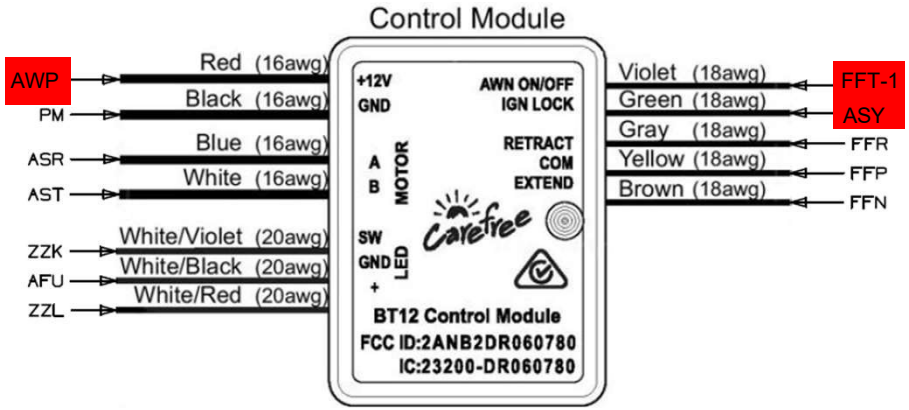
Image 1



Step 3B – BT-12 Connection- Gen 2

1. Units built to Winnebago's 2020 model year or later should have a BT-12 installed.
2. Locate the BT-12, it is either located behind the awning switches or up behind the abs closeout in the shirt cabinet.
3. Cut the current connection to the red, green, and violet wires of the BT-12 module. Wrap these original circuits on the existing harness with tape, they will no longer be used.
4. Splice the below connections from the new harness to the BT-12:
    - AWP to Red
    - ASY to Green
    - FFT-1 to Violet
5. Check the wiring connections at the BT-12 module and verify that every circuit is properly connected. See Image 1 or the Wiring Diagram –BT-12 page at the back of this packet for proper connections.
6. Use the adhesive on the BT-12 to permanently mount it to a vertical surface. Ensure the wires come down creating a drip loop. Secure wire with additional wire ties as needed to create strain relief and ensure drip loop.
7. Reinstall the closeout panel, fuse panel, bed panel and bed, and the passenger stepwell cover.

Image 1



Step 4 – Seal Awning Wire Passthrough

1. Go to the coach roof and locate the wiring on the awnings left hand side.
2. Remove electrical tape wrap without damaging wires to gain access to the interior of the convolute tubing, see Image 1.
3. Insert nozzle of cartridge gun into convolute tubing as far into the coach as you can, seal the inside tubing back to 2 inches up from the roof, see Image 2. Ensure sealant oozes out to confirm the convolute is fully filled. Wipe off excess, prep, and retape convolute starting from the roof and wrapping up to the awning creating a shingled effect. See Image 3
4. Using Manus, reseal on top of the existing self-leveling around the base of the convolute and tool to ensure no gaps are present, see Image 4.

Image 1

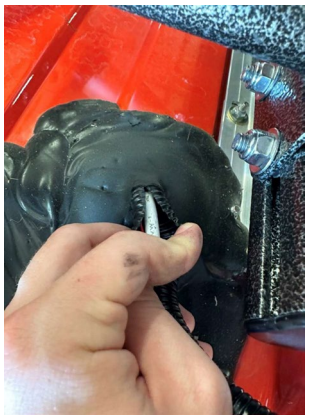
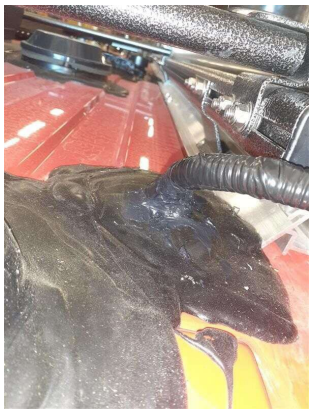


Image 2

Image 3

Image 4



Step 5 – Reconnect the 12v power sources.

1. Turn on the 12v house disconnect switch – See Image 1.
2. Reconnect the 12v chassis battery ground. Refer to the Promaster user manual to disconnect the ground cable from the battery.

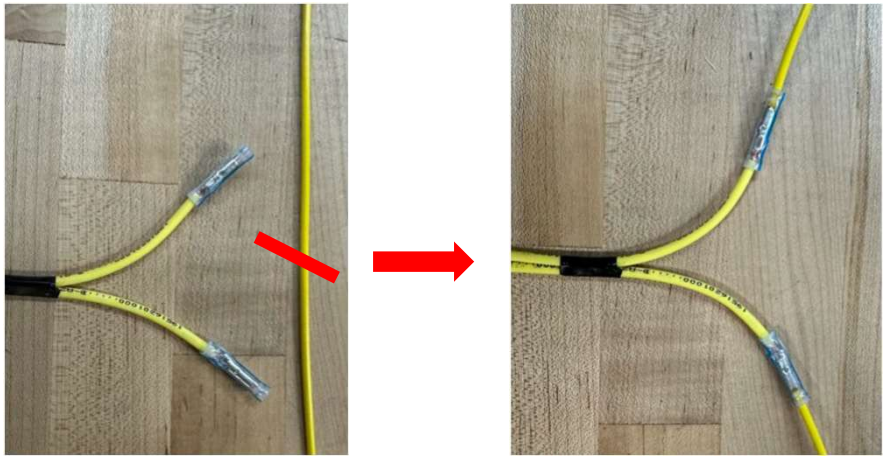
Image 1

Step 6 – TD Connection - Gen 2

1. If your coach is Gen 2(Winnebago model years 2020-2021), follow the instructions below. Otherwise continue to step 7.
2. Note: Some of the existing TD circuits, either on the original harness may have been fully disconnected during the recall and will no longer carry chassis power. These circuits can be taped off or removed as they are no longer a useable connection.
3. For units with the Carefree switch:
   a) In the galley cabinet near the awning switch, locate the circuits labeled TD on the existing harnesses.
   b) Using a multimeter, test these circuits to find one that shows 12v power now that chassis power is restored.
   c) Splice the new harness to one of the hot TD circuits. See Image 1 yellow arrow. The other unused TD circuit connections, if any, can be taped up.
4. For units without the Carefree Switch:
   a) In the galley cabinet splice the 2 TD connections of the new harness in line with the hot TD circuit that can be found in the existing wire harness. See Image 2.

Image 1

Image 2



WINNEBAGO INDUSTRIES

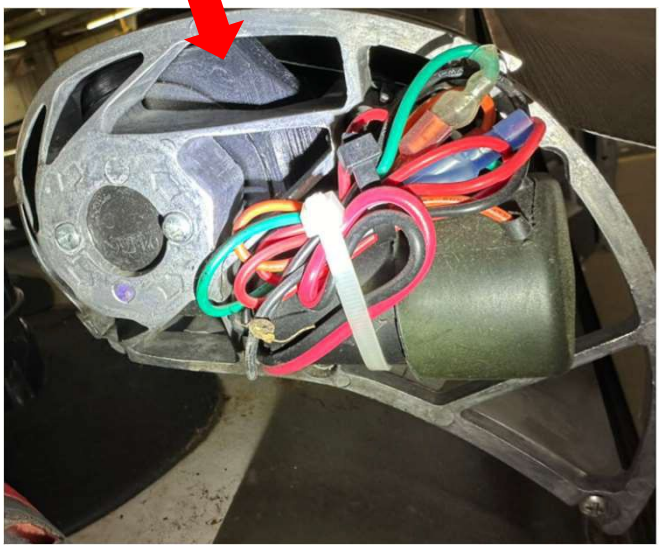
Step 7 – Awning Motor wedge and firmware update

1. Before preforming the motor wedge installation, confirm that the awning installed requires a wedge, and that one is not already installed. When inspecting the awning be sure to check both sides for the motor, as depending on build it may be a right-hand or left-hand motor.
    1. Confirm that the awning is an angle gear motor, this style of motor is the one that requires the wedge. See Image 1 for an example of what the angle gear motor looks like with the awning extended. Tubular style motors, where the motor is housed inside the awning fabric roller, do not require a wedge.
    2. If the awning is an angle gear motor, gain access to the backside of the motor by removing the case end cap, see Image 2. Some coaches may require the mounting screws be removed and the awning to be slid back on the mounting extrusion in order to access the cover. When doing this be careful to not pop the awning out of the mounting extrusion as it could fully detach from the coach.
    3. Confirm that a wedge is not installed, Image 3 shows a motor with a wedge already installed.
    4. If your coach does not have the wedge and requires one, move onto the next page and follow the wedge installation.

Image 1

Image 2

Image 3



Step 7 – Awning motor wedge and firmware update(Cont.)

1. Review and complete the following documents, all units with a BT-12 require a firmware update.
   - Carefree Motor Wedge Installation service manual, 056513-002R1(LH) or 056513-001R5(RH) . (For angle gear awnings without a wedge already installed)
   - Carefree Connects Firmware Update service manual, 056513-004r1 (All awning with a BT-12)

Carefree of Colorado Left Hand Motor Wedge Installation Instruction FREESTYLE EVOLUTION

SERVICE MANUAL

LEFT HAND MOTOR WEDGE INSTALLATION

RV

12V MOTORIZED ROOF MOUNTED BOX AWNING

Read this manual before installing or using this product. Failure to follow the instructions and safety precautions in this manual can result in personal injury and/or cause the product to not operate properly.

These instructions apply to all models listed. Details and procedures unique to a specific model are labeled appropriately.

056513-002r1 1

Carefree of Colorado BT12

SERVICE MANUAL

CAREFREE CONNECTS FIRMWARE UPDATE

RV

FOR CAREFREE 12V MOTORIZED AWNINGS EQUIPPED WITH CAREFREE'S BT12 WIRELESS AWNING CONTROL SYSTEM

Read this manual before installing or using this product. Failure to follow the instructions and safety precautions in this manual can result in personal injury and/or cause the product to not operate properly. This instruction is limited to BT12 Firmware updates and verification of BTMotion connectivity. For more information on Carefree Connects mobile app, please reference the Carefree Connects Mobile App Manual pn 070029-201.

Bluetooth wireless technology

Download on the App Store Google play

Carefree of Colorado www.carefreeofcolorado.com a Scott Fetzer company

056513-004r1 1

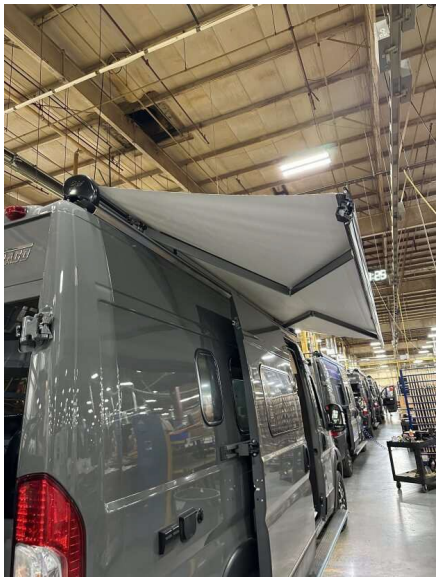
Step 8 – System Testing, GEN 1

1. This page is for Gen 1 coaches only, move onto next page for Gen 2.
2. See the chart in Image 1 and confirm that all 'With' situations result in the correct actions when the extend and retract commands are operated.
   - **Note:** awning will need to be partially extended to confirm auto-retraction, See Image 2.
3. If all the above actions result in their defined outcomes the rework is complete.

Image 1

With the awning switched to ON (IF present), and:	When you hit extend or retract, the Awning:
12v Coach Power ON + Engine Off + Parking Brake On =	Should Extend. Should Retract.
12v Coach Power Off + Engine Off + Parking Brake On =	Should not Extend. Should not Retract.
12v Coach Power Off + Engine On + Parking Brake On =	Should not Extend. Should not Retract.
12v Coach Power Off + Engine On + Parking Brake Off =	Should not Extend. Should not Retract.
12v Coach Power ON + Engine Off + Parking Brake Off =	Should not Extend. Should not Retract.
12v Coach Power ON + Engine On + Parking Brake Off =	Should not Extend. Should not Retract.
12v Coach Power ON + Engine On + Parking Brake On =	Should not Extend. Should Retract.

Image 2



WINNEBAGO INDUSTRIES

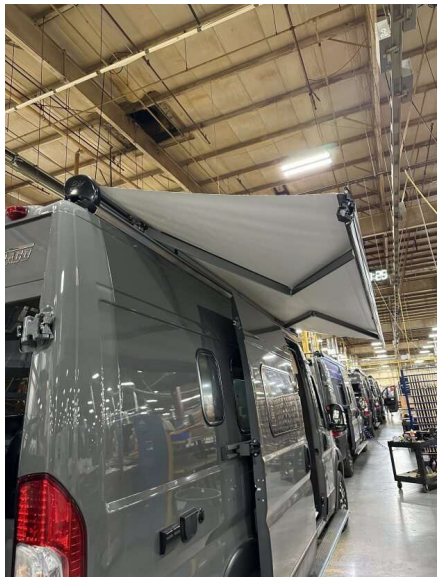
Step 8 – System Testing, GEN 2

1. This page is for Gen 2 coaches only.
2. See the chart in Image 1 and confirm that all 'With' situations result in the correct actions when the extend and retract commands are operated.
   - **Note:** awning will need to be partially extended to confirm auto-retraction, See Image 2.
   - **Note:** the relay module will hold the park brake signal from when the park brake is engaged until the engine is started or the module loses power. This is due to the chassis going to sleep and needing to hold the park brake signal.
3. With the engine off and the parking brake and 12v coach power on, bring the awning to a partially extended position, See Image 2. Locate the edge of the awning with the wind sensor and shake the awning to simulate high winds. The awning should automatically retract when the sensor reads the awning movement.
4. If all the above actions result in their defined outcomes the rework is complete.

Image 1

With the awning switched to ON (IF present), and:	When you hit extend or retract, the Awning:
12v Coach Power ON + Engine Off + Parking Brake On	Should Extend. Should Retract.
12v Coach Power Off + Engine Off + Parking Brake On	Should not Extend. Should not Retract.
12v Coach Power Off + Engine On + Parking Brake On	Should not Extend. Should Auto-Retract with Engine Start.
12v Coach Power Off + Engine On + Parking Brake Off	Should not Extend. Should Auto-Retract with Engine Start.
12v Coach Power ON + Engine Off + Parking Brake Off	Should not Extend. Should not Retract.
12v Coach Power ON + Engine On + Parking Brake Off	Should not Extend. Should Auto-Retract with Engine Start.
12v Coach Power ON + Engine On + Parking Brake On	Should not Extend. Should Auto-Retract with Engine Start.

Image 2



WINNEBAGO INDUSTRIES

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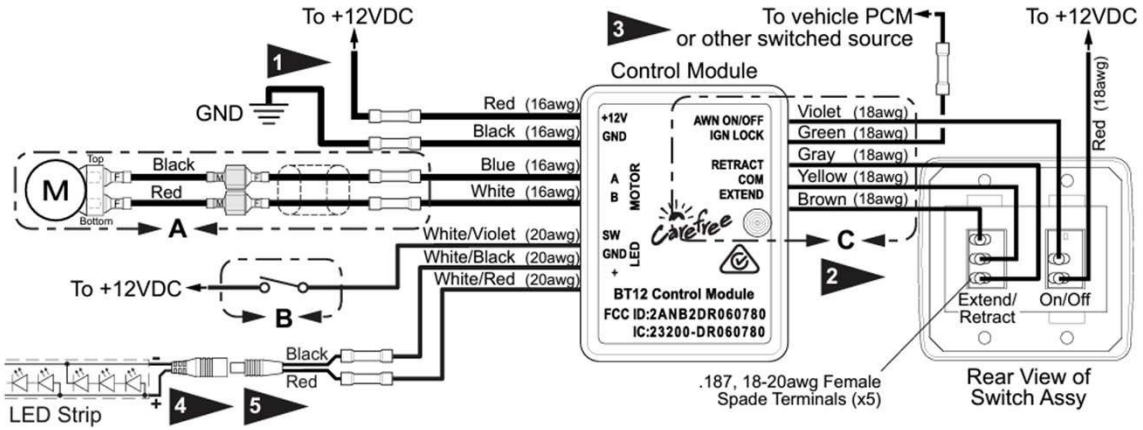
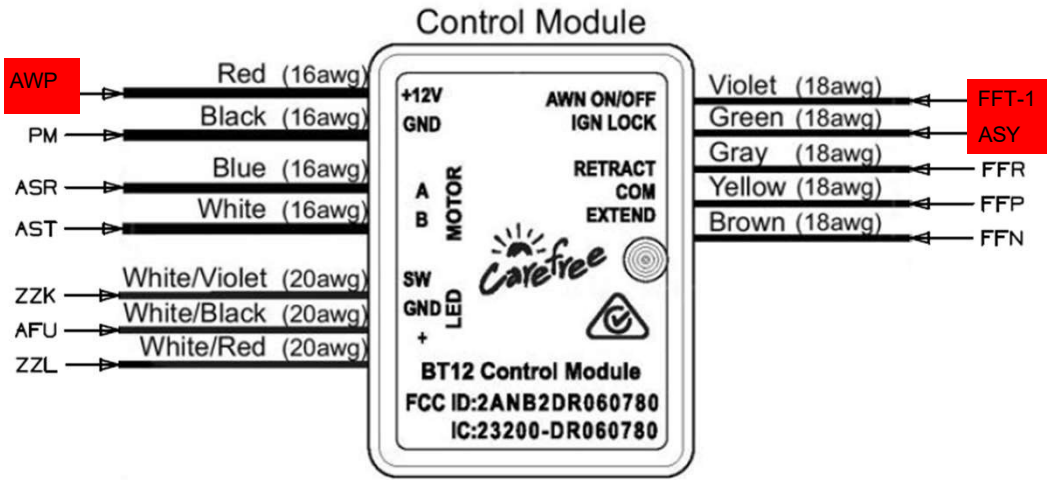
Wiring Diagram – Carefree BT-12

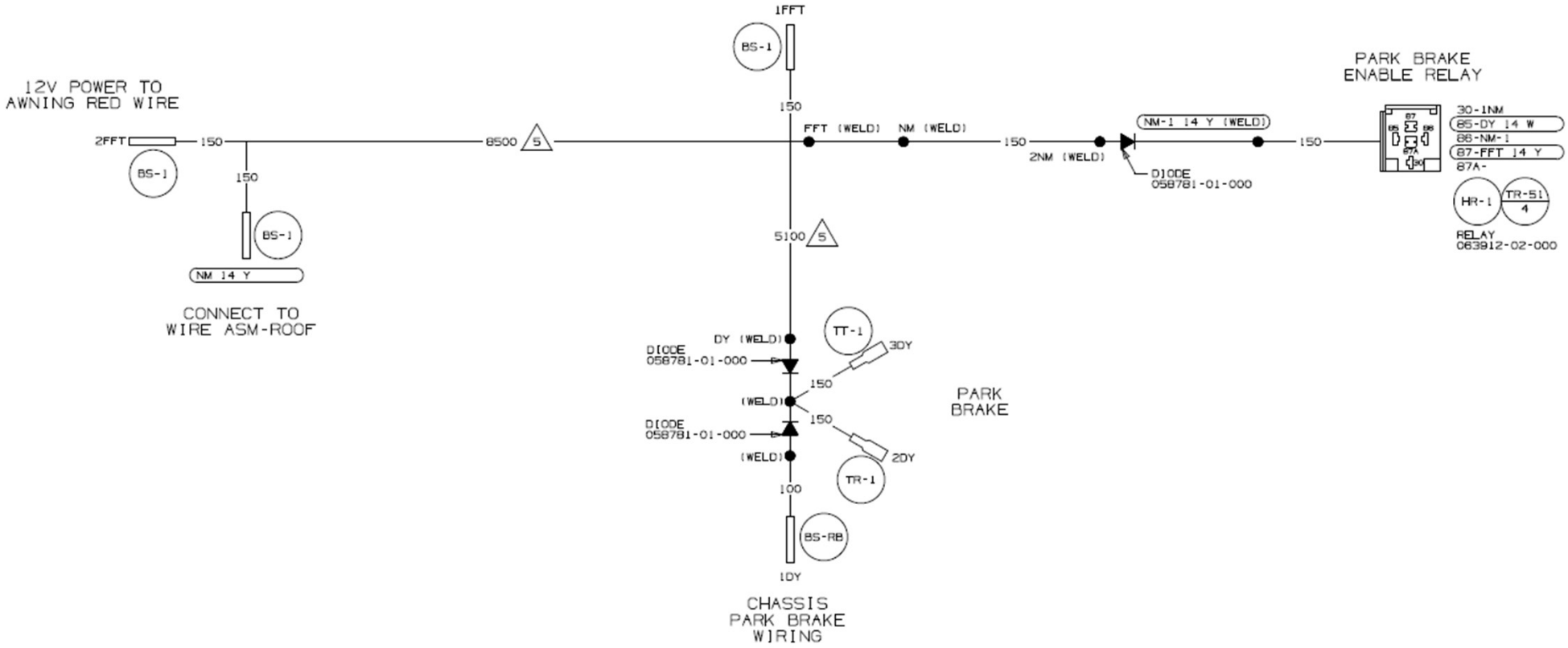
BT-12 Wiring Diagram



BT-12 to WGO Harness Connections

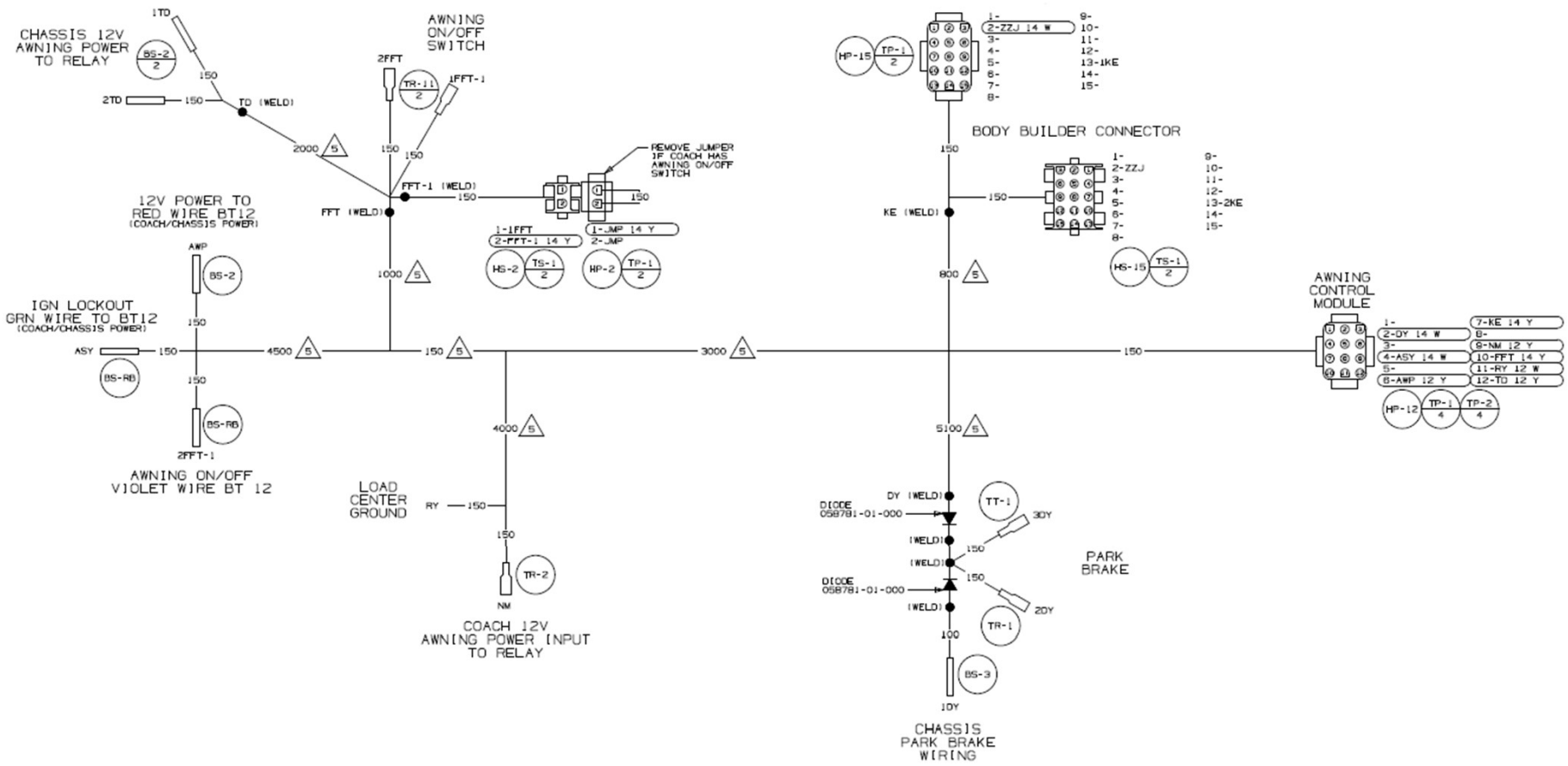


Wiring Diagram – Harness Gen 1



WIRE ASM-AWNING UPDATE – Gen 1

Wiring Diagram – Harness Gen 2



WIRE ASM-AWNING UPDATE – Gen 2

Read the entire instructions carefully before starting the procedure. If you have any questions, please contact Winnebago Industries Technical Service Department by calling 1-866-653-4329 or by email: techservice@wgo.net. This document is confidential and is intended for dealer use only.

WINNEBAGO INDUSTRIES

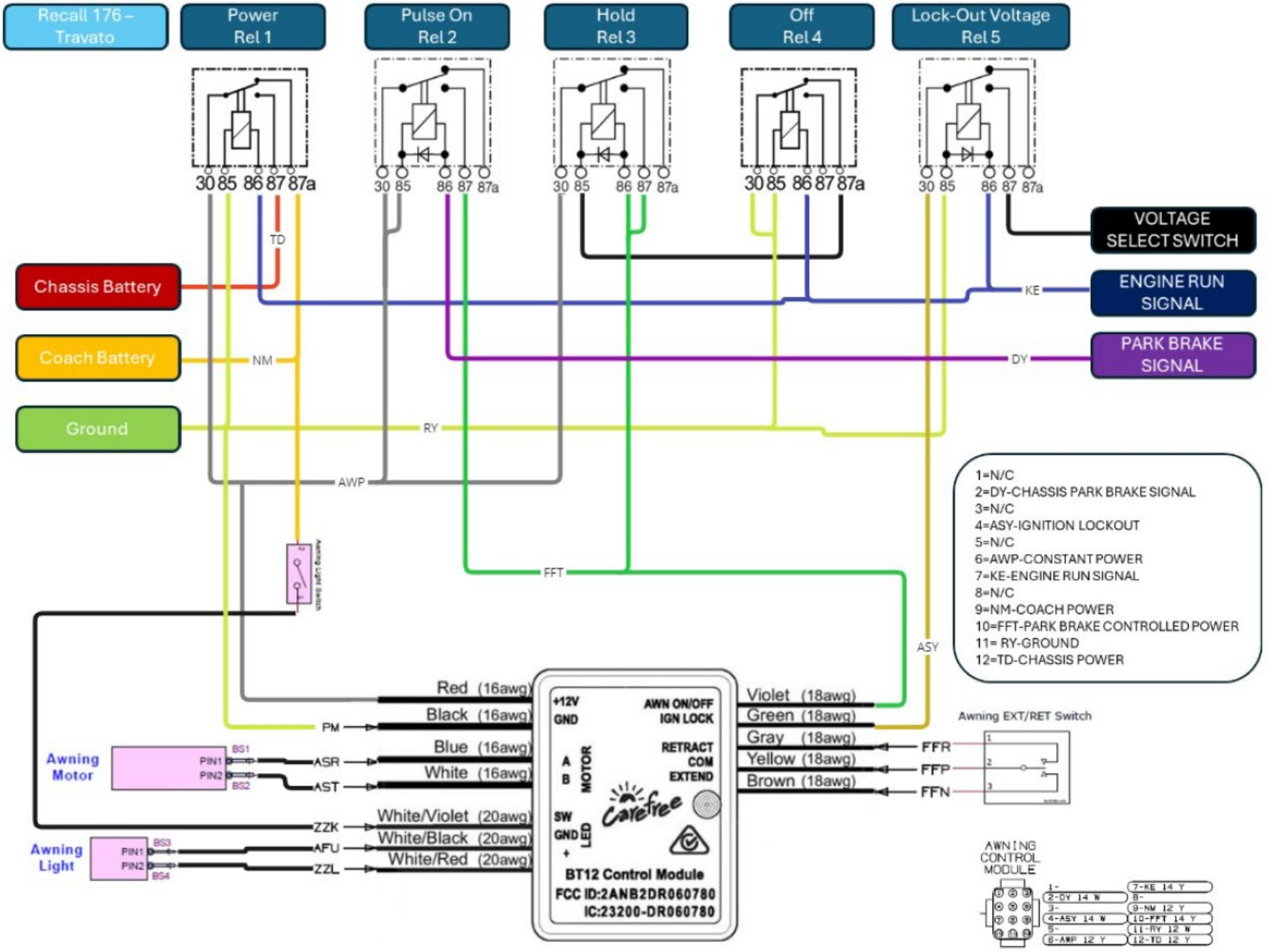
Travato Gen 3/4 Awning Rework: Recall #176 Work Instruction Addendum

Addendum for kit #
RC7923-24-776 Gen 3 G/GL
RC7926-24-776 Gen 4 G/GL
RC7927-24-776 Gen 4 K/KL
RC7924-24-776 Gen 3 K/KL

Below are updates to the existing instruction packet for Recall 176 on the Travato Gen 3/4. Follow the statements below in conjunction with the existing Instruction packet.

1. For clarification on Step 2 “Installing New Harness”, see note below.
    a. **Note:** For Gen 3 Lithium units with an existing Intermotive Interface Module for Auto-start, the recall Interface Module harness can be connected In-Line with the existing Interface harness between the Ram harness connectors and the Ram Gateway Module. This means the connection will go from the Gateway Module, through both Interface Module Harnesses, then to the Ram harness.
2. **Note:** In general, avoid reinstalling access panels or covers until unit passes system testing.
3. **Note:** When conducting the system testing, the relay module will hold the park brake signal from when the park brake is engaged until the engine is started or the module loses power. This is due to the chassis going to sleep and needing to hold the park brake signal.
4. **Note:** In some cases, Wire numbers called out in the instruction packet may not match those printed on the wires. For example, the Instructions may call out 2FFT or 1FFT-1, but the wires may have FFT1 or FFT3 printed on them. Disregard the numbers listed in the instructions and just ensure the circuit name (FFT, TD, NM…) match those printed on the relevant harness circuit.
5. All other steps in the existing packet should be followed.
6. At the end of this packet is a general wire diagram for Gen 3/4 Travato’s, use this to aid troubleshooting as needed.

Wiring Diagram – General for Gen 2-4



2022 Ram Promaster Chassis Travato G/GL Awning Rework: Gen 3

Parts required:
RC7923-24-776 Gen 3 G/GL

1. 1.25" Grommet – 114208-07-000 (3)
2. Large zip ties - 008343-04-000(25)
3. Adhesive zip tie mounts - 357004-01-000 (2)
4. Awning Control Module (Gen 2) - 358901-01-000 (1)
5. Wire Asm - Awning – 358863-01-000 (1)
6. 15A Fuse – 062901-05-000 (1)
7. P clamp - 083610-01-000 (3).
8. Small zip ties - 008343-03-000(10)
9. Black Self-tapping screw – 000G39-10-12T (3)
10. Silver Self-tapping screw – 000G39-08-12B (4)
11. Double Sided Tape – 076322-22-000 (4")
12. Ring Terminal - 326278-01-000 (1)
13. Screws M4 X 20 – 339810-01-703 (2)
14. Screws #8 x 1", T20 – 339810-01-704 (5)
15. Carefree LH Motor Wedge – 339810-01-709 (1)
16. Interface Module - 358822-01-000 (1)

WINNEBAGO INDUSTRIES

2022 Ram Promaster Chassis Travato G/GL Awning Rework:

Read the entire instructions carefully before starting the procedure. If you have any questions, please contact Winnebago Industries Technical Service Department by calling 1-866-653-4329 or by email: techservice@wgo.net. This document is confidential and is intended for dealer use only.

2022 can be identified by having either a 'N' as the 10th digit of the VIN, or by not having a VSIM module and having an electronic parking brake.

Tools and Supplies required-

1. Screw gun with #2 Philips and T20 Torx bit.
2. Cutting tool.
3. Cartridge gun.
4. Drill
5. 1.25" Unibit or like tool
6. Fish tape
7. Plastic trim tools
8. Wire stripper/crimper
9. Multi Tester
10. Adhesive surface prep
11. Manus Sealant – 185987-03-02A or equivalent
12. Electrical Tape
13. Low profile 90-degree drive
14. Metal primer – not shown




WINNEBAGO INDUSTRIES

Step 1– Pre-rework Prep

1. Disconnect the shore power cord from the coach – See Image 1.
2. Turn off the house disconnect switch – See Image 2.
3. Disconnect the 12v chassis battery ground. Refer to the Promaster user manual to disconnect the ground cable from the battery.
4. NOTE: If the chassis battery ground is not disconnected before performing the rework, chassis faults may occur that will require a Promaster service center. This cost is not covered under this recall.

Image 1

Image 2

Step 2 – Installing New Harness

1. Locate and remove the passenger side stepwell covers using a screw gun with Philips bit, see Image 1.
2. Using the Unibit, drill a 1.25" hole going through the chassis as shown, see Image 2 red arrow. The hole should be at most 1" away from the vertical walls. Prime the bare metal around the cut hole to prevent rust.
3. Mount the new Awning Control Module using self-tapping screws on the vertical wall of the stepwell closest to the seat, see Image 3. Creating a pilot hole may assist with the installation and avoid damage to the relay board.
4. Connect the 12-pin plug on the new harness to the Awning Control Module.
5. IMPORTANT: The switch on the Awning Control Module controls needs to be set to GROUND– See Image 4.
    - Setting the switch to GROUND will auto retract the awning when the engine is started.
    - 12VDC would disable the auto retract function.

Image 1

Image 2

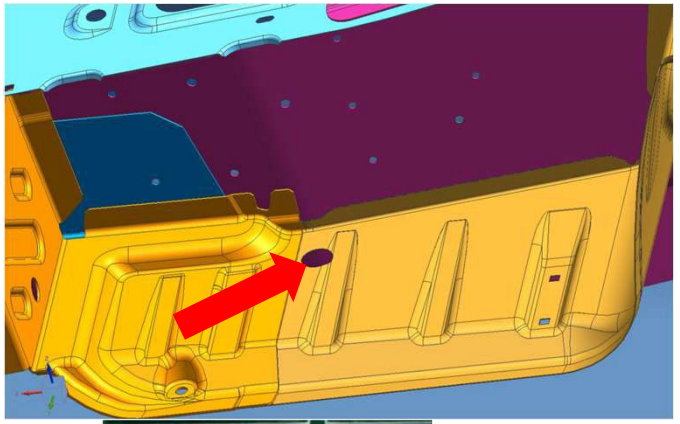


Image 3

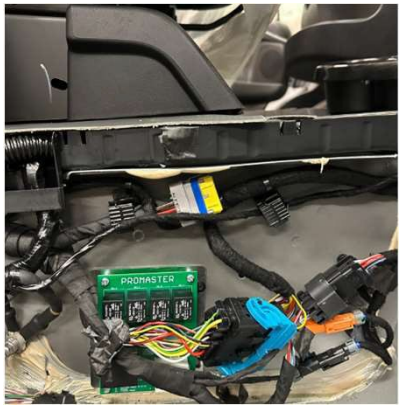


Image 4

WINNEBAGO INDUSTRIES

Step 2 – Installing New Harness (Cont.)

1. Locate and remove the four T20 screws holding in the top of the glove box assembly. The fourth screw is below the right passenger air vent. See image 1 yellow arrows.
2. Pop the two release tabs, one on either side of the glove box and allow it to drop down. See image 2 yellow arrows.
3. Loosen or remove the two T20 screws behind the glove box tray securing the assembly, see image 2 blue arrows.
4. At this point, only clips retain the glove box assembly. Use your hands or plastic trim tools to detach it from the chassis.
5. Locate the Ram Gateway module mounted on the back of the glove box assembly. See image 4.
6. Remove the 12-pin and 8-pin connectors from the Gateway module and plug in the 12-pin and 8-pin connectors from the Intermotive Interface Module harness. Plug the RAM 12-pin and 8-pin connectors into the mating connectors on the Interface Module harness. See image 4.
7. Plug the free end of the 6-pin Data Link harness into the mating 6-pin connector on the 4 foot extension harness.
8. Reinstall the glove box assembly.

Image 1

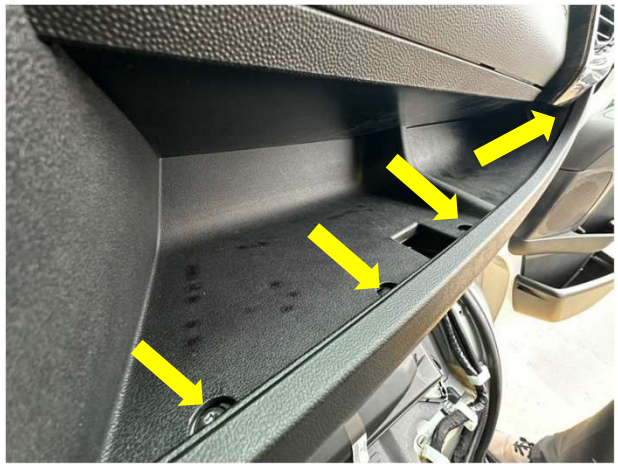


Image 2

Image 4

WINNEBAGO INDUSTRIES

Step 2 – Installing New Harness (Cont.)

1. Pop out the center cup holder and screw covers from the center console plastic enclosure. It is held in with clips.
2. Using a screw gun with a T20 Torx bit and trim tools, remove the 4 mounting screws and pop the clips to detach the center console plastic enclosure from the chassis, see Image 1.
3. Route the section of the new Winnebago harness with the 2X6 CAN plug up under the wheel well plastic trim and flooring, beneath the glovebox, behind the passenger kick cover, and back behind the center console area. See Image 2 and 3, yellow arrows.
4. Route the Interface Module extension harness behind the passenger kick cover and back behind the center console area.
5. Secure harnesses and ensure they are not visible to the user.
6. Mount the Interface Module to the chassis using VHB tape. Connect the plug from the extension harness and the new Winnebago harness to the CAN Interface Module. See Image 4.
7. Any excess wiring on the new Winnebago harness can be pulled through the 1.25" hole while ensuring no excess stress is on the 12-pin housing on the awning control module. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.

Image 1

Image 2

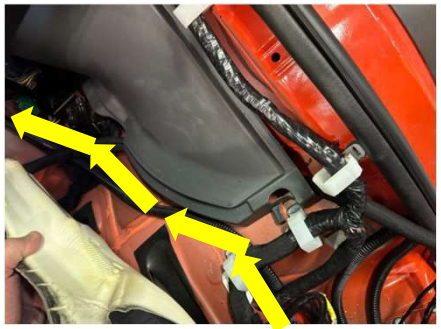


Image 3

Image 4

WINNEBAGO INDUSTRIES

Step 2 – Installing New Harness (Cont.)

1. On the coach interior, gain access to the galley cabinet interior by removing the drawers.
2. Gain access to the area behind the fuse panel in the bed cabinet. This can be done by removing the drawer above the fuse panel and unmounting the fuse panel itself. See Image 1.
3. Below the coach, drill a 1.25" hole up into the galley cabinet. This hole should be 4" towards the front of the coach as compared to the existing 2" wire routing hole. See Image 2, red arrow. Ensure when drilling that no wiring inside the Galley cabinet will be damaged. Prime the bare metal around the cut hole to prevent rust.
4. Below the coach, drill a 1.25" hole up into the bed cabinet, see Image 3 red arrow. The new hole should be in the edge of the last section of rib right next to the driver side leaf spring's forward pivot. Ensure when drilling that no wiring inside the bed cabinet will be damaged. Prime the bare metal around the cut hole to prevent rust.
5. Route the new harness from the passenger stepwell back through the LP manifold mounting bracket. Bring the new harness branch with AWP, TD, ASY, and FFT up into the Galley cabinet 1.25" hole. See Image 5, red arrows. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.
6. Route the new harness branch NM through the grey tank mounting brackets, over the rearward battery, and into the new bed cabinet 1.25" hole. See Image 4 and 6, red arrows. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.
7. Secure the new harness up to the existing Winnebago harnesses or chassis mounting holes using zip ties or to the chassis rib using P clamps. See Images 4, 5 and 6, yellow arrows. The new harness should not be allowed to sag below the existing harnesses. The 1.25" holes in the chassis can be filled with Manus to prevent water intrusion.

Image 5

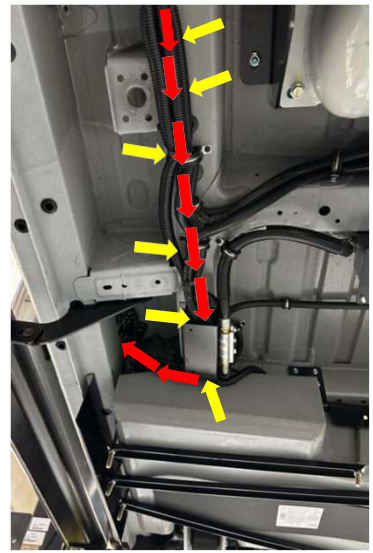


Image 1

Image 2

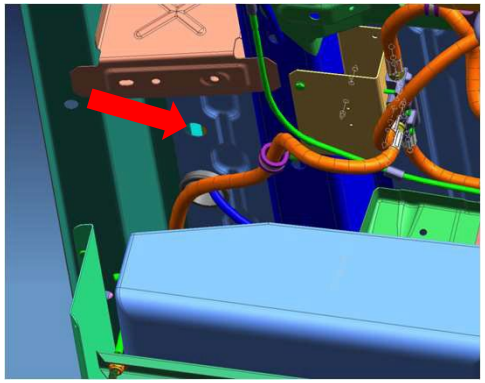


Image 3

Image 4

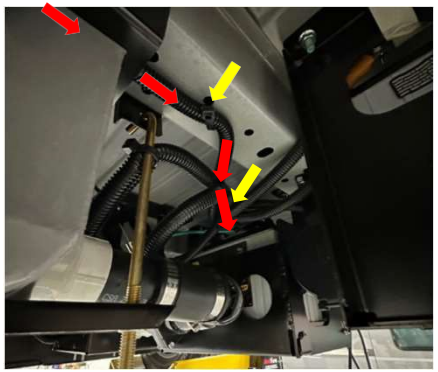
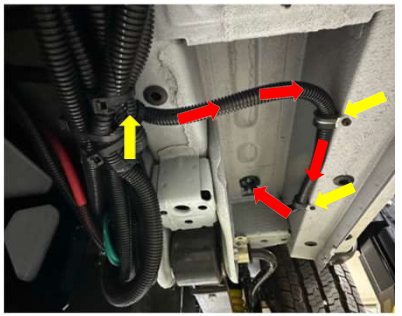


Image 6



WINNEBAGO INDUSTRIES

Step 2 – Installing New Harness (Cont.)

1. Partially unmount the abs closeout panel above the sliding door. The closeout panel is secured to the roof, sidewall rib, and screen door. Only remove screws as needed to pull away panel, the BT-12 and its connections should now be accessible. See Image 1 for screw locations.
2. Take AWP, ASY, and FFT-1 of the new harness and route it behind the cabinet, up through the plastic trim at the rear of the sliding door, and up to the BT-12. There is a recessed path that allows the wire to pass through without interfering with the abs panel fitment, see Image 2 and 4 red arrows for wire path. Use trim tools as needed to pry the panels away and fish tape to bring the circuits up, see Image 3. The sliding door seal can be removed for easier access.

Image 1

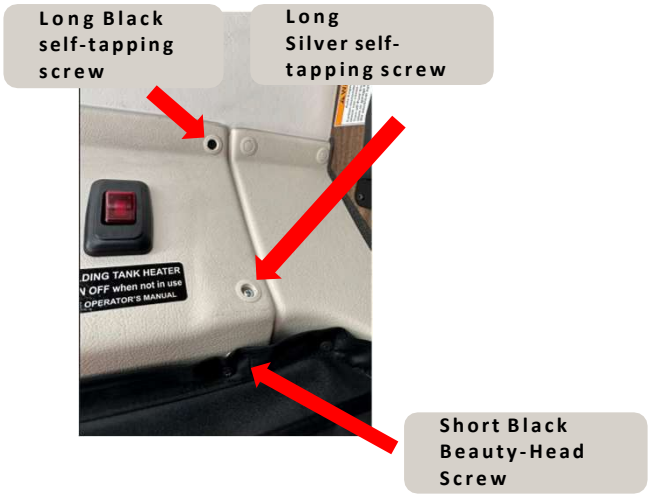


Image 2

Image 3

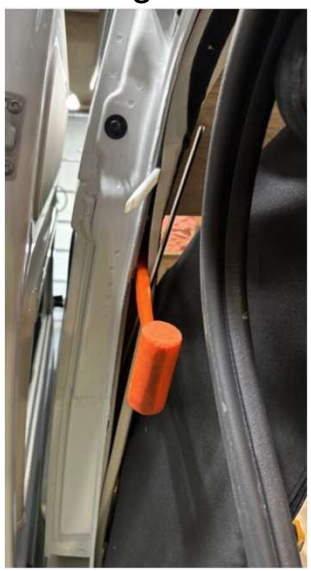
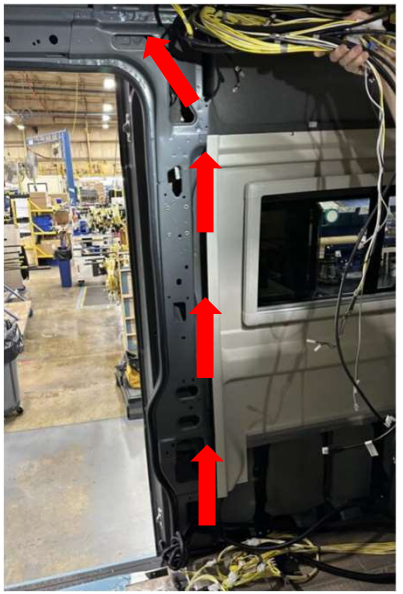


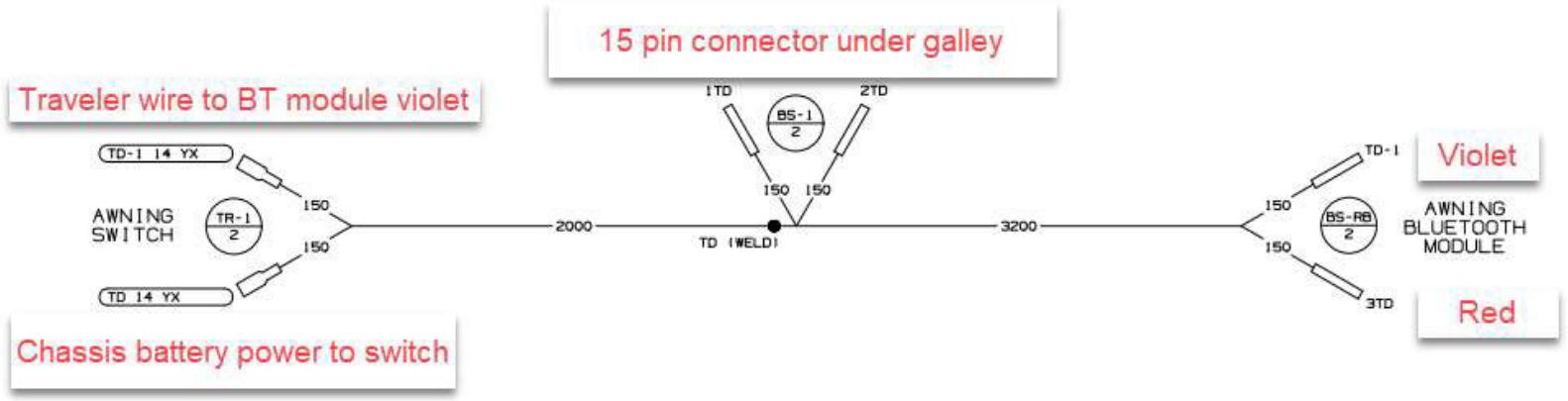
Image 4



Step 2 – Installing Harness with Recall 168

1. Some coaches may have recall 168 previously completed . This can be identified visually through the addition of the harness in Image 1 installed between the BT-12 and the awning switch.
    - The Part Number printed on the wires should be 000270094
2. If this harness is present, cut all connections and remove the harness.
    - Note: Because the harness is running up to the BT-12, it may be useful to tape the new harness to a section of the recall 168 harness and pull it through.
3. The continuity of the TD circuit on the original harness should be restored. This can be done using 1TD and 2TD on the New Harness.
    - If this is done, any following references to connecting TD can be disregarded.
4. Follow the proceeding pages for the other new connections.

Image 1



Step 2 – Switch Connection W/ Carefree Switch

1. If the coach is equipped with the Carefree awning on/off switch, follow the below steps. Otherwise move onto the next page.
2. Connect the branch FFT and FFT-1 spade connector on the new harness to the awning on/off switch in place of the current connections. see Image 1 red arrows.
3. Remove the jumper from the new harness and discard. See Image 2.
4. Leave one of the TD connections on the new harness untaped and disconnected, this will be connected later once power is restored.
5. The remaining TD wire connection on the new harness will not be used, it can be taped up along with all other connections on the original harnesses in this area that are not labeled TD.

Image 1

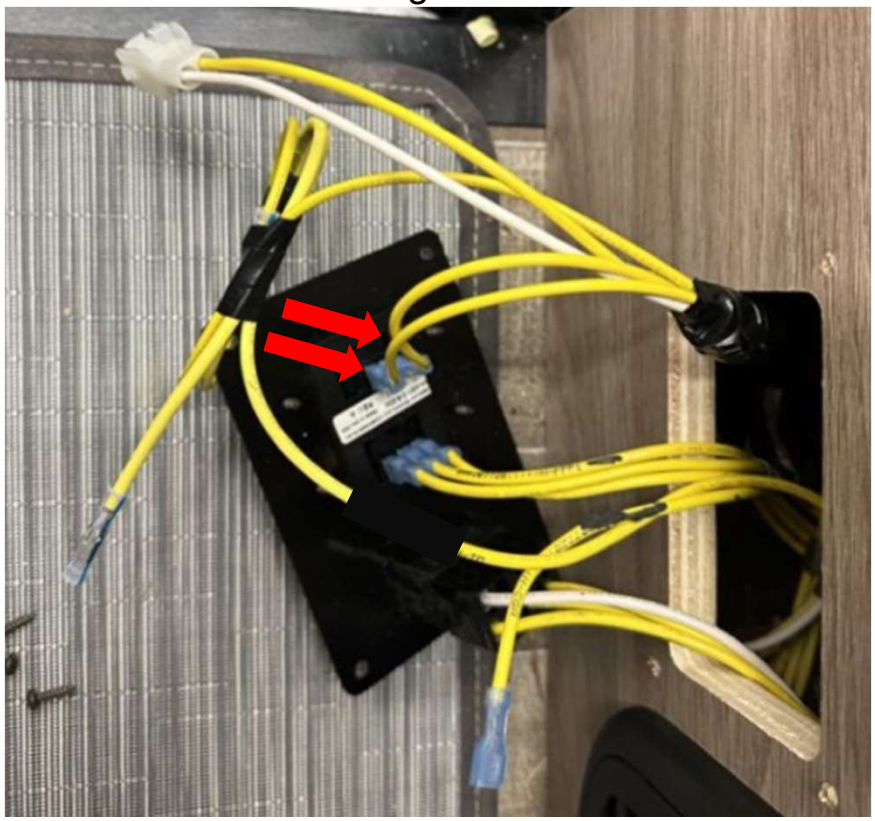
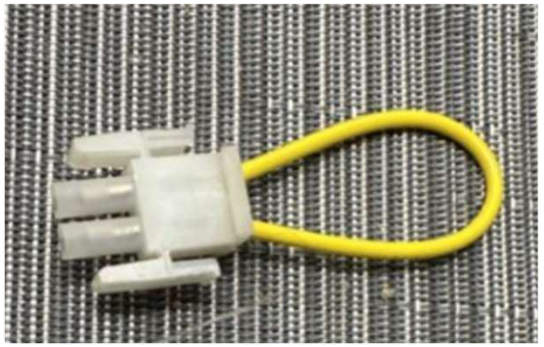


Image 2



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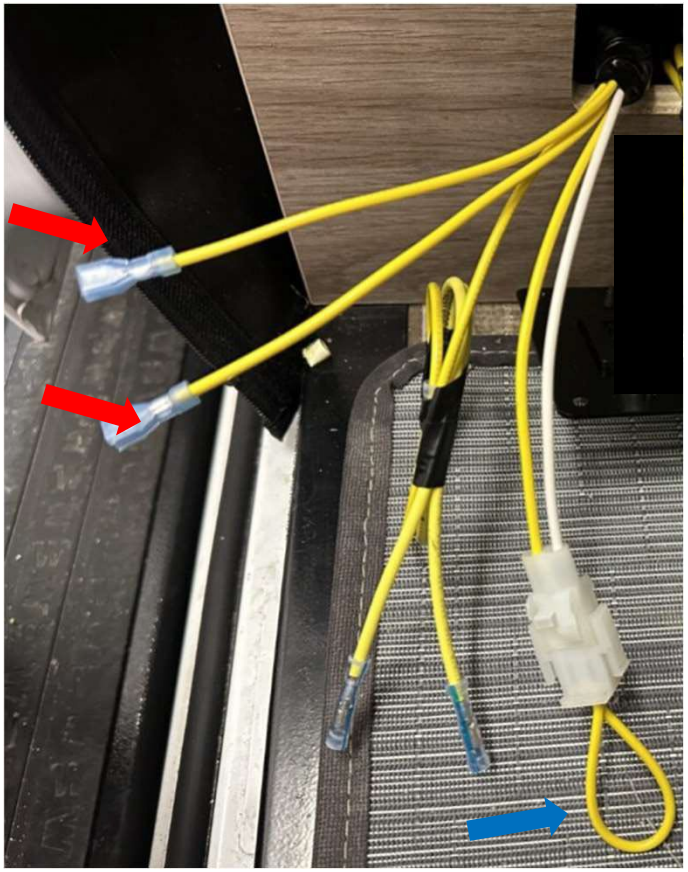
Step 2 – Switch Connection W/O Carefree Switch

1. If the coach is not equipped with the Carefree awning on/off switch, follow the below steps. Otherwise move onto the next page.
2. Leave the jumper from the new harness installed. This makes it so connections to the spades FFT and FFT-1 are not necessary, these can be taped up. See Image 1red arrows for unneeded spades and blue for jumper installed.
3. Leave the TD connections on the new harness untaped and disconnected, this will be connected later once power is restored.

Image 1



Step 2 – Coach 12v Fuse Panel Connection

1. As needed, unmount the Coach 12v Fuse Panel.
2. Connect the spade connector on NM to an open spade terminal on the back of the Coach 12v Fuse Panel. See Image 1, red arrow.
3. Install a 15A fuse on the front of the Coach 12v Fuse Panel into the matching space and label this fuse "Awning". See Image 2 and 3 red arrows.
4. Attach RY to the ground bar of the Coach 12v Fuse Panel, see Image 4.

Image 1

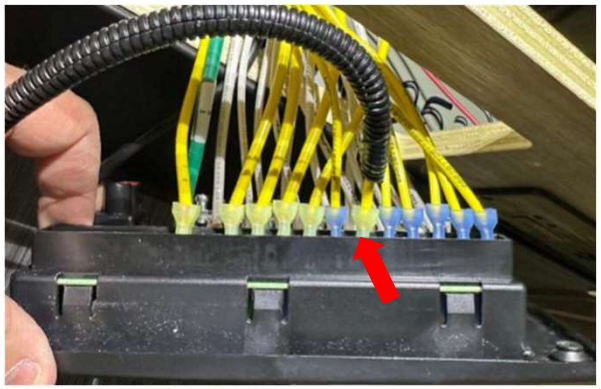


Image 2

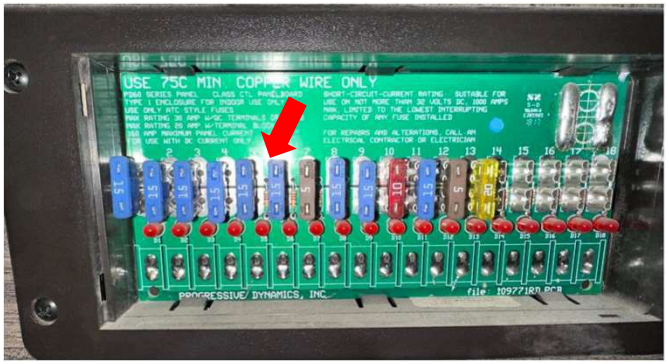


Image 3

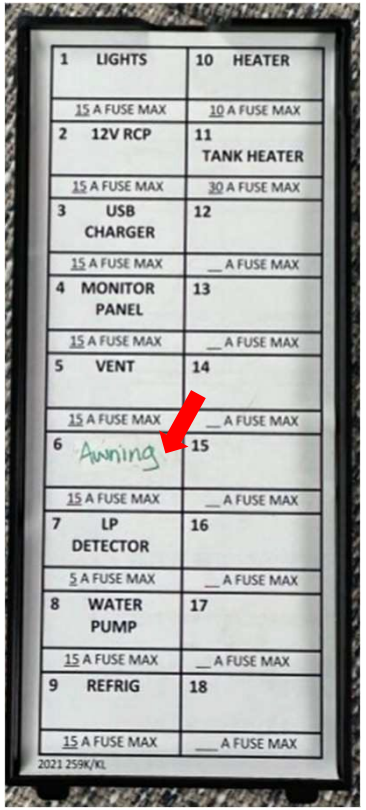
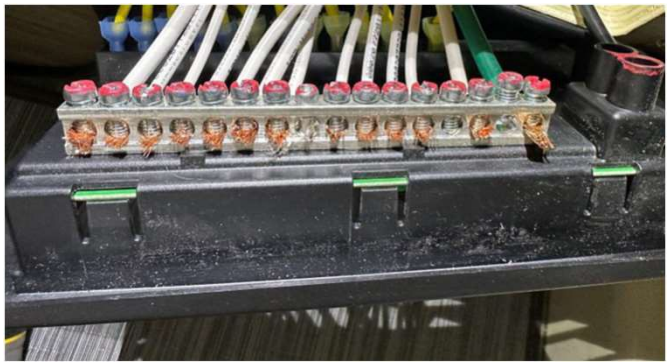


Image 4



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Step 3 – BT-12 Connection

1. Cut the current connection to the red, green, and violet wires of the BT-12 module. Wrap these original circuits with tape, they will no longer be used.
2. Splice the below connections from the new harness to the BT-12:
   - AWP to Red
   - ASY to Green
   - FFT-1 to Violet
3. Check the wiring connections at the BT-12 module and verify that every circuit is properly connected. See Image 1 or the Wiring Diagram –BT-12 page at the back of this packet for proper connections.
4. Check the wiring connections at the BT-12 module and verify that every circuit is properly connected. See the Wiring Diagram – BT-12 page at the back of this packet for proper connections.
5. Use adhesive on the BT-12 to permanently mount it to the chassis rib behind the closeout, see Image 2 Red Arrow. Secure with additional wire ties as needed to create strain relief and ensure drip loop, see Image 2 Yellow Arrow. Be sure to prep surfaces prior to using any adhesive connection.
6. Reinstall the passenger side stepwell cover, drawers, fuse panel, abs trim, and door seal.

Image 1

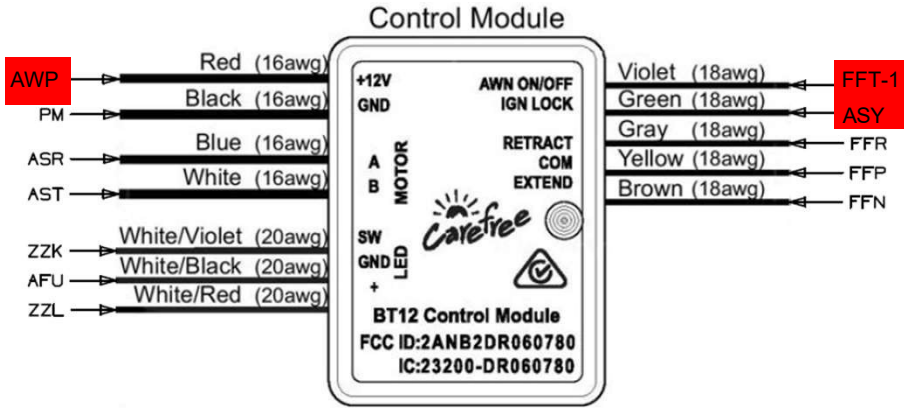
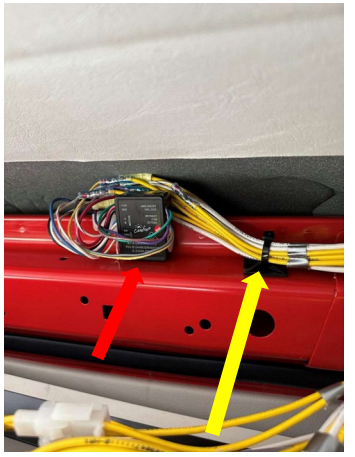


Image 2



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Step 4 – Seal Awning Wire Passthrough

1. Go to the coach roof and locate the wiring on the awnings left hand side.
2. Remove electrical tape wrap without damaging wires to gain access to the interior of the convolute tubing, see Image 1.
3. Insert nozzle of cartridge gun into convolute tubing as far into the coach as you can, seal the inside tubing back to 2 inches up from the roof, see Image 2. Ensure sealant oozes out to confirm the convolute is fully filled. Wipe off excess, prep, and retape convolute starting from the roof and wrapping up to the awning creating a shingled effect. See Image 3
4. Using Manus, reseal on top of the existing self-leveling around the base of the convolute and tool to ensure no gaps are present, see Image 4.

Image 1

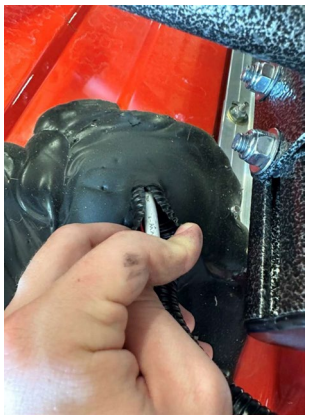
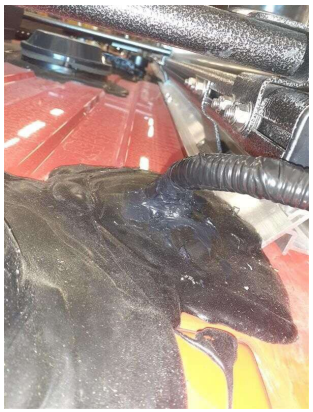


Image 2

Image 3

Image 4



Step 5 – Reconnect the 12v power sources.

1. Turn on the 12v house disconnect switch – See Image 1.
2. Reconnect the 12v chassis battery ground. Refer to the Promaster user manual to disconnect the ground cable from the battery.

Image 1

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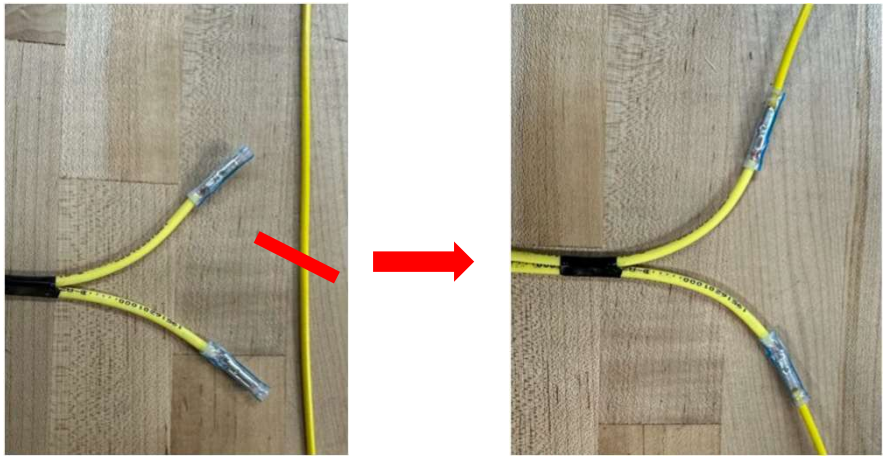
Step 6 – TD Connection

1. In the galley cabinet near the awning switch, locate the circuits labeled TD on the existing harnesses.
2. Note: Some of the existing TD circuits may have been fully disconnected during the recall and will no longer carry chassis power. These circuits can be taped off or removed as they are no longer a useable connection.
3. Using a multimeter, test these circuits to find one that shows 12v power now that chassis power is restored.
4. For units with the Carefree Switch: Splice the new harness to one of the hot TD circuits. See image 1 yellow arrow. The other unused TD circuit connections, if any, can be taped up.
5. For units without the Carefree Switch: Splice the 2 TD connections in line with the hot TD circuit. See image 2.

Image 1

Image 2



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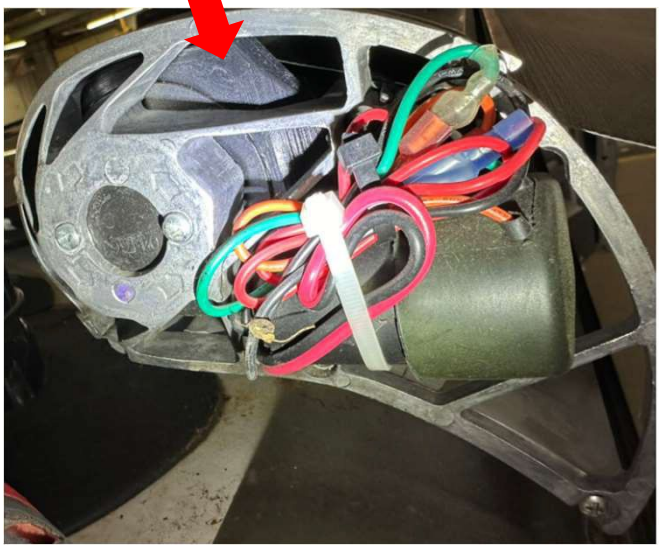
Step 7 – Awning Motor wedge and firmware update

1. Before preforming the motor wedge installation, confirm that the awning installed requires a wedge, and that one is not already installed. When inspecting the awning be sure to check both sides for the motor, as depending on build it may be a right-hand or left-hand motor.
    1. Confirm that the awning is an angle gear motor, this style of motor is the one that requires the wedge. See Image 1 for an example of what the angle gear motor looks like with the awning extended. Tubular style motors, where the motor is housed inside the awning fabric roller, do not require a wedge.
    2. If the awning is an angle gear motor, gain access to the backside of the motor by removing the case end cap, see Image 2. Some coaches may require the mounting screws be removed and the awning to be slid back on the mounting extrusion in order to access the cover. When doing this be careful to not pop the awning out of the mounting extrusion as it could fully detach from the coach.
    3. Confirm that a wedge is not installed, Image 3 shows a motor with a wedge already installed.
    4. If your coach does not have the wedge and requires one, move onto the next page and follow the wedge installation.

Image 1

Image 2

Image 3



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Step 7 – Awning motor wedge and firmware update(Cont.)

1. Review and complete the following documents, all units with a BT-12 require a firmware update.
   - Carefree Motor Wedge Installation service manual, 056513-002R1(LH) or 056513-001R5(RH) . (For angle gear awnings without a wedge already installed)
   - Carefree Connects Firmware Update service manual, 056513-004r1 (All awning with a BT-12)

Carefree of Colorado | Left Hand Motor Wedge Installation Instruction | FREESTYLE EVOLUTION

SERVICE MANUAL

LEFT HAND MOTOR WEDGE INSTALLATION

RV

12V MOTORIZED ROOF MOUNTED BOX AWNING

Read this manual before installing or using this product. Failure to follow the instructions and safety precautions in this manual can result in personal injury and/or cause the product to not operate properly.

These instructions apply to all models listed. Details and procedures unique to a specific model are labeled appropriately.

056513-002r1 1

Carefree of Colorado | BT12

SERVICE MANUAL

CAREFREE CONNECTS FIRMWARE UPDATE

RV

FOR CAREFREE 12V MOTORIZED AWNINGS EQUIPPED WITH CAREFREE'S BT12 WIRELESS AWNING CONTROL SYSTEM

Read this manual before installing or using this product. Failure to follow the instructions and safety precautions in this manual can result in personal injury and/or cause the product to not operate properly. This instruction is limited to BT12 Firmware updates and verification of BTMotion connectivity. For more information on Carefree Connects mobile app, please reference the Carefree Connects Mobile App Manual pn 070029-201.

Bluetooth wireless technology

Download on the App Store | Google play

Carefree of Colorado | www.carefreeofcolorado.com | a Scott Fetzer company

056513-004r1 1

Step 8 – System Testing

1. See the chart in Image 1 and confirm that all 'With' situations result in the correct actions when the extend and retract commands are operated.
    - **Note:** awning will need to be partially extended to confirm auto-retraction, see Image 2.
    - **Note:** the relay module will hold the park brake signal from when the park brake is engaged until the engine is started or the module loses power. This is due to the chassis going to sleep and needing to hold the park brake signal.
2. With the engine off and the parking brake and 12v coach power on, bring the awning to a partially extended position, see Image 2. Locate the edge of the awning with the wind sensor and shake the awning to simulate high winds. The awning should automatically retract when the sensor reads the awning movement.
3. If all the above actions result in their defined outcomes the rework is complete.

Image 1

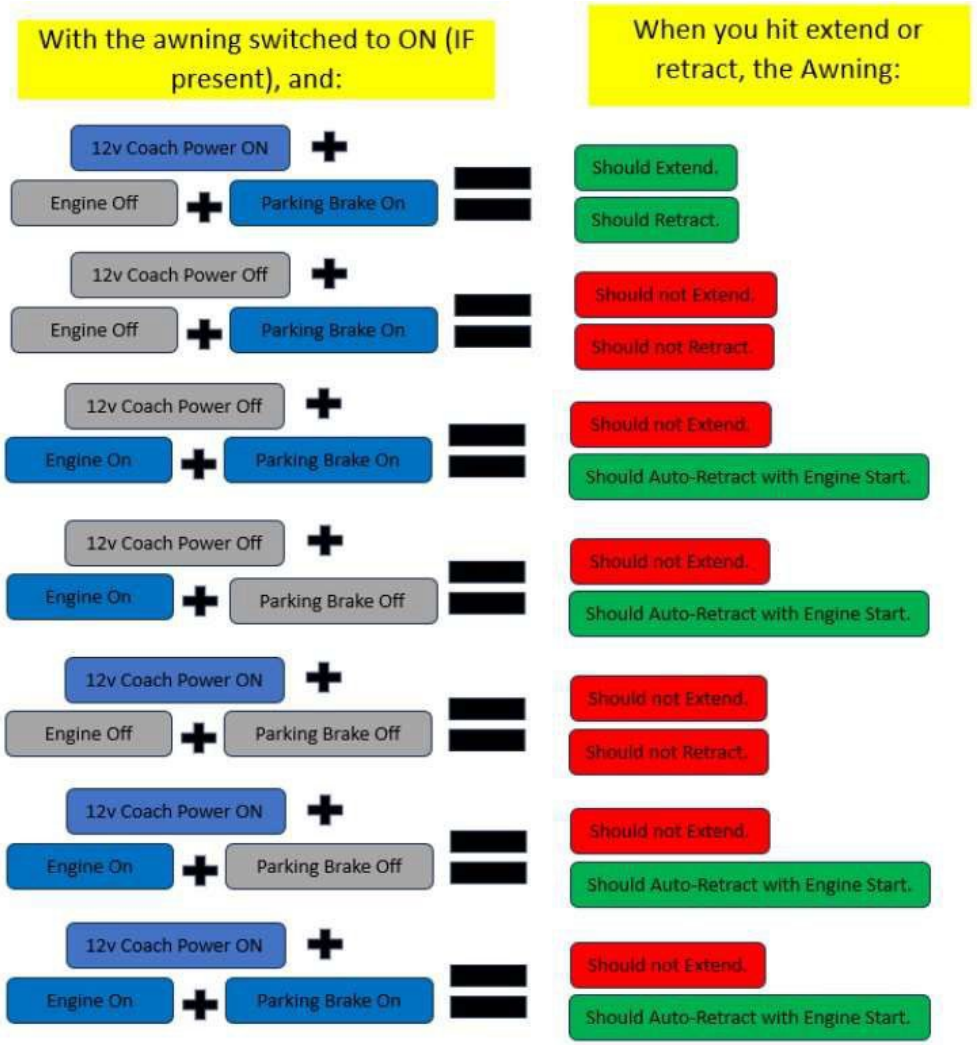
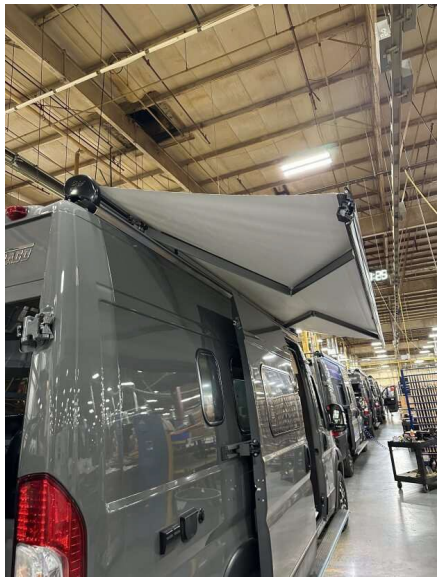


Image 2



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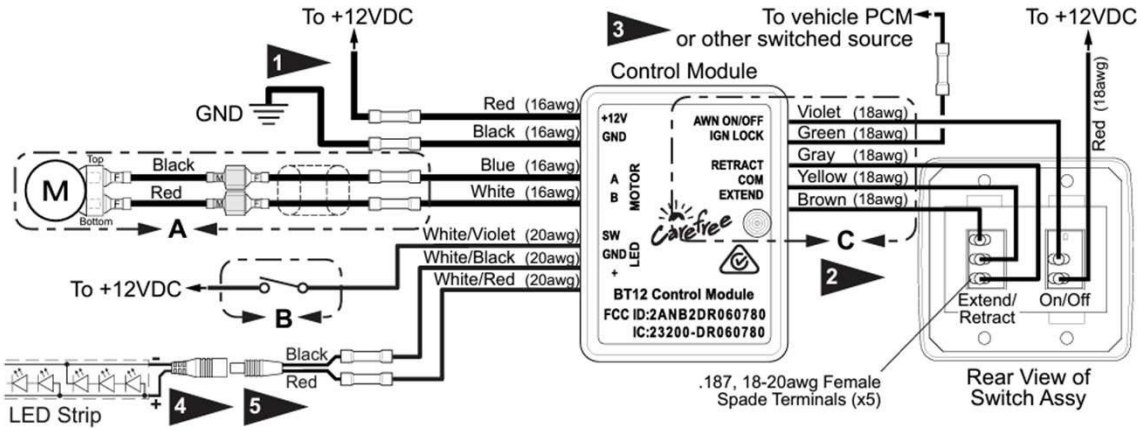
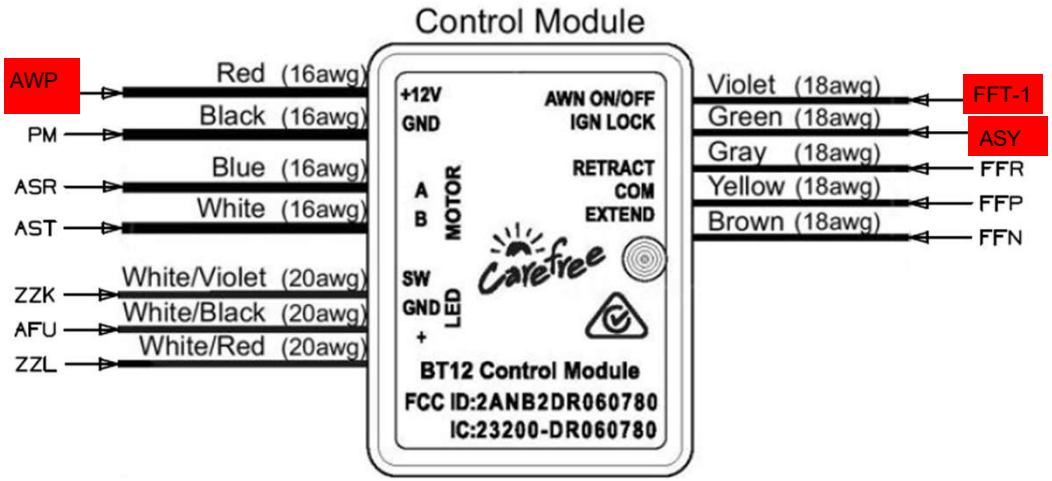
Wiring Diagram – Carefree BT-12

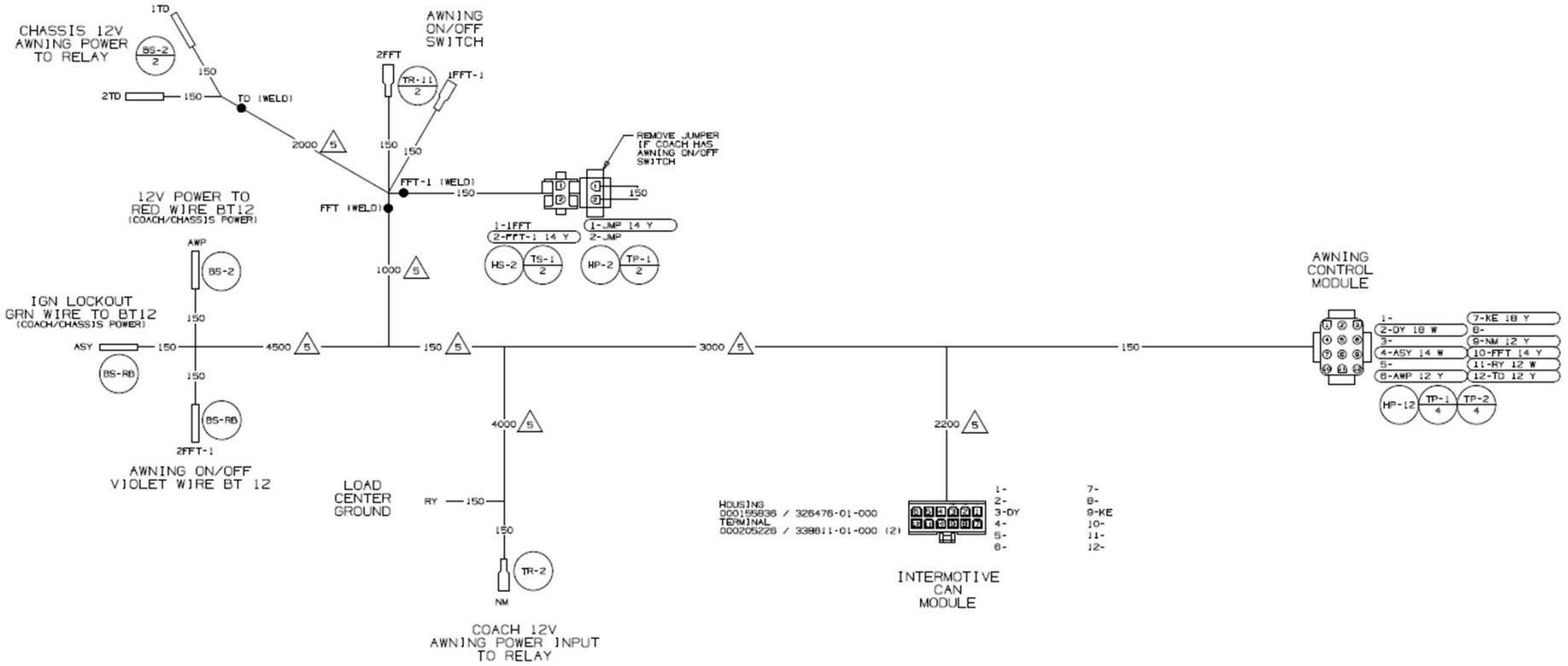
BT-12 Wiring Diagram



BT-12 to WGO Harness Connections



Wiring Diagram – Harness



Read the entire instructions carefully before starting the procedure. If you have any questions, please contact Winnebago Industries Technical Service Department by calling 1-866-653-4329 or by email: techservice@wgo.net. This document is confidential and is intended for dealer use only.

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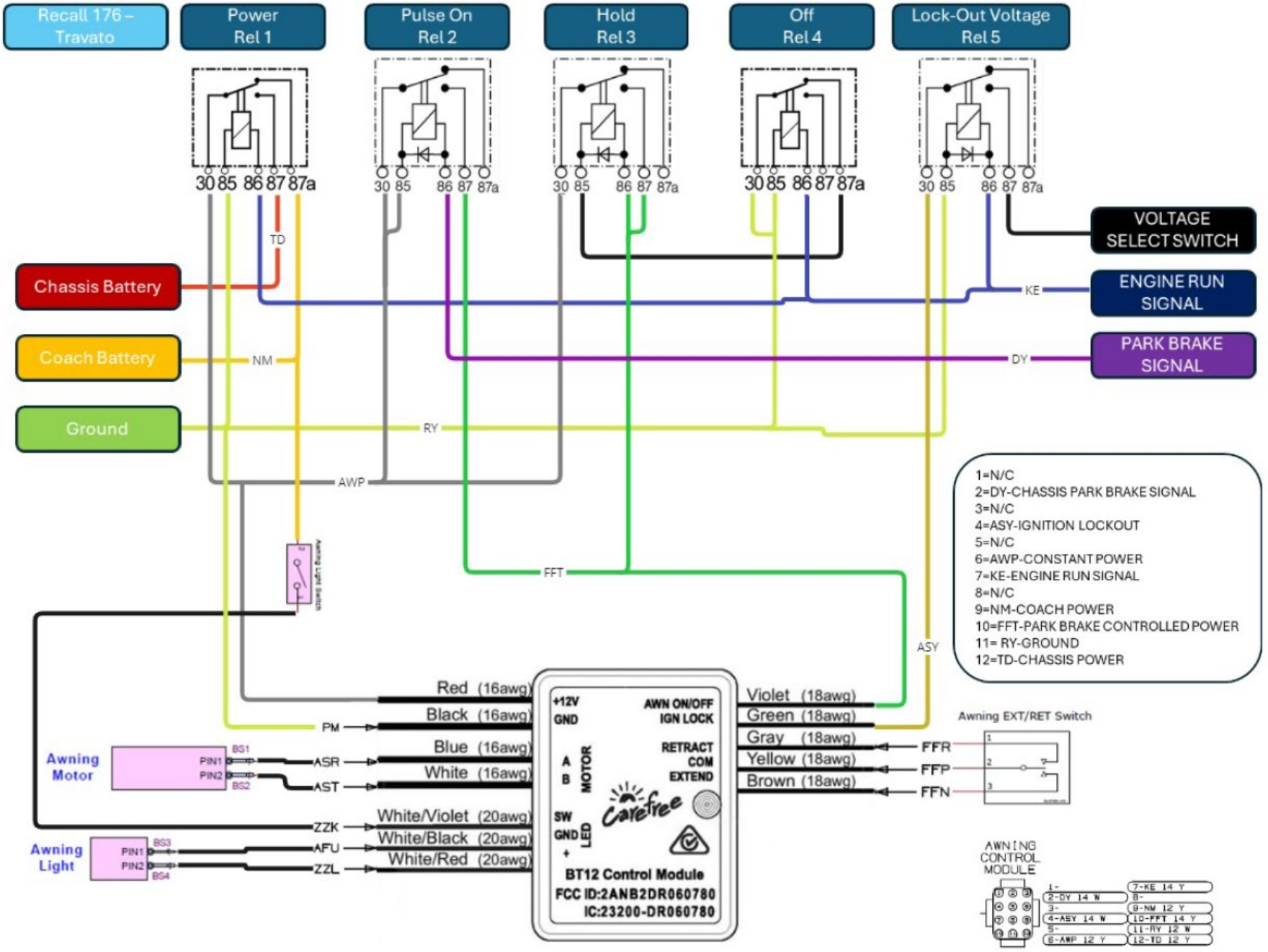
Travato Gen 3/4 Awning Rework: Recall #176 Work Instruction Addendum

Addendum for kit #
RC7923-24-776 Gen 3 G/GL
RC7926-24-776 Gen 4 G/GL
RC7927-24-776 Gen 4 K/KL
RC7924-24-776 Gen 3 K/KL

Below are updates to the existing instruction packet for Recall 176 on the Travato Gen 3/4. Follow the statements below in conjunction with the existing Instruction packet.

1. For clarification on Step 2 “Installing New Harness”, see note below.
    a. **Note:** For Gen 3 Lithium units with an existing Intermotive Interface Module for Auto-start, the recall Interface Module harness can be connected In-Line with the existing Interface harness between the Ram harness connectors and the Ram Gateway Module. This means the connection will go from the Gateway Module, through both Interface Module Harnesses, then to the Ram harness.
2. **Note:** In general, avoid reinstalling access panels or covers until unit passes system testing.
3. **Note:** When conducting the system testing, the relay module will hold the park brake signal from when the park brake is engaged until the engine is started or the module loses power. This is due to the chassis going to sleep and needing to hold the park brake signal.
4. **Note:** In some cases, Wire numbers called out in the instruction packet may not match those printed on the wires. For example, the Instructions may call out 2FFT or 1FFT-1, but the wires may have FFT1 or FFT3 printed on them. Disregard the numbers listed in the instructions and just ensure the circuit name (FFT, TD, NM…) match those printed on the relevant harness circuit.
5. All other steps in the existing packet should be followed.
6. At the end of this packet is a general wire diagram for Gen 3/4 Travato’s, use this to aid troubleshooting as needed.

Wiring Diagram – General for Gen 2-4



2022 Ram Promaster Chassis Travato K/KL Awning Rework: Gen 3

Parts required:
RC7924-24-776 Gen 3 K/KL

1. 1.25" Grommet – 114208-07-000 (3)
2. Large zip ties - 008343-04-000(25)
3. Adhesive zip tie mounts - 357004-01-000 (2)
4. Awning Control Module (Gen 2) - 358901-01-000 (1)
5. Wire Asm - Awning – 358863-01-000 (1)
6. 15A Fuse – 062901-05-000 (1)
7. P clamp - 083610-01-000 (3).
8. Small zip ties - 008343-03-000(10)
9. Black Self-tapping screw – 000G39-10-12T (3)
10. Silver Self-tapping screw – 000G39-08-12B (4)
11. Double Sided Tape – 076322-22-000 (4")
12. Ring Terminal - 326278-01-000 (1)
13. Screws M4 X 20 – 339810-01-703 (2)
14. Screws #8 x 1", T20 – 339810-01-704 (5)
15. Carefree LH Motor Wedge – 339810-01-709 (1)
16. Interface Module - 358822-01-000 (1)

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2022 Ram Promaster Chassis Travato K/KL Awning Rework:

Read the entire instructions carefully before starting the procedure. If you have any questions, please contact Winnebago Industries Technical Service Department by calling 1-866-653-4329 or by email: techservice@wgo.net. This document is confidential and is intended for dealer use only.

2022 can be identified by having either a 'N' as the 10th digit of the VIN, or by not having a VSIM module and having an electronic parking brake.

Tools and Supplies required-

1. Screw gun with #2 Philips and T20 Torx bit.
2. Cutting tool.
3. Cartridge gun.
4. Drill
5. 1.25" Unibit or like tool
6. Fish tape
7. Plastic trim tools
8. Wire stripper/crimper
9. Multi Tester
10. Adhesive surface prep
11. Manus Sealant – 185987-03-02A or equivalent
12. Electrical Tape
13. Low profile 90-degree drive
14. Metal primer – not shown

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Step 1– Pre-rework Prep

1. Disconnect the shore power cord from the coach – See Image 1.
2. Turn off the house disconnect switch – See Image 2.
3. Disconnect the 12v chassis battery ground. Refer to the Promaster user manual to disconnect the ground cable from the battery.
4. NOTE: If the chassis battery ground is not disconnected before performing the rework, chassis faults may occur that will require a Promaster service center. This cost is not covered under this recall.

Image 1

Image 2

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Step 2 – Installing New Harness

1. Locate and remove the passenger side stepwell covers using a screw gun with Philips bit, see Image 1.
2. Using the Unibit, drill a 1.25" hole going through the chassis as shown, see Image 2 red arrow. The hole should be at most 1" away from the vertical walls. Prime the bare metal around the cut hole to prevent rust.
3. Mount the new Awning Control Module using self-tapping screws on the vertical wall of the stepwell closest to the seat, see Image 3. Creating a pilot hole may assist with the installation and avoid damage to the relay board.
4. Connect the 12-pin plug on the new harness to the Awning Control Module.
5. IMPORTANT: The switch on the Awning Control Module controls needs to be set to GROUND– See Image 4.
    - Setting the switch to GROUND will auto retract the awning when the engine is started.
    - 12VDC would disable the auto retract function.

Image 1

Image 2

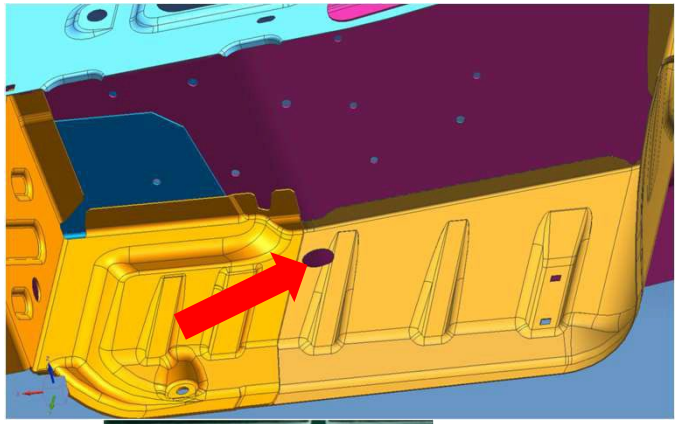

Image 3

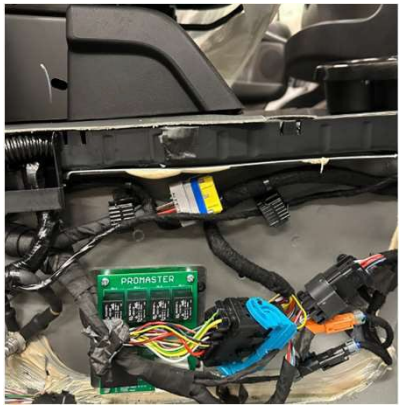

Image 4

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Step 2 – Installing New Harness (Cont.)

1. Locate and remove the four T20 screws holding in the top of the glove box assembly. The fourth screw is below the right passenger air vent. See image 1 yellow arrows.
2. Pop the two release tabs, one on either side of the glove box and allow it to drop down. See image 2 yellow arrows.
3. Loosen or remove the two T20 screws behind the glove box tray securing the assembly, see image 2 blue arrows.
4. At this point, only clips retain the glove box assembly. Use your hands or plastic trim tools to detach it from the chassis.
5. Locate the Ram Gateway module mounted on the back of the glove box assembly. See image 4.
6. Remove the 12-pin and 8-pin connectors from the Gateway module and plug in the 12-pin and 8-pin connectors from the Intermotive Interface Module harness. Plug the RAM 12-pin and 8-pin connectors into the mating connectors on the Interface Module harness. See image 4.
7. Plug the free end of the 6-pin Data Link harness into the mating 6-pin connector on the 4 foot extension harness.
8. Reinstall the glove box assembly.

Image 1

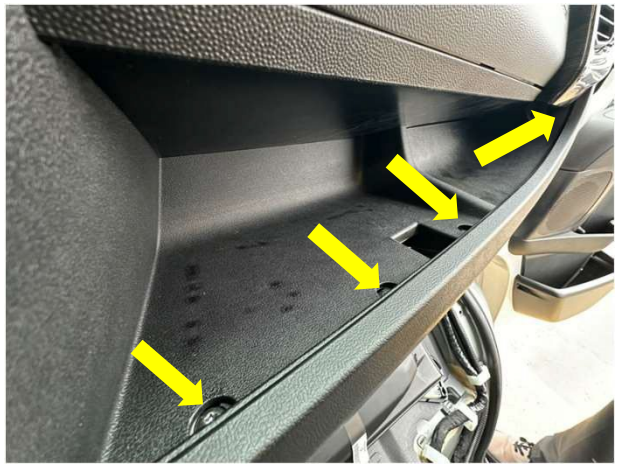

Image 2

Image 4

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Step 2 – Installing New Harness (Cont.)

1. Pop out the center cup holder and screw covers from the center console plastic enclosure. It is held in with clips.
2. Using a screw gun with a T20 Torx bit and trim tools, remove the 4 mounting screws and pop the clips to detach the center console plastic enclosure from the chassis, see Image 1.
3. Route the section of the new Winnebago harness with the 2X6 CAN plug up under the wheel well plastic trim and flooring, beneath the glovebox, behind the passenger kick cover, and back behind the center console area. See Image 2 and 3, yellow arrows.
4. Route the Interface Module extension harness behind the passenger kick cover and back behind the center console area.
5. Secure harnesses and ensure they are not visible to the user.
6. Mount the Interface Module to the chassis using VHB tape. Connect the plug from the extension harness and the new Winnebago harness to the CAN Interface Module. See Image 4.
7. Any excess wiring on the new Winnebago harness can be pulled through the 1.25" hole while ensuring no excess stress is on the 12-pin housing on the awning control module. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.

Image 1

Image 2

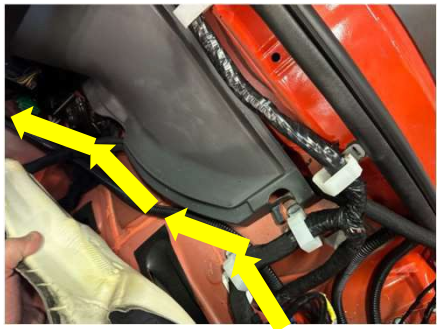

Image 3

Image 4

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Step 2 – Installing New Harness (Cont.)

1. On the coach interior, remove the top panel of the passenger side bed cabinet to gain access to cabinet.
    a) Disconnect the head of the gas strut by using a flat head screwdriver, see Image 1. The mattress can be removed for better access.
    b) Remove all mounting screws between the top panel and the rest of the cabinet. Behind the bed frame there are pairs of screws along the back edge, only the indicated screws need to be removed, see Image 2 red arrow .
    c) Remove the panel assembly from the coach and set aside for reinstallation.
2. With the panel now removed, go below the coach and drill a 1.25" hole up into the bed cabinet, see Image 4 red arrow. The new hole should be about 3" towards the coach exterior compared to the original and should stay out of the existing Manus. Ensure when drilling that no wiring inside the bed cabinet will be damaged. Prime the bare metal around the cut hole to prevent rust.
3. Bring the new harness up through the 1.25" hole until there is no excess harness outside of the coach. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.
4. Secure the new harness up to the existing Winnebago harnesses using zip ties or to the chassis rib using P clamps. See Images 5 and 6, yellow arrows for the wire path. The new harness should not be allowed to sag below the existing harnesses. The 1.25" holes in the chassis can be filled with Manus to prevent water intrusion.

Image 5

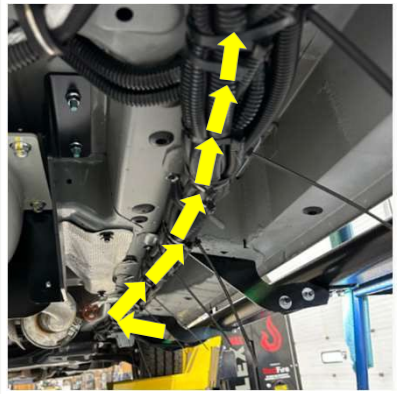

Image 6

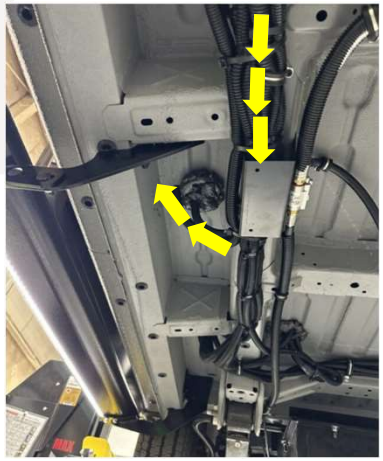

Image 1

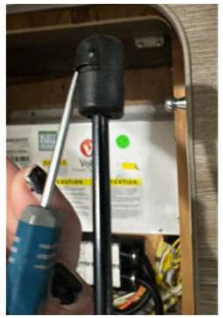

Image 2

Image 4

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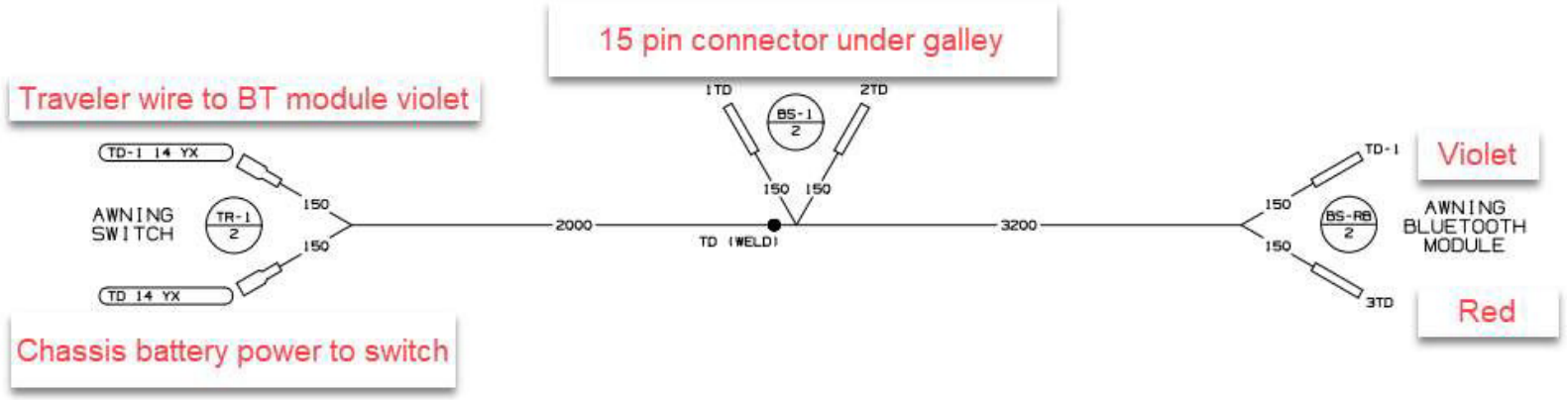
Step 2 – Installing Harness with Recall 168

1. Some coaches may have recall 168 previously completed . This can be identified visually through the addition of the harness in Image 1 installed between the BT-12 and the awning switch.
   - The Part Number printed on the wires should be 000270094
2. If this harness is present, cut all connections and remove the harness.
   - Note: Because the harness is running up to the BT-12, it may be useful to tape the new harness to a section of the recall 168 harness and pull it through.
3. The continuity of the TD circuit on the original harness should be restored. This can be done using 1TD and 2TD on the New Harness.
   - If this is done, any following references to connecting TD can be disregarded.
4. Follow the proceeding pages for the other new connections.

Image 1



Step 2 – Switch Connection W/ Carefree Switch

1. If the coach is equipped with the Carefree awning on/off switch, follow the below steps. Otherwise move onto the next page.
2. Connect the branch FFT and FFT-1 spade connector on the new harness to the awning on/off switch in place of the current connections. see Image 1 red arrows.
3. Remove the jumper from the new harness and discard. See Image 2.
4. Leave one of the TD connections on the new harness untaped and disconnected, this will be connected later once power is restored.
5. The remaining TD wire connection on the new harness will not be used, it can be taped up along with all other connections on the original harnesses in this area that are not labeled TD.

Image 1

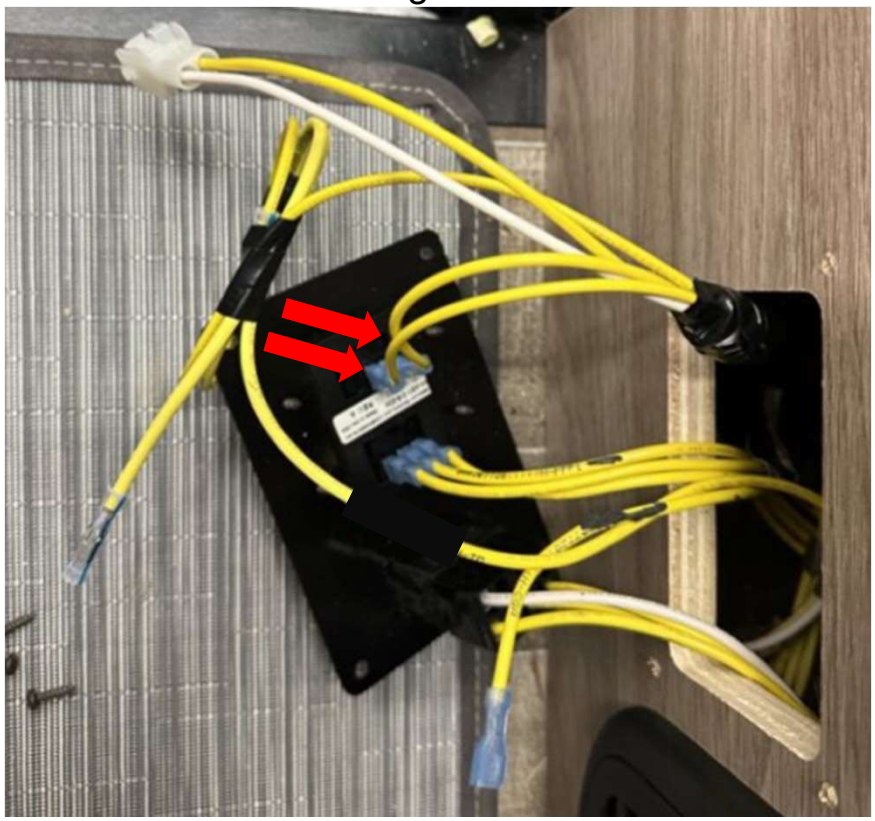
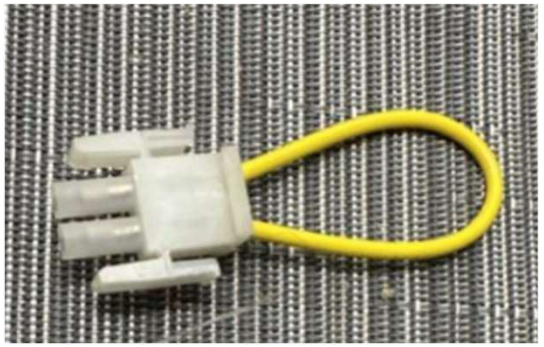


Image 2



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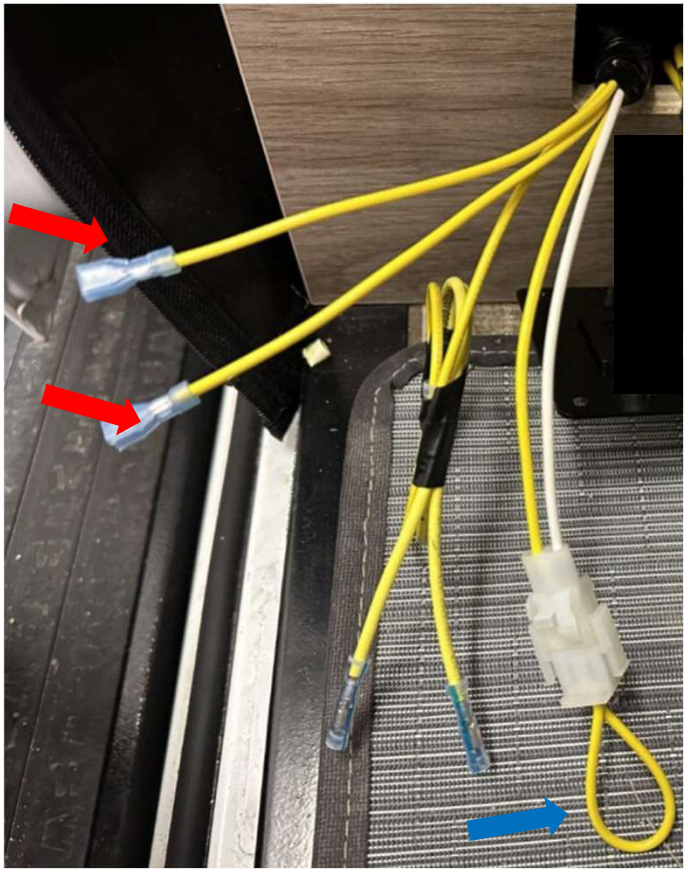
Step 2 – Switch Connection W/O Carefree Switch

1. If the coach is not equipped with the Carefree awning on/off switch, follow the below steps. Otherwise move onto the next page.
2. Leave the jumper from the new harness installed. This makes it so connections to the spades FFT and FFT-1 are not necessary, these can be taped up. See Image 1red arrows for unneeded spades and blue for jumper installed.
3. Leave the TD connections on the new harness untaped and disconnected, this will be connected later once power is restored.

Image 1



Step 2 – Coach 12v Fuse Panel Connection

1. As needed, unmount the Coach 12v Fuse Panel.
2. Connect the spade connector on NM to an open spade terminal on the back of the Coach 12v Fuse Panel. See Image 1, red arrow.
3. Install a 15A fuse on the front of the Coach 12v Fuse Panel into the matching space and label this fuse "Awning". See Image 2 and 3 red arrows.
4. Attach RY to the ground bar of the Coach 12v Fuse Panel, see Image 4.

Image 1

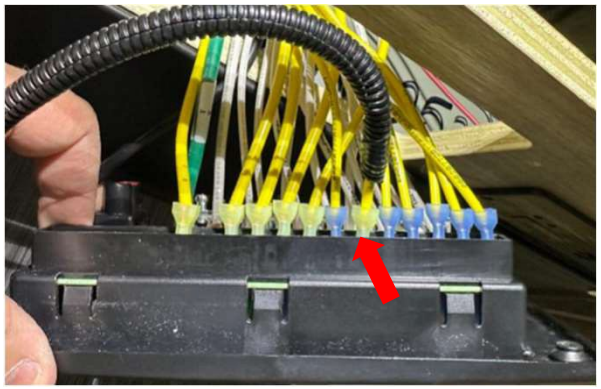


Image 2

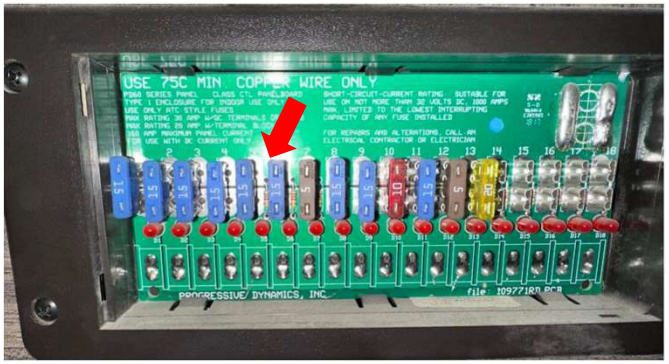


Image 3

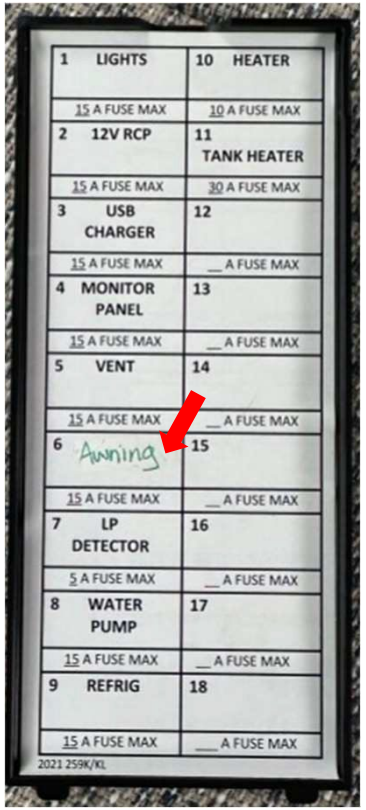
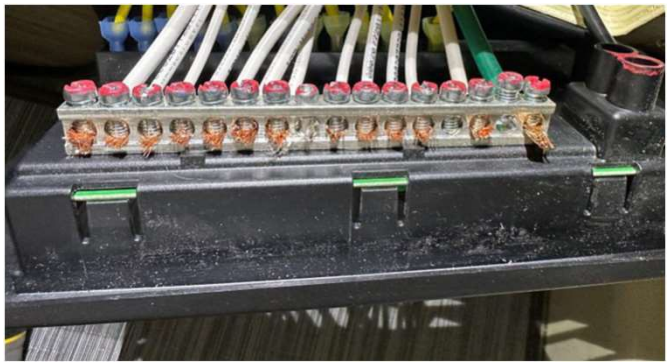


Image 4



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Step 2 – Route to Roof

1. Remove the abs closeout in the upper corner of the shirt cabinet, See Image 1.
2. Remove the access panel and drawer from the shirt cabinet.
3. Using fish tape, route the awning connection circuits up to the closeout area having it pass behind the drawer and behind the shirt closet paneling. See Image 2 and 3 yellow arrows for wire path.

Image 1

Image 2

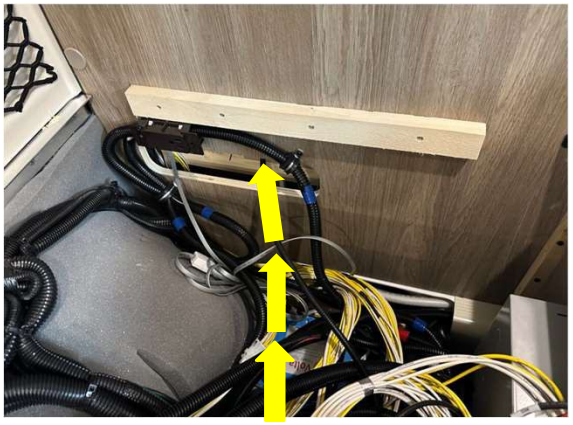
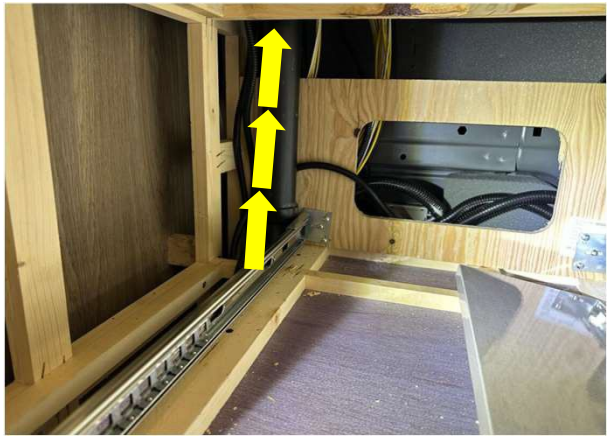


Image 3



Step 3 – BT-12 Connection

1. Cut the current connection to the red, green, and violet wires of the BT-12 module. Wrap these original circuits with tape, they will no longer be used.
2. Splice the below connections from the new harness to the BT-12:
   - AWP to Red
   - ASY to Green
   - FFT-1 to Violet
3. Check the wiring connections at the BT-12 module and verify that every circuit is properly connected. See Image 1 or the Wiring Diagram –BT-12 page at the back of this packet for proper connections.
4. Use the adhesive on the BT-12 to permanently mount to the ceiling in the shirt cabinet's closeout, see Image 2 Red Arrow. Ensure the wires come down creating a drip loop. Secure wire with additional wire ties as needed to create strain relief and ensure drip loop, see Image 2 Yellow Arrow.
5. Reinstall the closeout panel, fuse panel, bed panel and bed, and the passenger stepwell cover.

Image 1

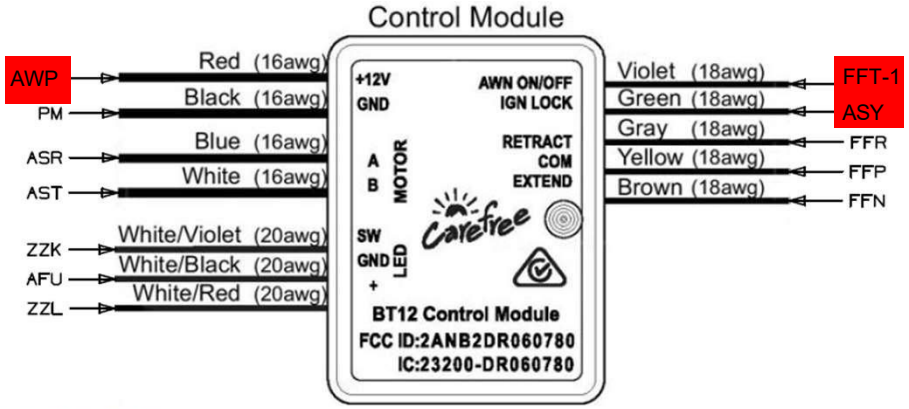
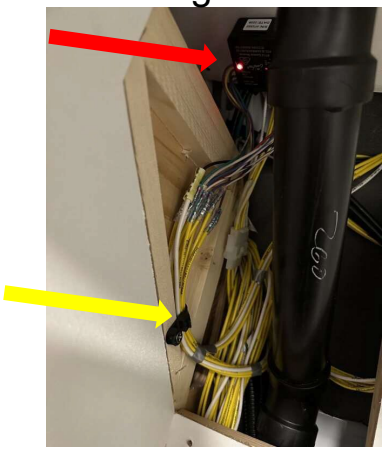


Image 2



Step 4 – Seal Awning Wire Passthrough

1. Go to the coach roof and locate the wiring on the awnings left hand side.
2. Remove electrical tape wrap without damaging wires to gain access to the interior of the convolute tubing, see Image 1.
3. Insert nozzle of cartridge gun into convolute tubing as far into the coach as you can, seal the inside tubing back to 2 inches up from the roof, see Image 2. Ensure sealant oozes out to confirm the convolute is fully filled. Wipe off excess, prep, and retape convolute starting from the roof and wrapping up to the awning creating a shingled effect. See Image 3
4. Using Manus, reseal on top of the existing self-leveling around the base of the convolute and tool to ensure no gaps are present, see Image 4.

Image 1

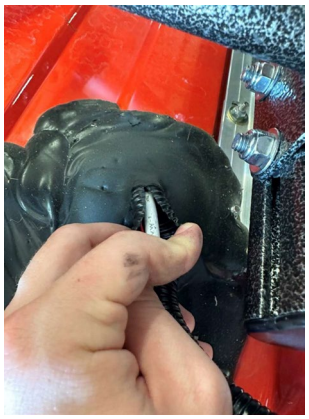
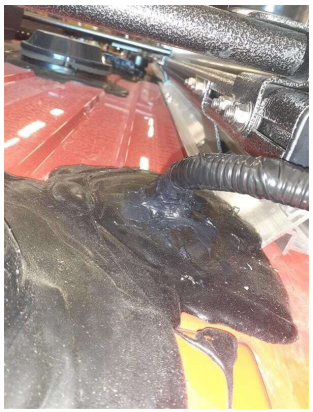


Image 2

Image 3

Image 4



Step 5 – Reconnect the 12v power sources.

1. Turn on the 12v house disconnect switch – See Image 1.
2. Reconnect the 12v chassis battery ground. Refer to the Promaster user manual to disconnect the ground cable from the battery.

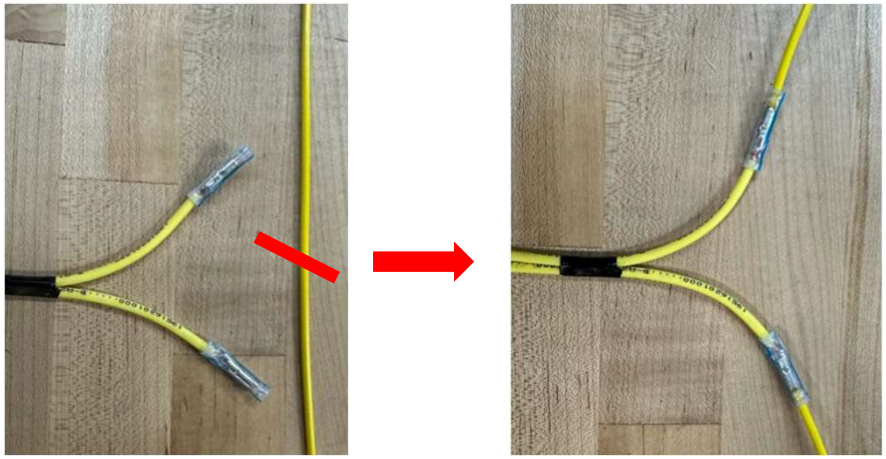
Image 1

Step 6 – TD Connection

1. In the bed cabinet near the awning switch, locate the circuits labeled TD on the existing harnesses.
2. Note: Some of the existing TD circuits may have been fully disconnected during the recall and will no longer carry chassis power. These circuits can be taped off or removed as they are no longer a useable connection.
3. Using a multimeter, test these circuits to find one that shows 12v power now that chassis power is restored.
4. For units with the Carefree Switch: Splice the new harness to one of the hot TD circuits. See image 1 yellow arrow. The other unused TD circuit connections, if any, can be taped up.
5. For units without the Carefree Switch: Splice the 2 TD connections in line with the hot TD circuit. See image 2.

Image 1

Image 2



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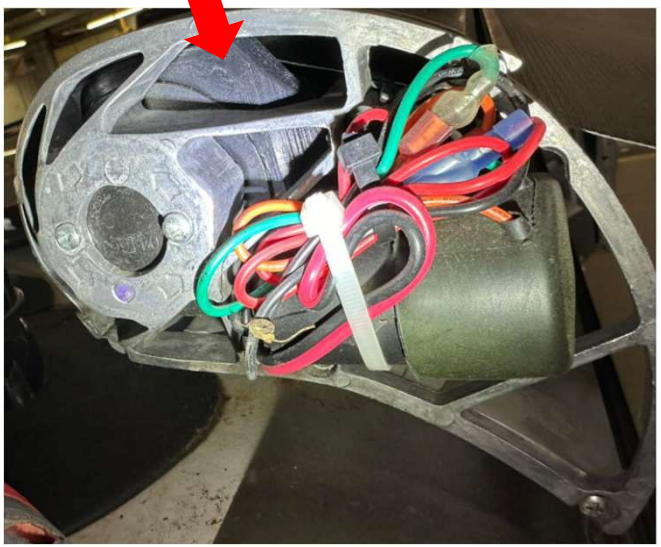
Step 7 – Awning Motor wedge and firmware update

1. Before preforming the motor wedge installation, confirm that the awning installed requires a wedge, and that one is not already installed. When inspecting the awning be sure to check both sides for the motor, as depending on build it may be a right-hand or left-hand motor.
    1. Confirm that the awning is an angle gear motor, this style of motor is the one that requires the wedge. See Image 1 for an example of what the angle gear motor looks like with the awning extended. Tubular style motors, where the motor is housed inside the awning fabric roller, do not require a wedge.
    2. If the awning is an angle gear motor, gain access to the backside of the motor by removing the case end cap, see Image 2. Some coaches may require the mounting screws be removed and the awning to be slid back on the mounting extrusion in order to access the cover. When doing this be careful to not pop the awning out of the mounting extrusion as it could fully detach from the coach.
    3. Confirm that a wedge is not installed, Image 3 shows a motor with a wedge already installed.
    4. If your coach does not have the wedge and requires one, move onto the next page and follow the wedge installation.

Image 1

Image 2

Image 3



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Step 7 – Awning motor wedge and firmware update(Cont.)

1. Review and complete the following documents, all units with a BT-12 require a firmware update.
   - Carefree Motor Wedge Installation service manual, 056513-002R1(LH) or 056513-001R5(RH) . (For angle gear awnings without a wedge already installed)
   - Carefree Connects Firmware Update service manual, 056513-004r1 (All awning with a BT-12)

Carefree of Colorado | Left Hand Motor Wedge Installation Instruction | FREESTYLE EVOLUTION

SERVICE MANUAL

LEFT HAND MOTOR WEDGE INSTALLATION

RV

12V MOTORIZED ROOF MOUNTED BOX AWNING

Read this manual before installing or using this product. Failure to follow the instructions and safety precautions in this manual can result in personal injury and/or cause the product to not operate properly.

These instructions apply to all models listed. Details and procedures unique to a specific model are labeled appropriately.

056513-002r1 1

Carefree of Colorado | BT12

SERVICE MANUAL

CAREFREE CONNECTS FIRMWARE UPDATE

RV

FOR CAREFREE 12V MOTORIZED AWNINGS EQUIPPED WITH CAREFREE'S BT12 WIRELESS AWNING CONTROL SYSTEM

Read this manual before installing or using this product. Failure to follow the instructions and safety precautions in this manual can result in personal injury and/or cause the product to not operate properly. This instruction is limited to BT12 Firmware updates and verification of BTMotion connectivity. For more information on Carefree Connects mobile app, please reference the Carefree Connects Mobile App Manual pn 070029-201.

Bluetooth wireless technology

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056513-004r1 1

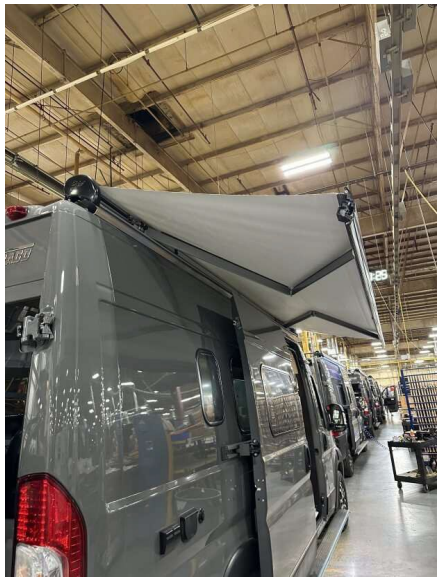
Step 8 – System Testing

1. See the chart in Image 1 and confirm that all 'With' situations result in the correct actions when the extend and retract commands are operated.
    - **Note:** awning will need to be partially extended to confirm auto-retraction, see Image 2.
    - **Note:** the relay module will hold the park brake signal from when the park brake is engaged until the engine is started or the module loses power. This is due to the chassis going to sleep and needing to hold the park brake signal.
2. With the engine off and the parking brake and 12v coach power on, bring the awning to a partially extended position, see Image 2. Locate the edge of the awning with the wind sensor and shake the awning to simulate high winds. The awning should automatically retract when the sensor reads the awning movement.
3. If all the above actions result in their defined outcomes the rework is complete.

Image 1

With the awning switched to ON (IF present), and:	When you hit extend or retract, the Awning:
12v Coach Power ON + Engine Off + Parking Brake On =	Should Extend. Should Retract.
12v Coach Power Off + Engine Off + Parking Brake On =	Should not Extend. Should not Retract.
12v Coach Power Off + Engine On + Parking Brake On =	Should not Extend. Should Auto-Retract with Engine Start.
12v Coach Power Off + Engine On + Parking Brake Off =	Should not Extend. Should Auto-Retract with Engine Start.
12v Coach Power ON + Engine Off + Parking Brake Off =	Should not Extend. Should not Retract.
12v Coach Power ON + Engine On + Parking Brake Off =	Should not Extend. Should Auto-Retract with Engine Start.
12v Coach Power ON + Engine On + Parking Brake On =	Should not Extend. Should Auto-Retract with Engine Start.

Image 2



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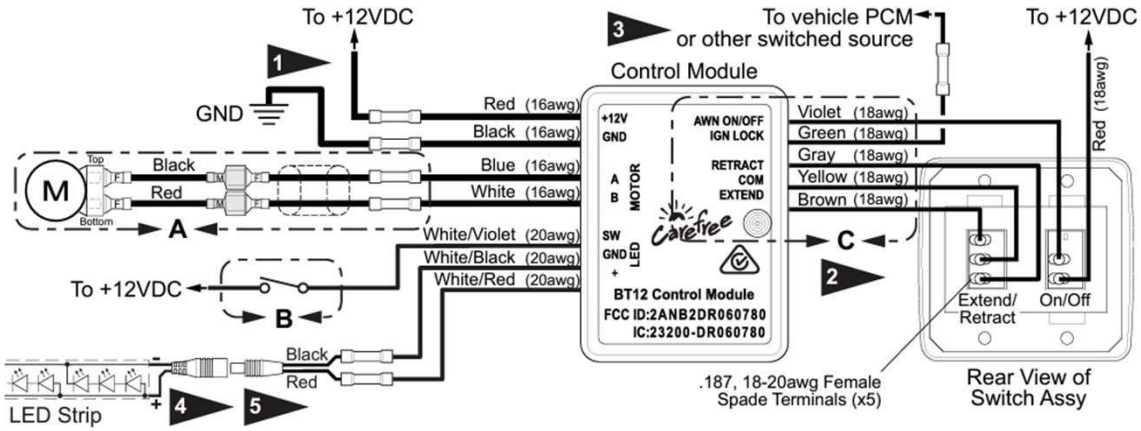
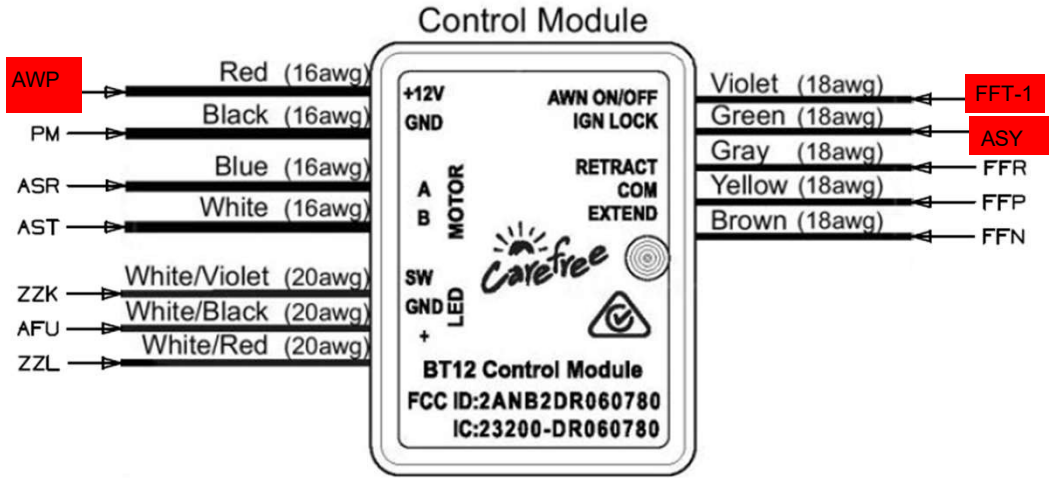
Wiring Diagram – Carefree BT-12

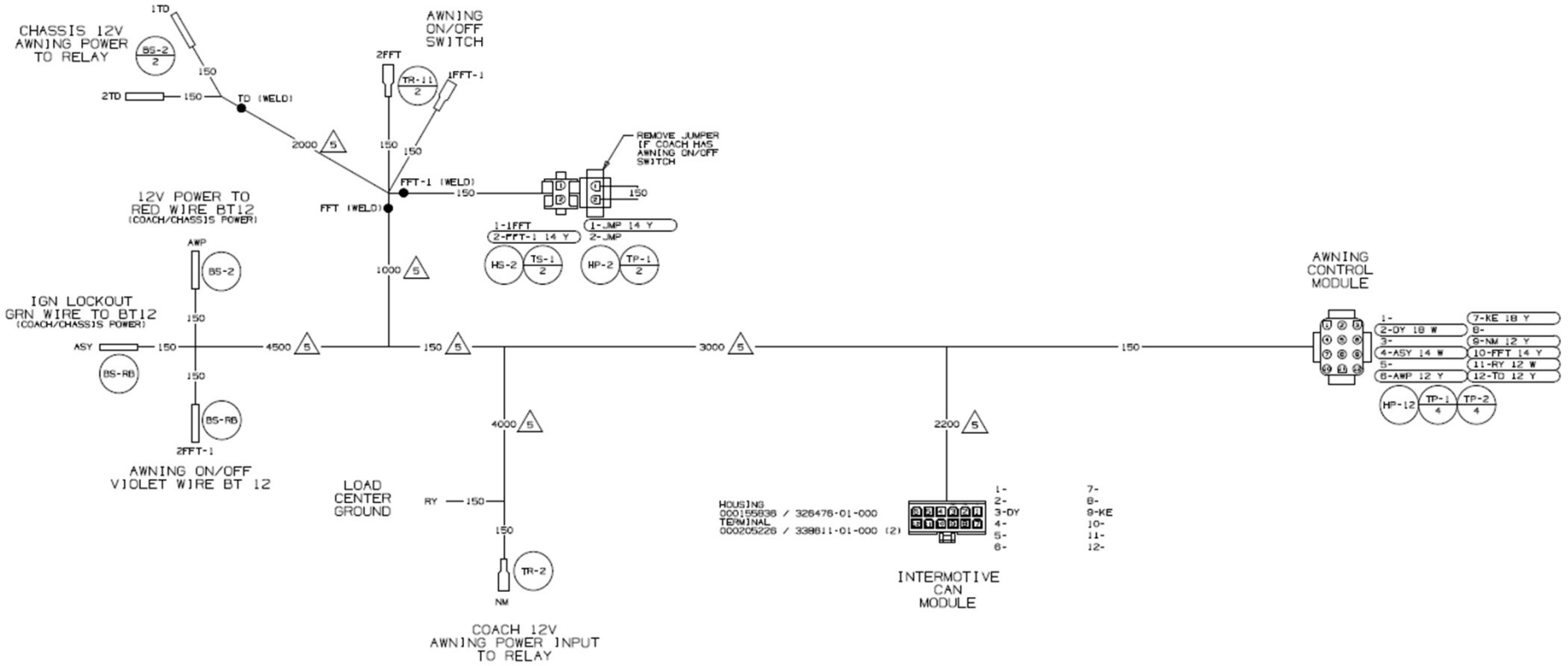
BT-12 Wiring Diagram



BT-12 to WGO Harness Connections



Wiring Diagram – Harness



Read the entire instructions carefully before starting the procedure. If you have any questions, please contact Winnebago Industries Technical Service Department by calling 1-866-653-4329 or by email: techservice@wgo.net. This document is confidential and is intended for dealer use only.

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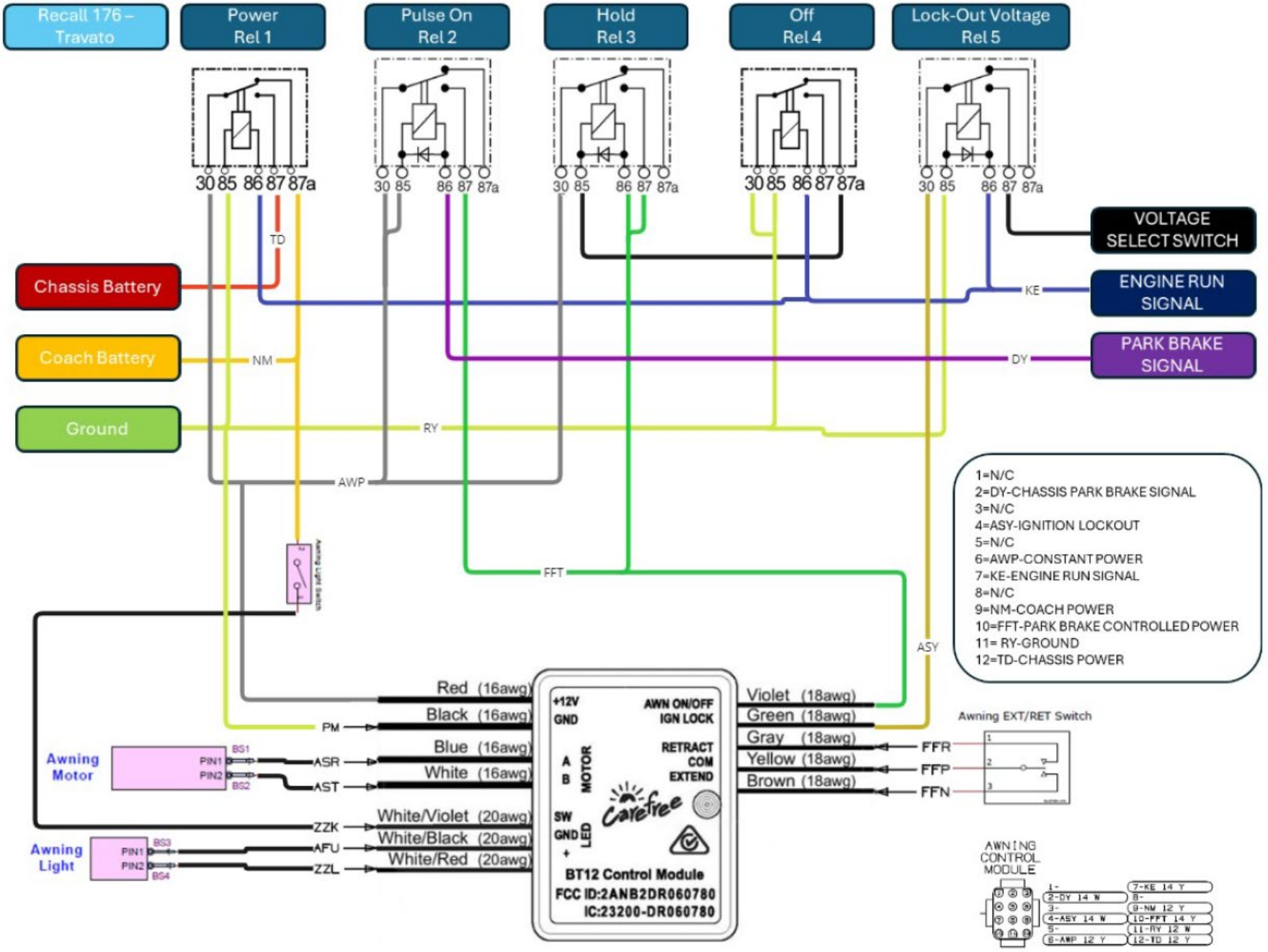
Travato Gen 3/4 Awning Rework: Recall #176 Work Instruction Addendum

Addendum for kit #
RC7923-24-776 Gen 3 G/GL
RC7926-24-776 Gen 4 G/GL
RC7927-24-776 Gen 4 K/KL
RC7924-24-776 Gen 3 K/KL

Below are updates to the existing instruction packet for Recall 176 on the Travato Gen 3/4. Follow the statements below in conjunction with the existing Instruction packet.

1. For clarification on Step 2 “Installing New Harness”, see note below.
    a. **Note:** For Gen 3 Lithium units with an existing Intermotive Interface Module for Auto-start, the recall Interface Module harness can be connected In-Line with the existing Interface harness between the Ram harness connectors and the Ram Gateway Module. This means the connection will go from the Gateway Module, through both Interface Module Harnesses, then to the Ram harness.
2. **Note:** In general, avoid reinstalling access panels or covers until unit passes system testing.
3. **Note:** When conducting the system testing, the relay module will hold the park brake signal from when the park brake is engaged until the engine is started or the module loses power. This is due to the chassis going to sleep and needing to hold the park brake signal.
4. **Note:** In some cases, Wire numbers called out in the instruction packet may not match those printed on the wires. For example, the Instructions may call out 2FFT or 1FFT-1, but the wires may have FFT1 or FFT3 printed on them. Disregard the numbers listed in the instructions and just ensure the circuit name (FFT, TD, NM…) match those printed on the relevant harness circuit.
5. All other steps in the existing packet should be followed.
6. At the end of this packet is a general wire diagram for Gen 3/4 Travato’s, use this to aid troubleshooting as needed.

Wiring Diagram – General for Gen 2-4



2023 or newer Ram Promaster Chassis Travato G/GL Awning Rework: Gen 4

Parts required:
RC7926-24-776 Gen 4 G/GL

1. 1.25" Grommet – 114208-07-000 (3)
2. Large zip ties - 008343-04-000(25)
3. Adhesive zip tie mounts - 357004-01-000 (2)
4. Awning Control Module (Gen 2) - 358901-01-000 (1)
5. Wire Asm - Awning – 358843-01-000 (1)
6. 15A Fuse – 062901-05-000 (1)
7. P clamp - 083610-01-000 (3).
8. Small zip ties - 008343-03-000(10)
9. Black Self-tapping screw – 000G39-10-12T (3)
10. Silver Self-tapping screw – 000G39-08-12B (4)
11. Double Sided Tape – 076322-22-000 (4")
12. Screws M4 X 20 – 339810-01-703 (2)
13. Screws #8 x 1", T20 – 339810-01-704 (5)
14. Carefree LH Motor Wedge – 339810-01-709 (1)

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2023 or newer Ram Promaster Chassis Travato G/GL Awning Rework:

Read the entire instructions carefully before starting the procedure. If you have any questions, please contact Winnebago Industries Technical Service Department by calling 1-866-653-4329 or by email: techservice@wgo.net. This document is confidential and is intended for dealer use only.

2023 or Newer chassis can be identified by having either a 'P' or proceeding letter as the 10th digit of the VIN, or by having both a VSIM module and electronic parking brake.

Tools and Supplies required-

1. Screw gun with #2 Philips and T20 Torx bit.
2. Cutting tool.
3. Cartridge gun.
4. Drill
5. 1.25" Unibit or like tool
6. Fish tape
7. Plastic trim tools
8. Wire stripper/crimper
9. Multi Tester
10. Adhesive surface prep
11. Manus Sealant – 185987-03-02A or equivalent
12. Electrical Tape
13. Metal primer – not shown




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Step 1– Pre-rework Prep

1. Disconnect the shore power cord from the coach – See Image 1.
2. Turn off the house disconnect switch – See Image 2.
3. Disconnect the 12v chassis battery ground. Refer to the Promaster user manual to disconnect the ground cable from the battery.
4. NOTE: If the chassis battery ground is not disconnected before performing the rework, chassis faults may occur that will require a Promaster service center. This cost is not covered under this recall.

Image 1

Image 2

Step 2 – Installing New Harness

1. Locate and remove the passenger side stepwell covers using a screw gun with Philips bit, see Image 1.
2. Using the Unibit, drill a 1.25" hole going through the chassis as shown, see Image 2 red arrow. The hole should be at most 1" away from the vertical walls. Prime the bare metal around the cut hole to prevent rust.
3. Mount the new Awning Control Module using self-tapping screws on the vertical wall of the stepwell closest to the seat, see Image 3. Creating a pilot hole may assist with the installation and avoid damage to the relay board.
4. Connect the 12-pin plug on the new harness to the Awning Control Module.
5. IMPORTANT: The switch on the Awning Control Module controls needs to be set to GROUND– See Image 4.
    - Setting the switch to GROUND will auto retract the awning when the engine is started.
    - 12VDC would disable the auto retract function.

Image 1

Image 2

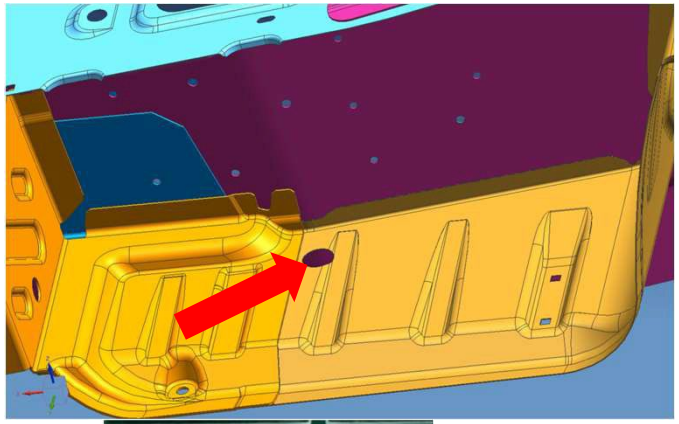

Image 3

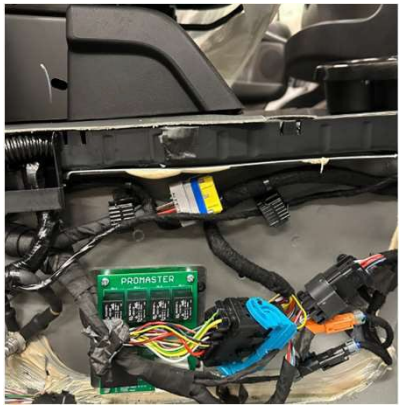

Image 4

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Step 2 – Installing New Harness (Cont.)

1. Pop out the center cup holder and screw covers from the center console plastic enclosure. It is held in with clips.
2. Using a screw gun with a T20 Torx bit and trim tools, remove the 4 mounting screws and pop the clips to detach the center console plastic enclosure from the chassis, see Image 1. Only enough room to access the VSIM module is required.
3. Unmount the VSIM module from the chassis by depressing the mounting tab with a flathead screwdriver, see Image 2.
4. Route the wire wrapped section of the harness with 3 multi pin plugs up under the wheel well plastic trim and flooring, beneath the glovebox, behind the passenger kick cover, and back behind the center console area. See Image 3 and 4, yellow arrows. Secure harness and ensure that the harness is not visible to the user.
5. Connect the three plugs from the new harness to the VSIM module, there is only one female connector in the module that will allow each male connector on the harness.
6. Reinstall the VSIM module and the center console plastic enclosure. Any excess wiring on the new harness can be pulled through the 1.25" hole while ensuring no excess stress is on the 12-pin housing on the awning control module. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.

Image 1

Image 2

Image 3

Image 4

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Step 2 – Installing New Harness (Cont.)

1. On the coach interior, gain access to the galley cabinet interior by removing the drawers.
2. Gain access to the area behind the fuse panel in the bed cabinet. This can be done by removing the drawer above the fuse panel and unmounting the fuse panel itself. See Image 1.
3. Below the coach, drill a 1.25" hole up into the galley cabinet. This hole should be 4" towards the front of the coach as compared to the existing 2" wire routing hole. See Image 2, red arrow. Ensure when drilling that no wiring inside the Galley cabinet will be damaged. Prime the bare metal around the cut hole to prevent rust.
4. Below the coach, drill a 1.25" hole up into the bed cabinet, see Image 3 red arrow. The new hole should be in the edge of the last section of rib right next to the driver side leaf spring's forward pivot. Ensure when drilling that no wiring inside the bed cabinet will be damaged. Prime the bare metal around the cut hole to prevent rust.
5. Route the new harness from the passenger stepwell back through the LP manifold mounting bracket. Bring the new harness branch with AWP, TD, ASY, and FFT up into the Galley cabinet 1.25" hole. See Image 5, red arrows. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.
6. Route the new harness branch NM through the grey tank mounting brackets, over the rearward battery, and into the new bed cabinet 1.25" hole. See Image 4 and 6, red arrows. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.
7. Secure the new harness up to the existing Winnebago harnesses or chassis mounting holes using zip ties or to the chassis rib using P clamps. See Images 4, 5 and 6, yellow arrows. The new harness should not be allowed to sag below the existing harnesses. The 1.25" holes in the chassis can be filled with Manus to prevent water intrusion.

Image 5

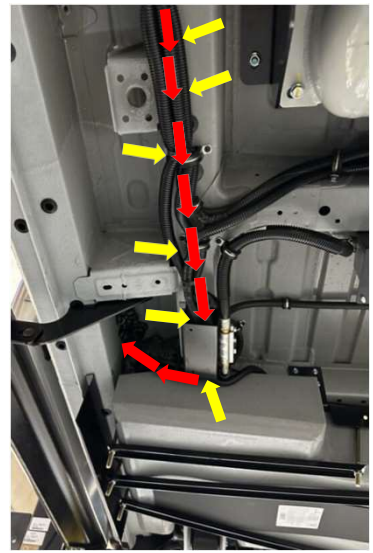


Image 1

Image 2

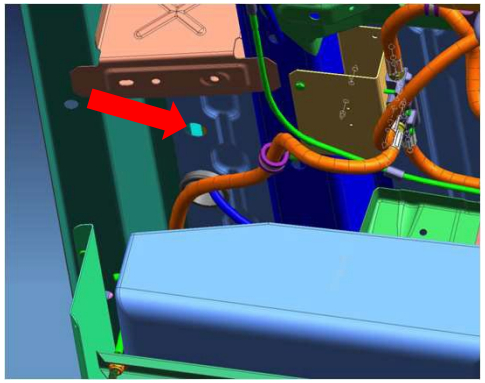


Image 3

Image 4

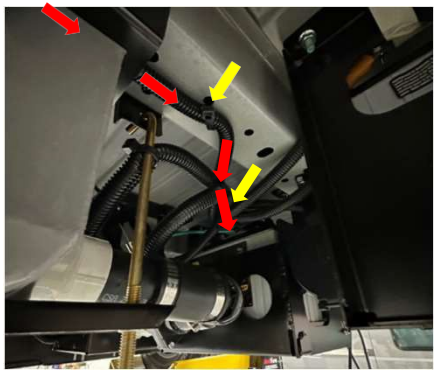
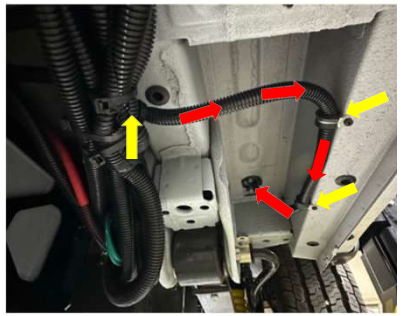


Image 6



WINNEBAGO INDUSTRIES

Step 2 – Installing New Harness (Cont.)

1. Partially unmount the abs closeout panel above the sliding door. The closeout panel is secured to the roof, sidewall rib, and screen door. Only remove screws as needed to pull away panel, the BT-12 and its connections should now be accessible. See Image 1 for screw locations.
2. Take AWP, ASY, and FFT-1 of the new harness and route it behind the cabinet, up through the plastic trim at the rear of the sliding door, and up to the BT-12. There is a recessed path that allows the wire to pass through without interfering with the abs panel fitment, see Image 2 and 4 red arrows for wire path. Use trim tools as needed to pry the panels away and fish tape to bring the circuits up, see Image 3. The sliding door seal can be removed for easier access.

Image 1

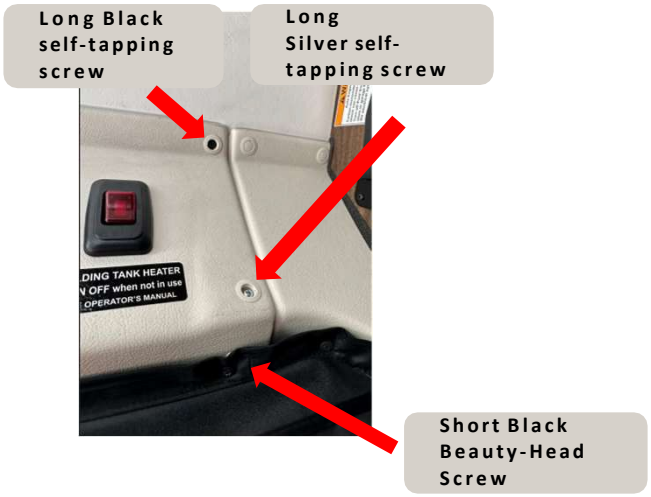


Image 2

Image 3

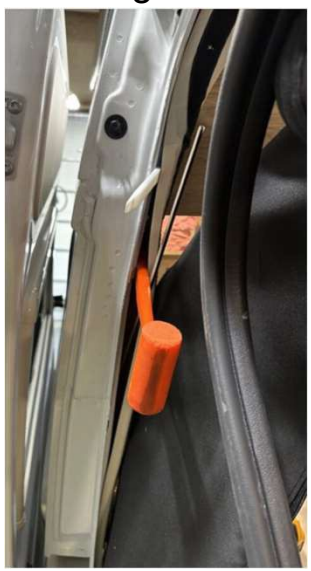
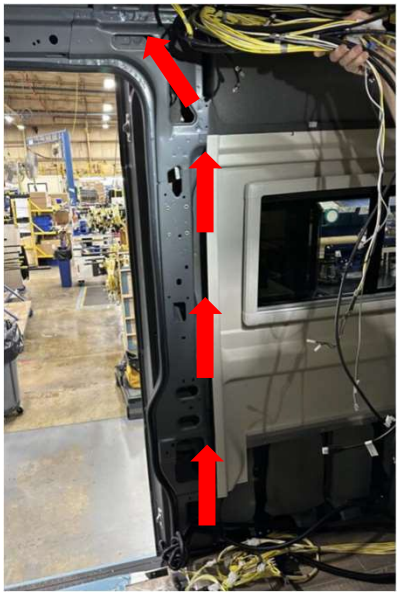


Image 4

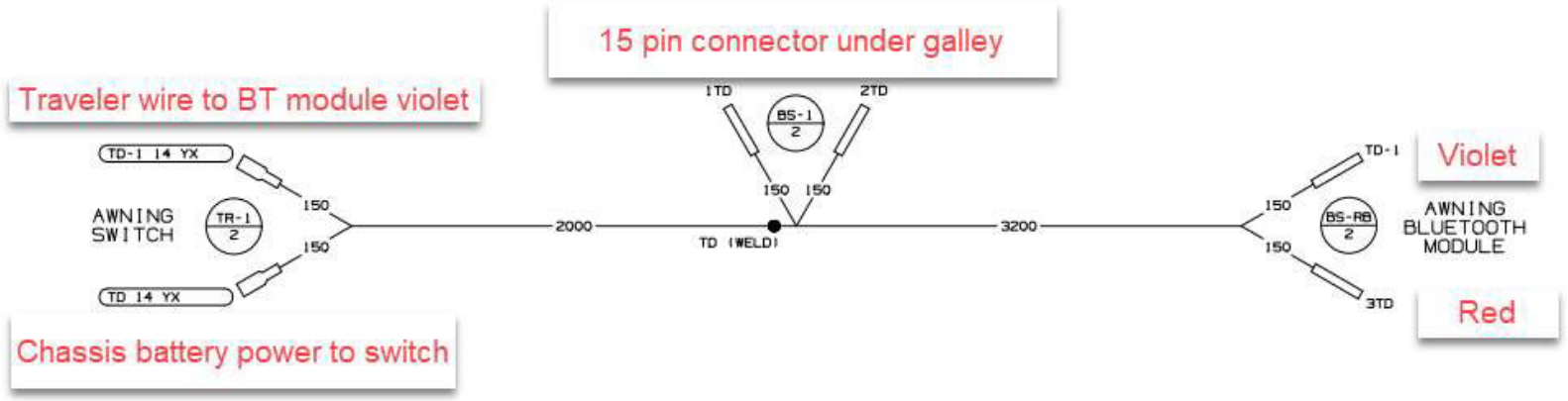


WINNEBAGO INDUSTRIES

Step 2 – Installing Harness with Recall 168

1. Some coaches may have recall 168 previously completed . This can be identified visually through the addition of the harness in Image 1 installed between the BT-12 and the awning switch.
   - The Part Number printed on the wires should be 000270094
2. If this harness is present, cut all connections and remove the harness.
   - Note: Because the harness is running up to the BT-12, it may be useful to tape the new harness to a section of the recall 168 harness and pull it through.
3. The continuity of the TD circuit on the original harness should be restored. This can be done using 1TD and 2TD on the New Harness.
   - If this is done, any following references to connecting TD can be disregarded.
4. Follow the proceeding pages for the other new connections.

Image 1



Step 2 – Installing New Harness (Cont.)

1. Connect the branch FFT and FFT-1 spade connector on the new harness to the awning on/off switch in place of the current connections. see Image 1 and 2 red arrows.
2. Remove the jumper from the new harness and discard.
3. Leave TD on the new harness disconnected, this will be connected later once power is restored. All other connections from the original harnesses that are not labeled TD in this area can be taped up.
4. In the bed cabinet, connect the spade connector on NM to Space 6 on the back of the fuse panel. Install a 15A fuse on the front of the panel into space 6 and label this fuse "Awning". See Image 3 red arrow.

Image 1

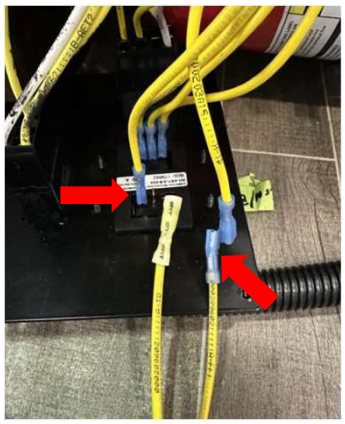
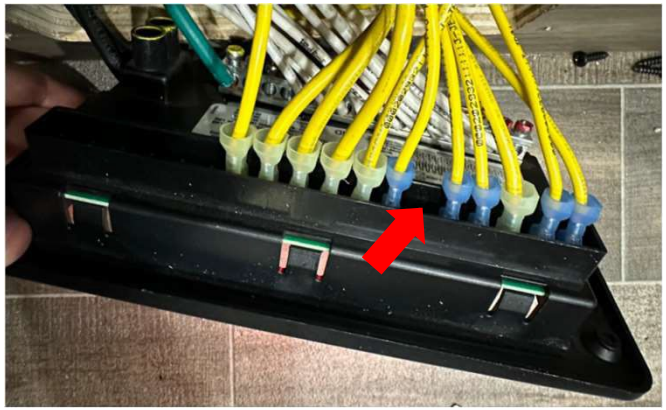


Image 2

Image 3



WINNEBAGO INDUSTRIES

Step 3 – BT-12 Connection

1. Cut the current connection to the red, green, and violet wires of the BT-12 module. Wrap these original circuits with tape, they will no longer be used.
2. Splice the below connections from the new harness to the BT-12:
   - AWP to Red
   - ASY to Green
   - FFT-1 to Violet
3. Check the wiring connections at the BT-12 module and verify that every circuit is properly connected. See Image 1 or the Wiring Diagram –BT-12 page at the back of this packet for proper connections.
4. Check the wiring connections at the BT-12 module and verify that every circuit is properly connected. See the Wiring Diagram – BT-12 page at the back of this packet for proper connections.
5. Use adhesive on the BT-12 to permanently mount it to the chassis rib behind the closeout, see Image 2 Red Arrow. Secure with additional wire ties as needed to create strain relief and ensure drip loop, see Image 2 Yellow Arrow. Be sure to prep surfaces prior to using any adhesive connection.
6. Reinstall the passenger side stepwell cover, drawers, fuse panel, abs trim, and door seal.

Image 1

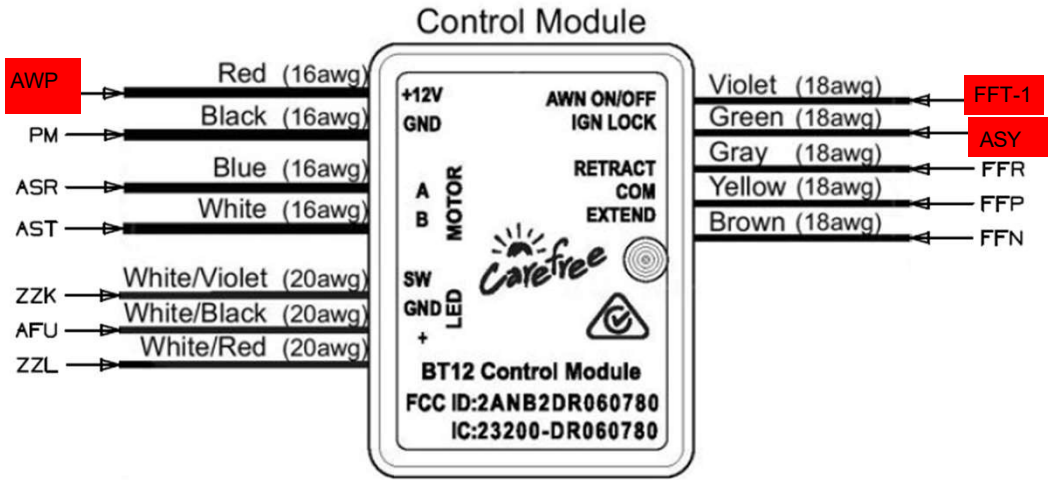
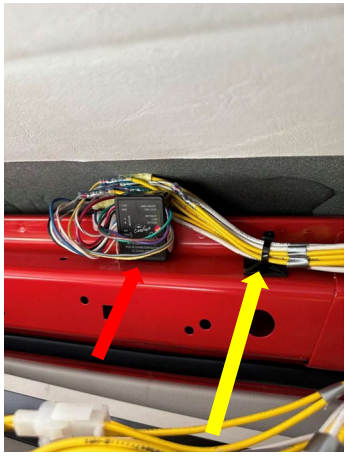


Image 2



Step 4 – Seal Awning Wire Passthrough

1. Go to the coach roof and locate the wiring on the awnings left hand side.
2. Remove electrical tape wrap without damaging wires to gain access to the interior of the convolute tubing, see Image 1.
3. Insert nozzle of cartridge gun into convolute tubing as far into the coach as you can, seal the inside tubing back to 2 inches up from the roof, see Image 2. Ensure sealant oozes out to confirm the convolute is fully filled. Wipe off excess, prep, and retape convolute starting from the roof and wrapping up to the awning creating a shingled effect. See Image 3
4. Using Manus, reseal on top of the existing self-leveling around the base of the convolute and tool to ensure no gaps are present, see Image 4.

Image 1

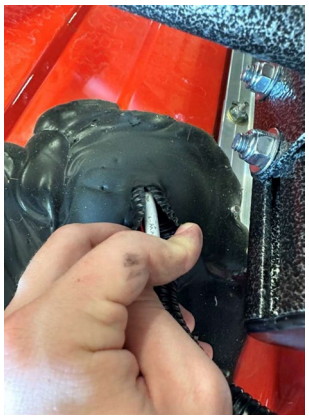
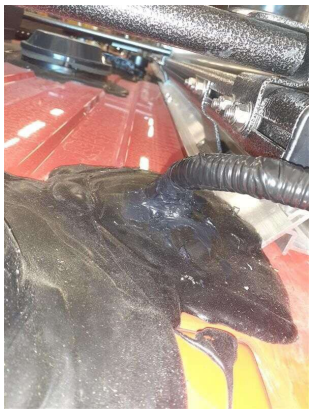


Image 2

Image 3

Image 4



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Step 5 – Reconnect the 12v power sources.

1. Turn on the 12v house disconnect switch – See Image 1.
2. Reconnect the 12v chassis battery ground. Refer to the Promaster user manual to disconnect the ground cable from the battery.

Image 1

Step 6 – TD Connection

1. In the galley cabinet near the awning switch, locate the circuits labeled TD on the existing harnesses.
2. Using a multimeter, test these circuits to find one that shows 12v power now that chassis power is restored.
3. Note: Some of the existing TD circuits, either on the original harness or rework harnesses, may have been fully disconnected during the recall and will no longer carry chassis power. These circuits can be taped off or removed as they are no longer a useable connection.
4. Splice the new harness to one of the hot TD circuits. See image 1 yellow arrow.

Image 1

WINNEBAGO INDUSTRIES

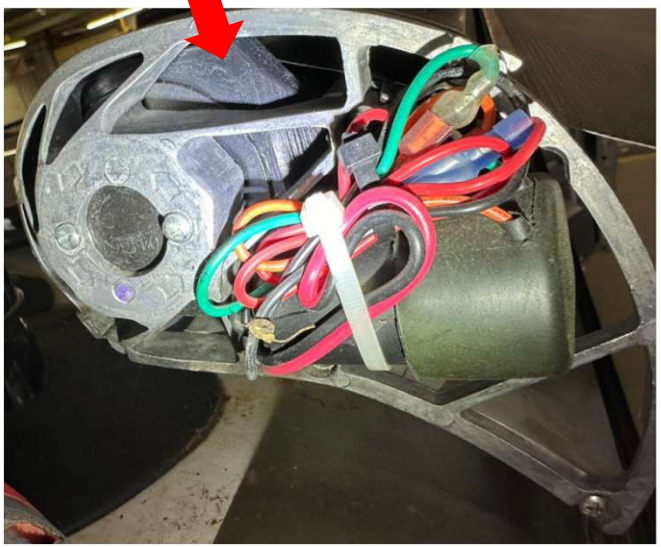
Step 7 – Awning Motor wedge and firmware update

1. Before preforming the motor wedge installation, confirm that the awning installed requires a wedge, and that one is not already installed. When inspecting the awning be sure to check both sides for the motor, as depending on build it may be a right-hand or left-hand motor.
    1. Confirm that the awning is an angle gear motor, this style of motor is the one that requires the wedge. See Image 1 for an example of what the angle gear motor looks like with the awning extended. Tubular style motors, where the motor is housed inside the awning fabric roller, do not require a wedge.
    2. If the awning is an angle gear motor, gain access to the backside of the motor by removing the case end cap, see Image 2. Some coaches may require the mounting screws be removed and the awning to be slid back on the mounting extrusion in order to access the cover. When doing this be careful to not pop the awning out of the mounting extrusion as it could fully detach from the coach.
    3. Confirm that a wedge is not installed, Image 3 shows a motor with a wedge already installed.
    4. If your coach does not have the wedge and requires one, move onto the next page and follow the wedge installation.

Image 1

Image 2

Image 3



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Step 7 – Awning motor wedge and firmware update(Cont.)

1. Review and complete the following documents, all units with a BT-12 require a firmware update.
   - Carefree Motor Wedge Installation service manual, 056513-002R1(LH) or 056513-001R5(RH) . (For angle gear awnings without a wedge already installed)
   - Carefree Connects Firmware Update service manual, 056513-004r1 (All awning with a BT-12)

Carefree of Colorado — Left Hand Motor Wedge Installation Instruction — FREESTYLE EVOLUTION

SERVICE MANUAL

LEFT HAND MOTOR WEDGE INSTALLATION

RV

12V MOTORIZED ROOF MOUNTED BOX AWNING

Read this manual before installing or using this product. Failure to follow the instructions and safety precautions in this manual can result in personal injury and/or cause the product to not operate properly.

These instructions apply to all models listed. Details and procedures unique to a specific model are labeled appropriately.

056513-002r1 1

Carefree of Colorado — BT12

SERVICE MANUAL

CAREFREE CONNECTS FIRMWARE UPDATE

RV

FOR CAREFREE 12V MOTORIZED AWNINGS EQUIPPED WITH CAREFREE'S BT12 WIRELESS AWNING CONTROL SYSTEM

Read this manual before installing or using this product. Failure to follow the instructions and safety precautions in this manual can result in personal injury and/or cause the product to not operate properly. This instruction is limited to BT12 Firmware updates and verification of BTMotion connectivity. For more information on Carefree Connects mobile app, please reference the Carefree Connects Mobile App Manual pn 070029-201.

Bluetooth wireless technology

Download on the App Store — Google play

Carefree of Colorado www.carefreeofcolorado.com a Scott Fetzer company

056513-004r1 1

Step 8 – System Testing

1. See the chart in Image 1 and confirm that all 'With' situations result in the correct actions when the extend and retract commands are operated.
    - **Note:** awning will need to be partially extended to confirm auto-retraction, see Image 2.
    - **Note:** the relay module will hold the park brake signal from when the park brake is engaged until the engine is started or the module loses power. This is due to the chassis going to sleep and needing to hold the park brake signal.
2. With the engine off and the parking brake and 12v coach power on, bring the awning to a partially extended position, see Image 2. Locate the edge of the awning with the wind sensor and shake the awning to simulate high winds. The awning should automatically retract when the sensor reads the awning movement.
3. If all the above actions result in their defined outcomes the rework is complete.

Image 1

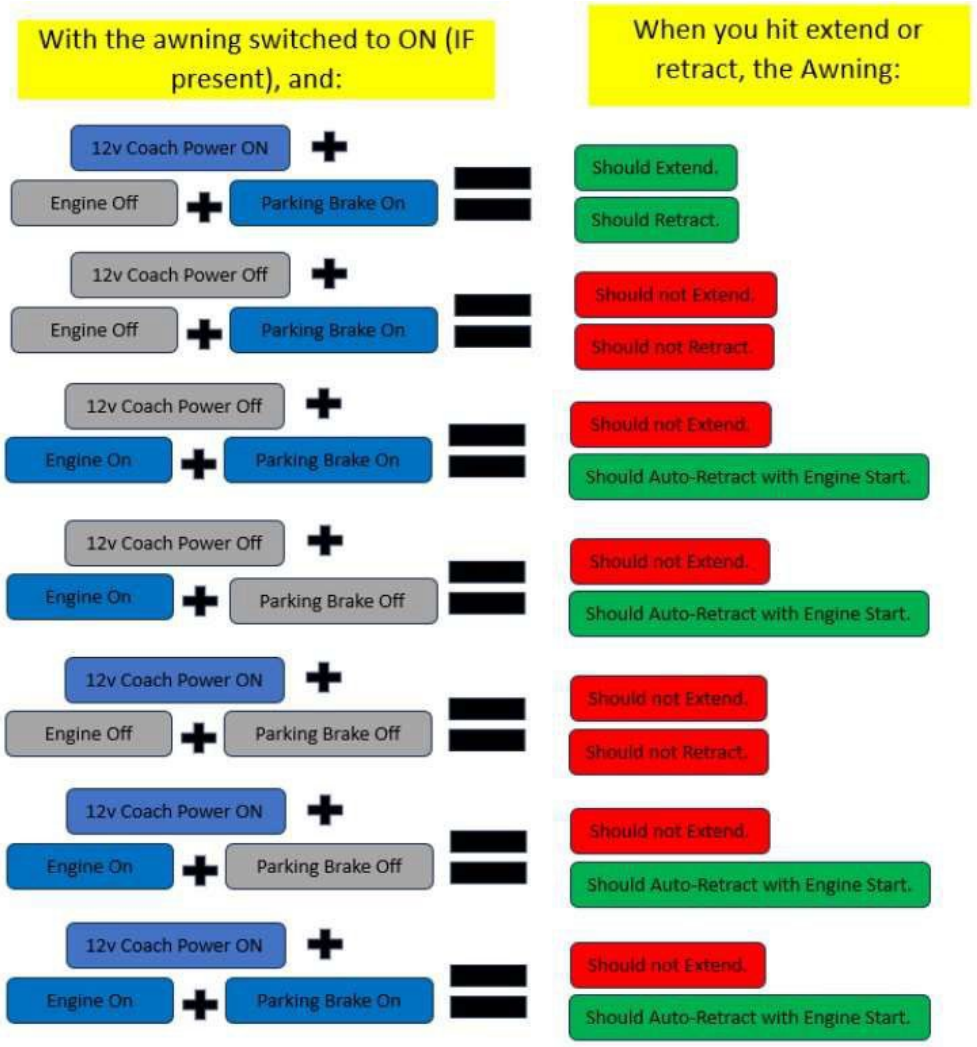
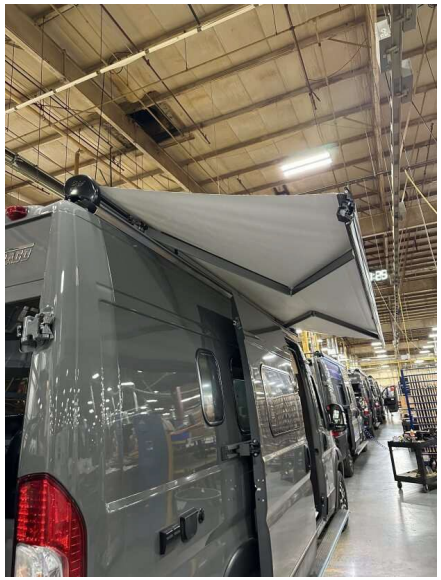


Image 2



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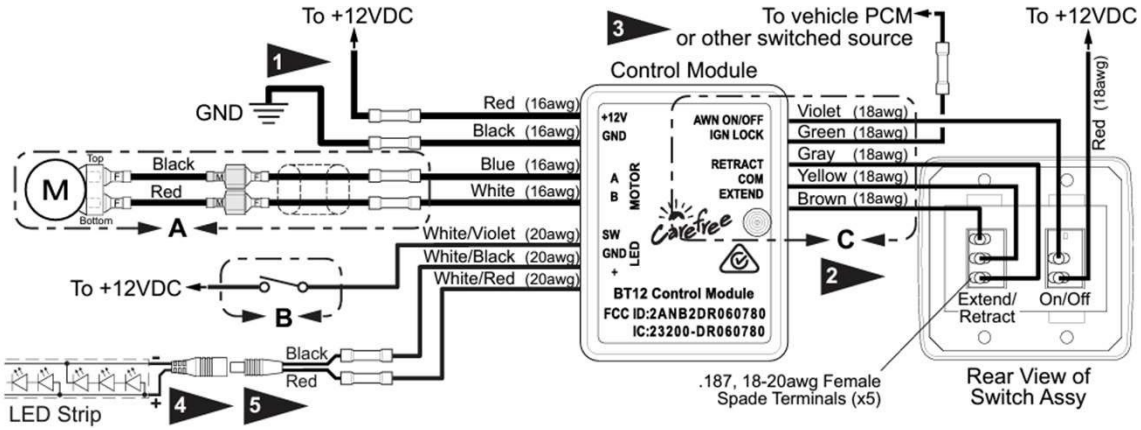
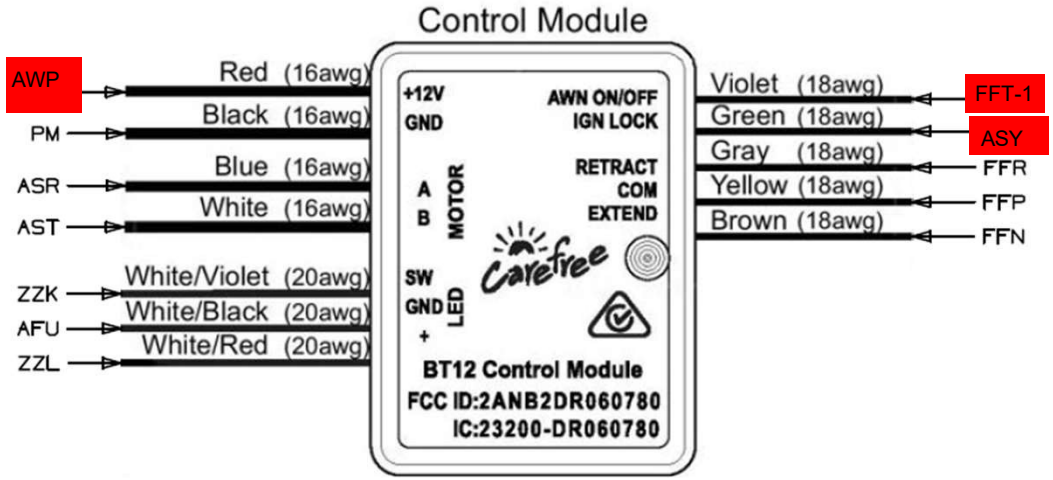
Wiring Diagram – Carefree BT-12

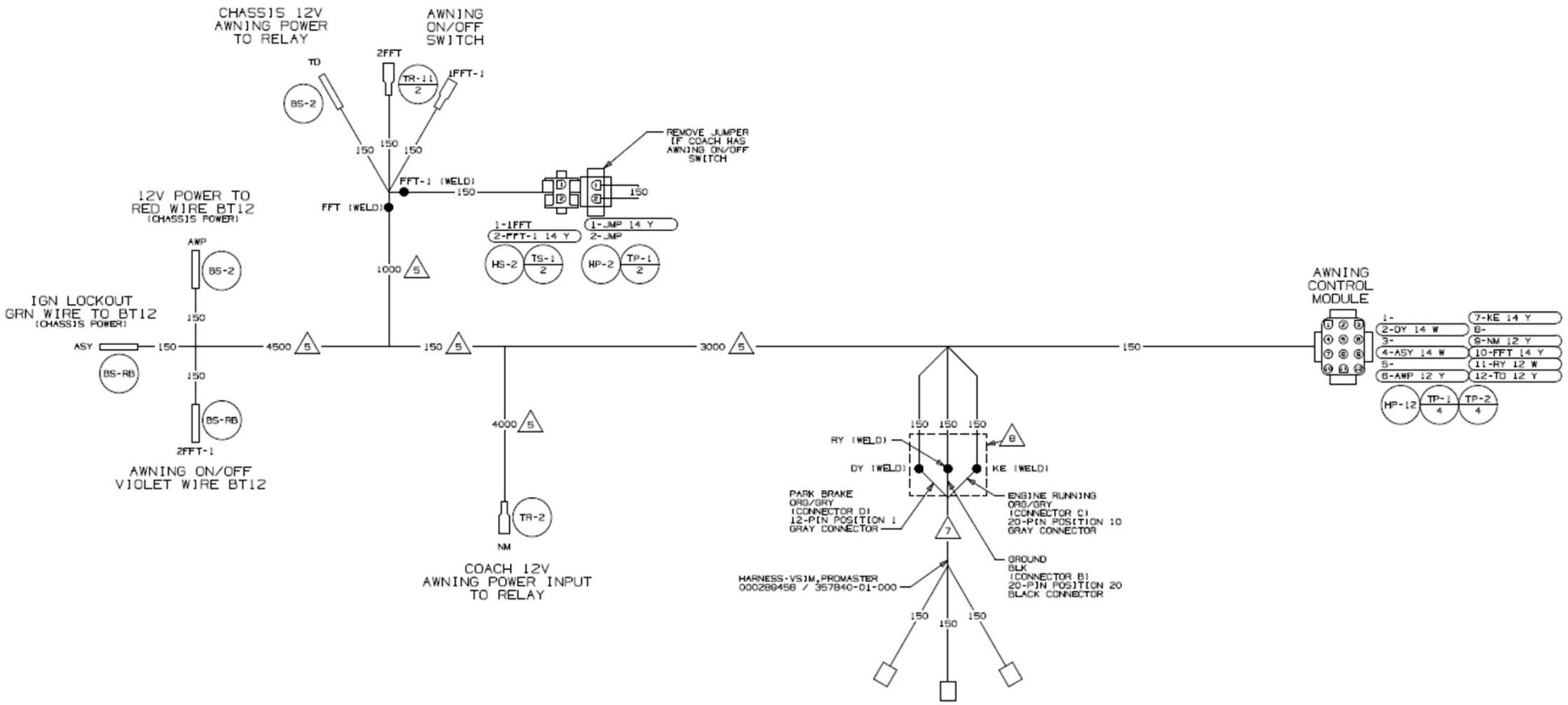
BT-12 Wiring Diagram



BT-12 to WGO Harness Connections



Wiring Diagram – Harness



WIRE ASM-AWNING UPDATE

Read the entire instructions carefully before starting the procedure. If you have any questions, please contact Winnebago Industries Technical Service Department by calling 1-866-653-4329 or by email: techservice@wgo.net. This document is confidential and is intended for dealer use only.

WINNEBAGO INDUSTRIES

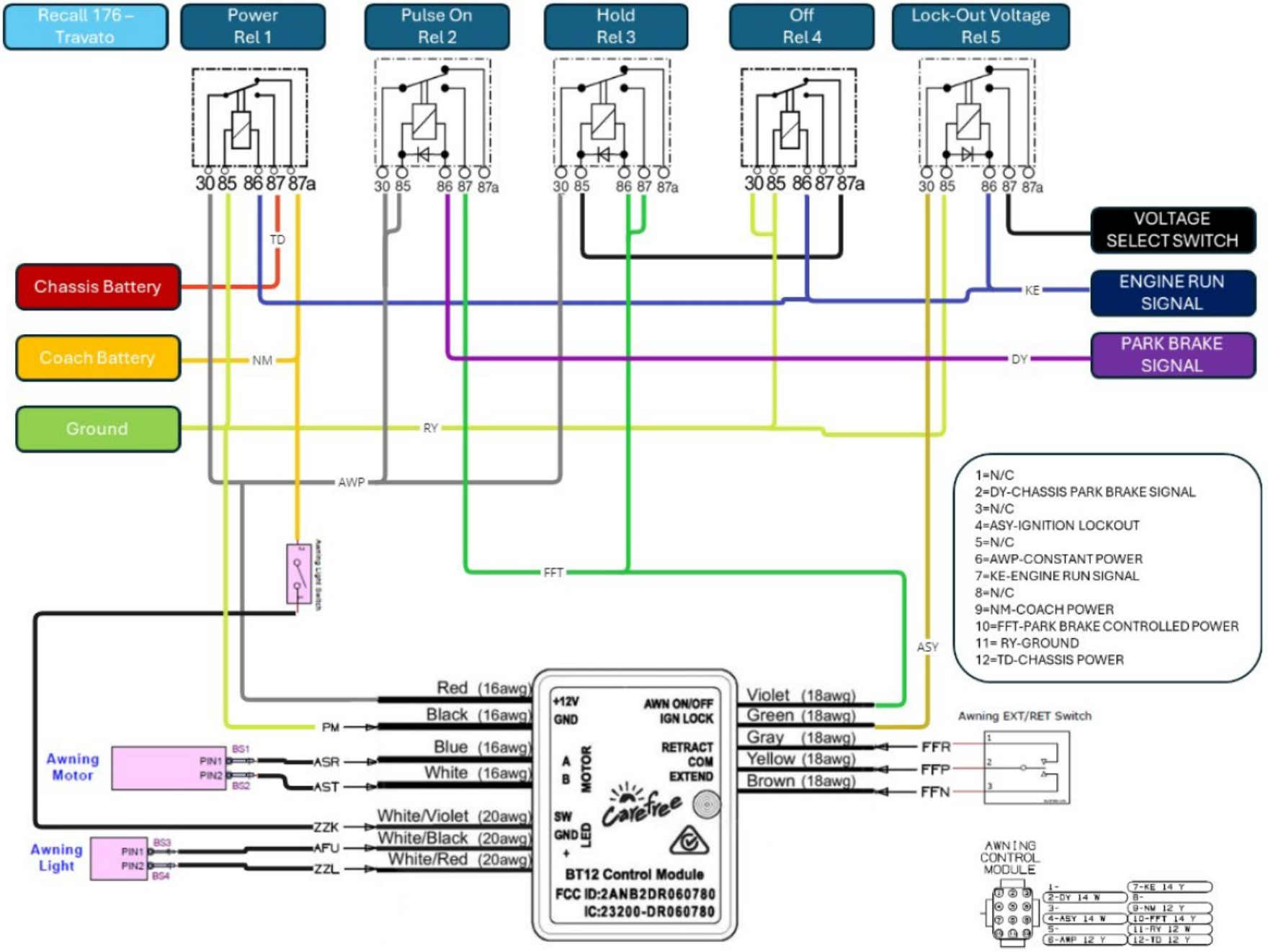
Travato Gen 3/4 Awning Rework: Recall #176 Work Instruction Addendum

Addendum for kit #
RC7923-24-776 Gen 3 G/GL
RC7926-24-776 Gen 4 G/GL
RC7927-24-776 Gen 4 K/KL
RC7924-24-776 Gen 3 K/KL

Below are updates to the existing instruction packet for Recall 176 on the Travato Gen 3/4. Follow the statements below in conjunction with the existing Instruction packet.

1. For clarification on Step 2 “Installing New Harness”, see note below.
    a. **Note:** For Gen 3 Lithium units with an existing Intermotive Interface Module for Auto-start, the recall Interface Module harness can be connected In-Line with the existing Interface harness between the Ram harness connectors and the Ram Gateway Module. This means the connection will go from the Gateway Module, through both Interface Module Harnesses, then to the Ram harness.
2. **Note:** In general, avoid reinstalling access panels or covers until unit passes system testing.
3. **Note:** When conducting the system testing, the relay module will hold the park brake signal from when the park brake is engaged until the engine is started or the module loses power. This is due to the chassis going to sleep and needing to hold the park brake signal.
4. **Note:** In some cases, Wire numbers called out in the instruction packet may not match those printed on the wires. For example, the Instructions may call out 2FFT or 1FFT-1, but the wires may have FFT1 or FFT3 printed on them. Disregard the numbers listed in the instructions and just ensure the circuit name (FFT, TD, NM…) match those printed on the relevant harness circuit.
5. All other steps in the existing packet should be followed.
6. At the end of this packet is a general wire diagram for Gen 3/4 Travato’s, use this to aid troubleshooting as needed.

Wiring Diagram – General for Gen 2-4



2023 or newer Ram Promaster Chassis Travato K/KL Awning Rework: Gen 4

Parts required:
RC7927-24-776 Gen 4 K/KL

1. 1.25" Grommet – 114208-07-000 (3)
2. Large zip ties - 008343-04-000(25)
3. Adhesive zip tie mounts - 357004-01-000 (2)
4. Awning Control Module (Gen 2) - 358901-01-000 (1)
5. Wire Asm - Awning – 358843-01-000 (1)
6. 15A Fuse – 062901-05-000 (1)
7. P clamp - 083610-01-000 (3).
8. Small zip ties - 008343-03-000(10)
9. Black Self-tapping screw – 000G39-10-12T (3)
10. Silver Self-tapping screw – 000G39-08-12B (4)
11. Double Sided Tape – 076322-22-000 (4")
12. Screws M4 X 20 – 339810-01-703 (2)
13. Screws #8 x 1", T20 – 339810-01-704 (5)
14. Carefree LH Motor Wedge – 339810-01-709 (1)

WINNEBAGO INDUSTRIES

2023 or newer Ram Promaster Chassis Travato K/KL Awning Rework:

Read the entire instructions carefully before starting the procedure. If you have any questions, please contact Winnebago Industries Technical Service Department by calling 1-866-653-4329 or by email: techservice@wgo.net. This document is confidential and is intended for dealer use only.

2023 or Newer chassis can be identified by having either a 'P' or proceeding letter as the 10th digit of the VIN, or by having both a VSIM module and electronic parking brake.

Tools and Supplies required-

1. Screw gun with #2 Philips and T20 Torx bit.
2. Cutting tool.
3. Cartridge gun.
4. Drill
5. 1.25" Unibit or like tool
6. Fish tape
7. Plastic trim tools
8. Wire stripper/crimper
9. Multi Tester
10. Adhesive surface prep
11. Manus Sealant – 185987-03-02A or equivalent
12. Electrical Tape
13. Metal primer – not shown




WINNEBAGO INDUSTRIES

Step 1– Pre-rework Prep

1. Disconnect the shore power cord from the coach – See Image 1.
2. Turn off the house disconnect switch – See Image 2.
3. Disconnect the 12v chassis battery ground. Refer to the Promaster user manual to disconnect the ground cable from the battery.
4. NOTE: If the chassis battery ground is not disconnected before performing the rework, chassis faults may occur that will require a Promaster service center. This cost is not covered under this recall.

Image 1

Image 2

WINNEBAGO INDUSTRIES

Step 2 – Installing New Harness

1. Locate and remove the passenger side stepwell covers using a screw gun with Philips bit, see Image 1.
2. Using the Unibit, drill a 1.25" hole going through the chassis as shown, see Image 2 red arrow. The hole should be at most 1" away from the vertical walls. Prime the bare metal around the cut hole to prevent rust.
3. Mount the new Awning Control Module using self-tapping screws on the vertical wall of the stepwell closest to the seat, see Image 3. Creating a pilot hole may assist with the installation and avoid damage to the relay board.
4. Connect the 12-pin plug on the new harness to the Awning Control Module.
5. IMPORTANT: The switch on the Awning Control Module controls needs to be set to GROUND– See Image 4.
    - Setting the switch to GROUND will auto retract the awning when the engine is started.
    - 12VDC would disable the auto retract function.

Image 1

Image 2

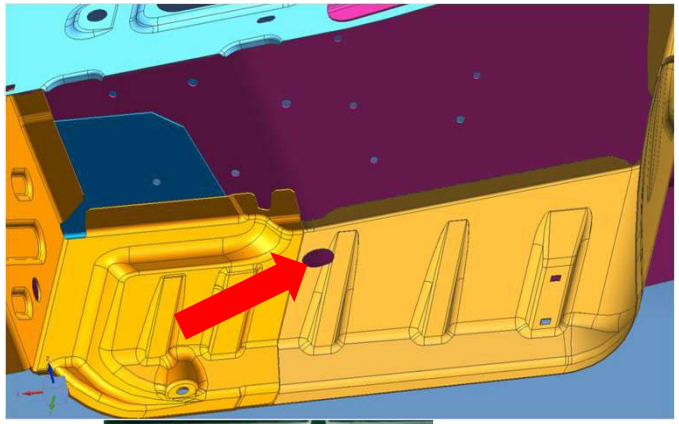


Image 3

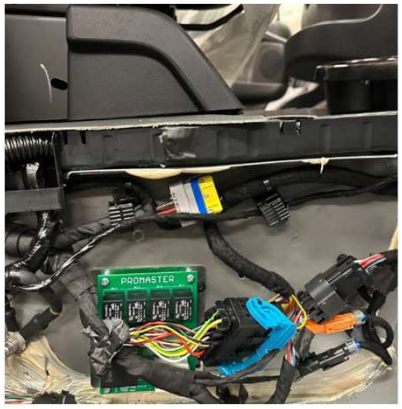


Image 4

WINNEBAGO INDUSTRIES

Step 2 – Installing New Harness (Cont.)

1. Pop out the center cup holder and screw covers from the center console plastic enclosure. It is held in with clips.
2. Using a screw gun with a T20 Torx bit and trim tools, remove the 4 mounting screws and pop the clips to detach the center console plastic enclosure from the chassis, see Image 1. Only enough room to access the VSIM module is required.
3. Unmount the VSIM module from the chassis by depressing the mounting tab with a flathead screwdriver, see Image 2.
4. Route the wire wrapped section of the harness with 3 multi pin plugs up under the wheel well plastic trim and flooring, beneath the glovebox, behind the passenger kick cover, and back behind the center console area. See Image 3 and 4, yellow arrows. Secure harness and ensure that the harness is not visible to the user.
5. Connect the three plugs from the new harness to the VSIM module, there is only one female connector in the module that will allow each male connector on the harness.
6. Reinstall the VSIM module and the center console plastic enclosure. Any excess wiring on the new harness can be pulled through the 1.25" hole while ensuring no excess stress is on the 12-pin housing on the awning control module. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.

Image 1

Image 2

Image 3

Image 4

WINNEBAGO INDUSTRIES

Step 2 – Installing New Harness (Cont.)

1. On the coach interior, remove the top panel of the passenger side bed cabinet to gain access to cabinet.
   a) Disconnect the head of the gas strut by using a flat head screwdriver, see Image 1. The mattress can be removed for better access.
   b) Remove all mounting screws between the top panel and the rest of the cabinet. Behind the bed frame there are pairs of screws along the back edge, only the indicated screws need to be removed, see Image 2 red arrow .On the left side of the bed, one rib of the bed frame may have to be removed to access the mounting screws, see Image 3.
   c) Remove the panel assembly from the coach and set aside for reinstallation.
2. With the panel now removed, go below the coach and drill a 1.25" hole up into the bed cabinet, see Image 4 red arrow. The new hole should be about 3" towards the coach exterior compared to the original and should stay out of the existing Manus. Ensure when drilling that no wiring inside the bed cabinet will be damaged. Prime the bare metal around the cut hole to prevent rust.
3. Bring the new harness up through the 1.25" hole until there is no excess harness outside of the coach. Cut a split into a 1.25" grommet, install it on the harness, and then into the floor from above.
4. Secure the new harness up to the existing Winnebago harnesses using zip ties or to the chassis rib using P clamps. See Images 5 and 6, yellow arrows for the wire path. The new harness should not be allowed to sag below the existing harnesses. The 1.25" holes in the chassis can be filled with Manus to prevent water intrusion.

Image 5

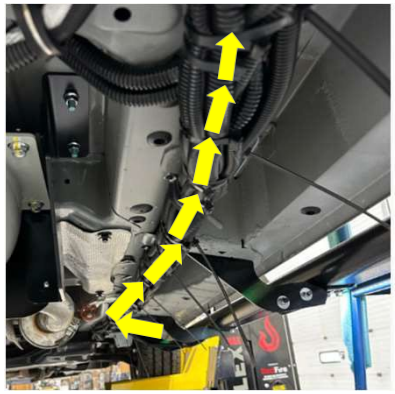


Image 6

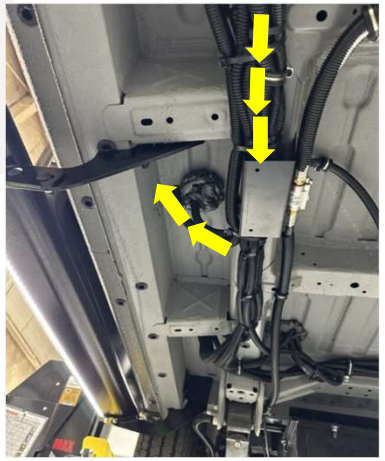


Image 1

Image 2

Image 3

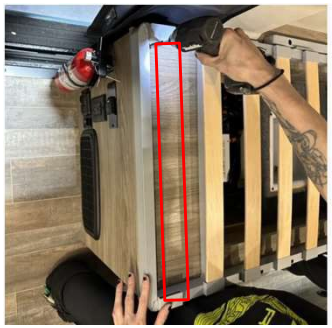


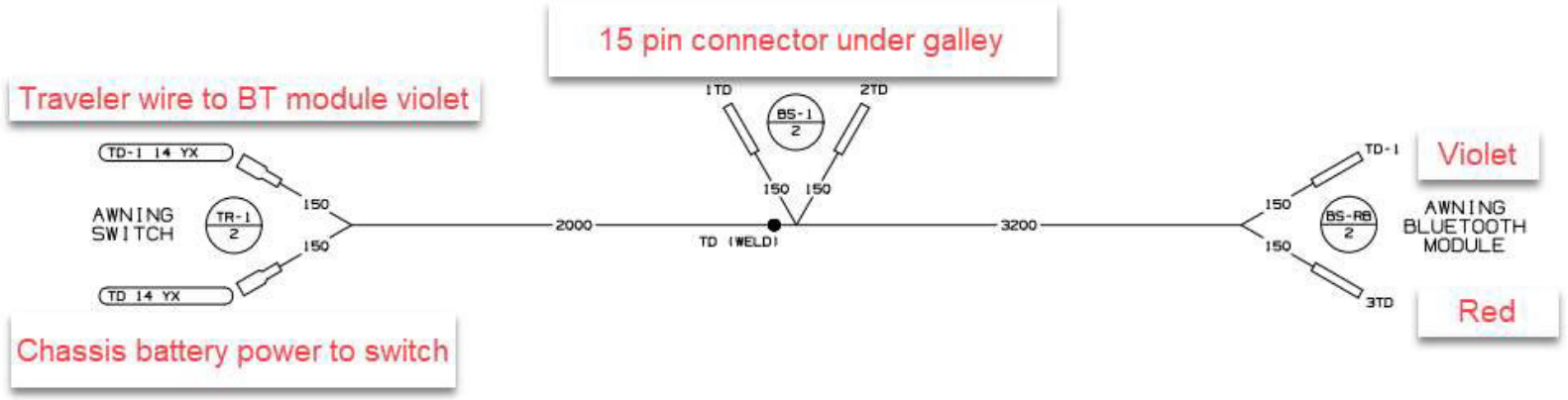
Image 4

WINNEBAGO INDUSTRIES

Step 2 – Installing Harness with Recall 168

1. Some coaches may have recall 168 previously completed . This can be identified visually through the addition of the harness in Image 1 installed between the BT-12 and the awning switch.
    - The Part Number printed on the wires should be 000270094
2. If this harness is present, cut all connections and remove the harness.
    - Note: Because the harness is running up to the BT-12, it may be useful to tape the new harness to a section of the recall 168 harness and pull it through.
3. The continuity of the TD circuit on the original harness should be restored. This can be done using 1TD and 2TD on the New Harness.
    - If this is done, any following references to connecting TD can be disregarded.
4. Follow the proceeding pages for the other new connections.

Image 1



Step 2 – Installing New Harness (Cont.)

1. Connect the branch FFT and FFT-1 spade connector on the new harness to the awning on/off switch in place of the current connections. see Image 1 and 2 red arrows.
2. Remove the jumper from the new harness and discard.
3. Leave TD on the new harness disconnected, this will be connected later once power is restored. All other connections from the original harnesses that are not labeled TD in this area can be taped up.
4. Take NM, AWP, ASY, and FFT-1 from the new harness and route then back through the bed cabinet towards the rear of the coach.
5. Connect the spade connector on NM to Space 6 on the back of the fuse panel. Install a 15A fuse on the front of the panel into space 6 and label this fuse "Awning". See Image 3 red arrow. Removal of the fuse panel may be necessary for proper access.
6. Remove the abs closeout in the upper corner of the shirt cabinet. This should expose the BT-12 unit and its connections. See Image 4 red arrow.
7. Using fish tape, route AWP, ASY, and FFT-1 up to the BT-12 by having it pass behind the drawer and behind the shirt closet paneling. See Image 5 and 6 red arrows for wire path. The access panel and drawer can be removed for better access, as necessary.

Image 5

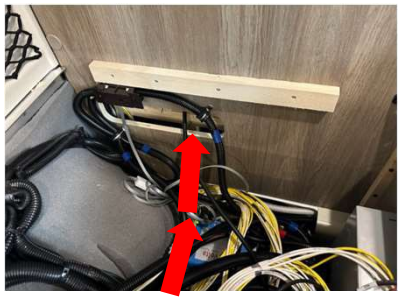


Image 1

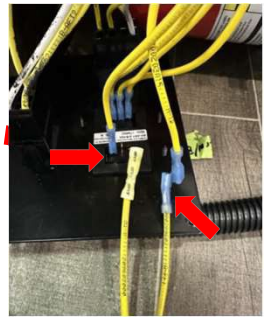


Image 2

Image 3

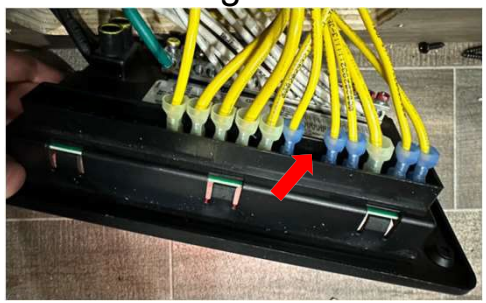
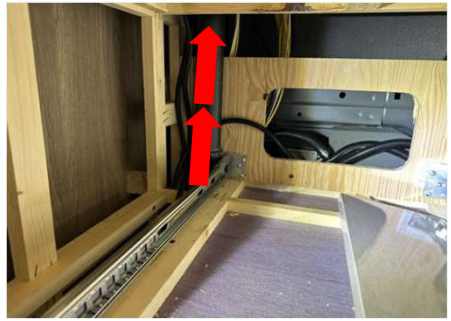


Image 4

Image 6



WINNEBAGO INDUSTRIES

Step 3 – BT-12 Connection

1. Cut the current connection to the red, green, and violet wires of the BT-12 module. Wrap these original circuits with tape, they will no longer be used.
2. Splice the below connections from the new harness to the BT-12:
   - AWP to Red
   - ASY to Green
   - FFT-1 to Violet
3. Check the wiring connections at the BT-12 module and verify that every circuit is properly connected. See Image 1 or the Wiring Diagram –BT-12 page at the back of this packet for proper connections.
4. Use the adhesive on the BT-12 to permanently mount to the ceiling in the shirt cabinet's closeout, see Image 2 Red Arrow. Ensure the wires come down creating a drip loop. Secure wire with additional wire ties as needed to create strain relief and ensure drip loop, see Image 2 Yellow Arrow.
5. Reinstall the closeout panel, fuse panel, bed panel and bed, and the passenger stepwell cover.

Image 1

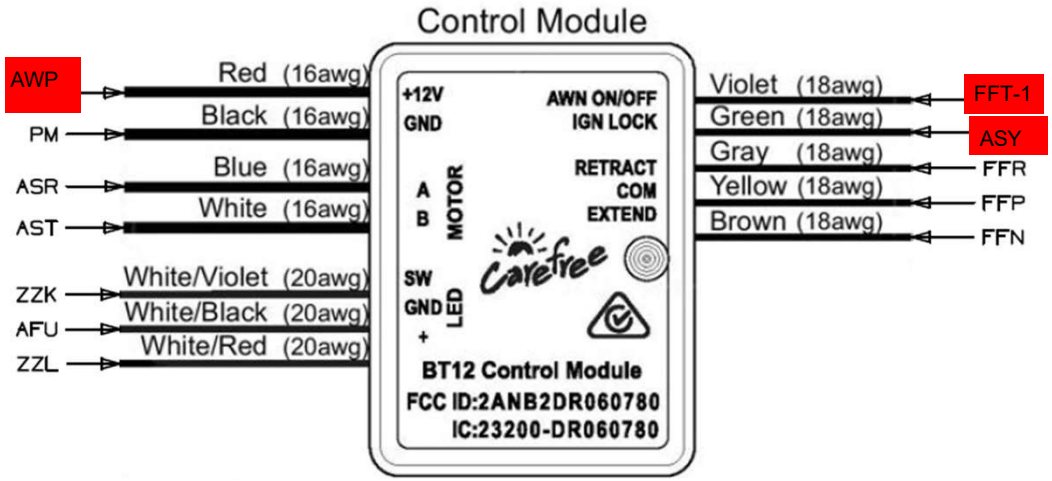
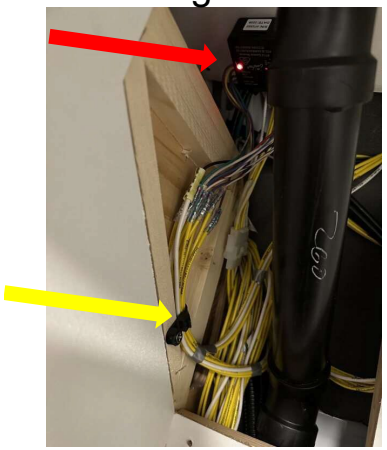


Image 2



Step 4 – Seal Awning Wire Passthrough

1. Go to the coach roof and locate the wiring on the awnings left hand side.
2. Remove electrical tape wrap without damaging wires to gain access to the interior of the convolute tubing, see Image 1.
3. Insert nozzle of cartridge gun into convolute tubing as far into the coach as you can, seal the inside tubing back to 2 inches up from the roof, see Image 2. Ensure sealant oozes out to confirm the convolute is fully filled. Wipe off excess, prep, and retape convolute starting from the roof and wrapping up to the awning creating a shingled effect. See Image 3
4. Using Manus, reseal on top of the existing self-leveling around the base of the convolute and tool to ensure no gaps are present, see Image 4.

Image 1

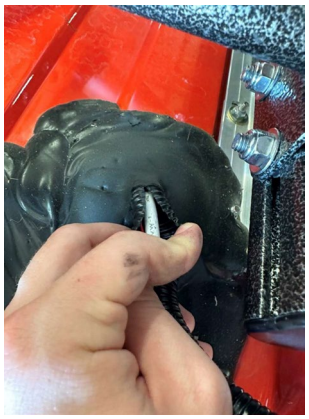
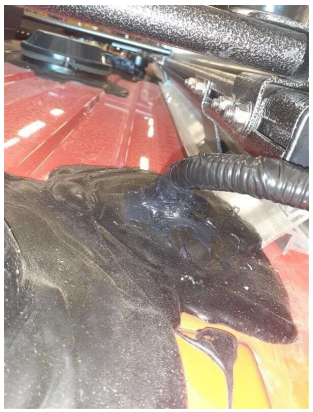


Image 2

Image 3

Image 4



Step 5 – Reconnect the 12v power sources.

1. Turn on the 12v house disconnect switch – See Image 1.
2. Reconnect the 12v chassis battery ground. Refer to the Promaster user manual to disconnect the ground cable from the battery.

Image 1

Step 6 – TD Connection

1. In the bed cabinet near the awning switch, locate the circuits labeled TD on the existing harnesses.
2. Using a multimeter, test these circuits to find one that shows 12v power now that chassis power is restored.
3. Note: Some of the existing TD circuits, either on the original harness or rework harnesses, may have been fully disconnected during the recall and will no longer carry chassis power. These circuits can be taped off or removed as they are no longer a useable connection.
4. Splice the new harness to one of the hot TD circuits. See image 1 yellow arrow.

Image 1

WINNEBAGO INDUSTRIES

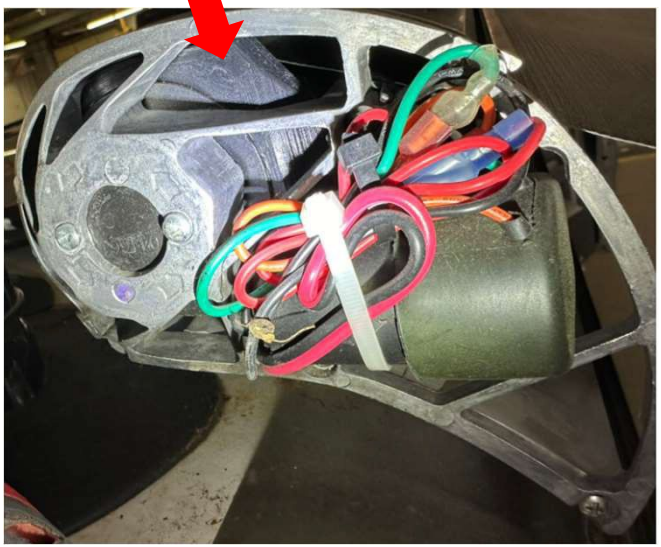
Step 7 – Awning Motor wedge and firmware update

1. Before preforming the motor wedge installation, confirm that the awning installed requires a wedge, and that one is not already installed. When inspecting the awning be sure to check both sides for the motor, as depending on build it may be a right-hand or left-hand motor.
    1. Confirm that the awning is an angle gear motor, this style of motor is the one that requires the wedge. See Image 1 for an example of what the angle gear motor looks like with the awning extended. Tubular style motors, where the motor is housed inside the awning fabric roller, do not require a wedge.
    2. If the awning is an angle gear motor, gain access to the backside of the motor by removing the case end cap, see Image 2. Some coaches may require the mounting screws be removed and the awning to be slid back on the mounting extrusion in order to access the cover. When doing this be careful to not pop the awning out of the mounting extrusion as it could fully detach from the coach.
    3. Confirm that a wedge is not installed, Image 3 shows a motor with a wedge already installed.
    4. If your coach does not have the wedge and requires one, move onto the next page and follow the wedge installation.

Image 1

Image 2

Image 3



WINNEBAGO INDUSTRIES

Step 7 – Awning motor wedge and firmware update(Cont.)

1. Review and complete the following documents, all units with a BT-12 require a firmware update.
   - Carefree Motor Wedge Installation service manual, 056513-002R1(LH) or 056513-001R5(RH) . (For angle gear awnings without a wedge already installed)
   - Carefree Connects Firmware Update service manual, 056513-004r1 (All awning with a BT-12)

Carefree of Colorado — Left Hand Motor Wedge Installation Instruction — FREESTYLE EVOLUTION

SERVICE MANUAL

LEFT HAND MOTOR WEDGE INSTALLATION

RV

12V MOTORIZED ROOF MOUNTED BOX AWNING

Read this manual before installing or using this product. Failure to follow the instructions and safety precautions in this manual can result in personal injury and/or cause the product to not operate properly.

These instructions apply to all models listed. Details and procedures unique to a specific model are labeled appropriately.

056513-002r1 1

Carefree of Colorado — BT12

SERVICE MANUAL

CAREFREE CONNECTS FIRMWARE UPDATE

RV

FOR CAREFREE 12V MOTORIZED AWNINGS EQUIPPED WITH CAREFREE'S BT12 WIRELESS AWNING CONTROL SYSTEM

Read this manual before installing or using this product. Failure to follow the instructions and safety precautions in this manual can result in personal injury and/or cause the product to not operate properly. This instruction is limited to BT12 Firmware updates and verification of BTMotion connectivity. For more information on Carefree Connects mobile app, please reference the Carefree Connects Mobile App Manual pn 070029-201.

Bluetooth wireless technology

Download on the App Store — Google play

Carefree of Colorado www.carefreeofcolorado.com a Scott Fetzer company

056513-004r1 1

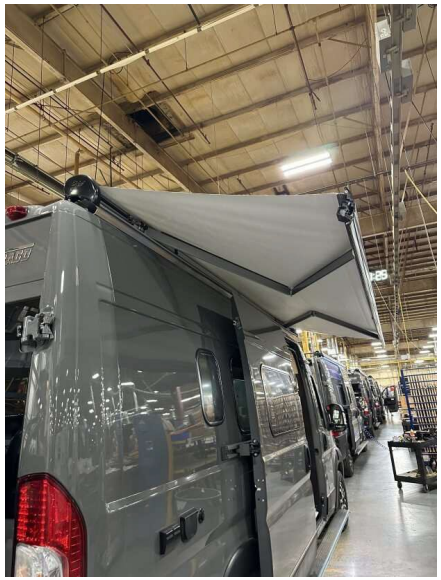
Step 8 – System Testing

1. See the chart in Image 1 and confirm that all 'With' situations result in the correct actions when the extend and retract commands are operated.
    - **Note:** awning will need to be partially extended to confirm auto-retraction, see Image 2.
    - **Note:** the relay module will hold the park brake signal from when the park brake is engaged until the engine is started or the module loses power. This is due to the chassis going to sleep and needing to hold the park brake signal.
2. With the engine off and the parking brake and 12v coach power on, bring the awning to a partially extended position, see Image 2. Locate the edge of the awning with the wind sensor and shake the awning to simulate high winds. The awning should automatically retract when the sensor reads the awning movement.
3. If all the above actions result in their defined outcomes the rework is complete.

Image 1

With the awning switched to ON (IF present), and:	When you hit extend or retract, the Awning:
12v Coach Power ON + Engine Off + Parking Brake On =	Should Extend. Should Retract.
12v Coach Power Off + Engine Off + Parking Brake On =	Should not Extend. Should not Retract.
12v Coach Power Off + Engine On + Parking Brake On =	Should not Extend. Should Auto-Retract with Engine Start.
12v Coach Power Off + Engine On + Parking Brake Off =	Should not Extend. Should Auto-Retract with Engine Start.
12v Coach Power ON + Engine Off + Parking Brake Off =	Should not Extend. Should not Retract.
12v Coach Power ON + Engine On + Parking Brake Off =	Should not Extend. Should Auto-Retract with Engine Start.
12v Coach Power ON + Engine On + Parking Brake On =	Should not Extend. Should Auto-Retract with Engine Start.

Image 2



WINNEBAGO INDUSTRIES

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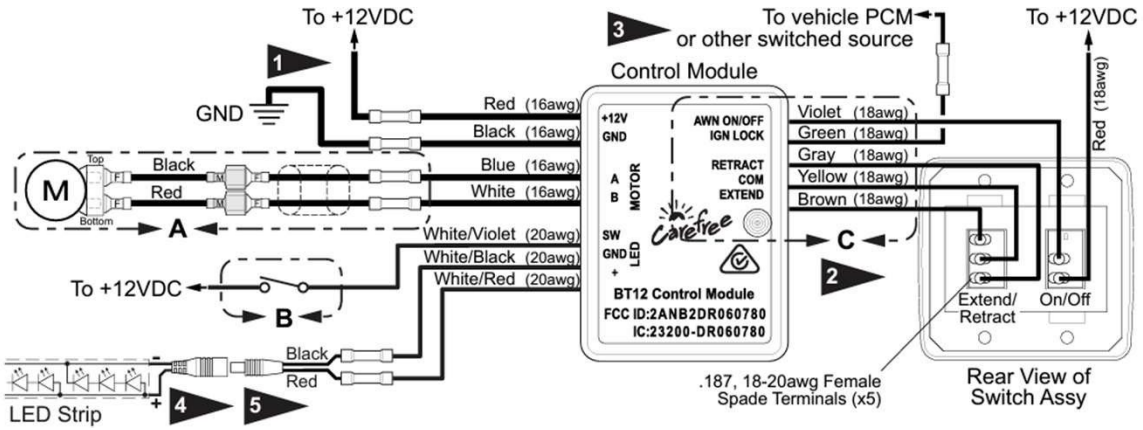
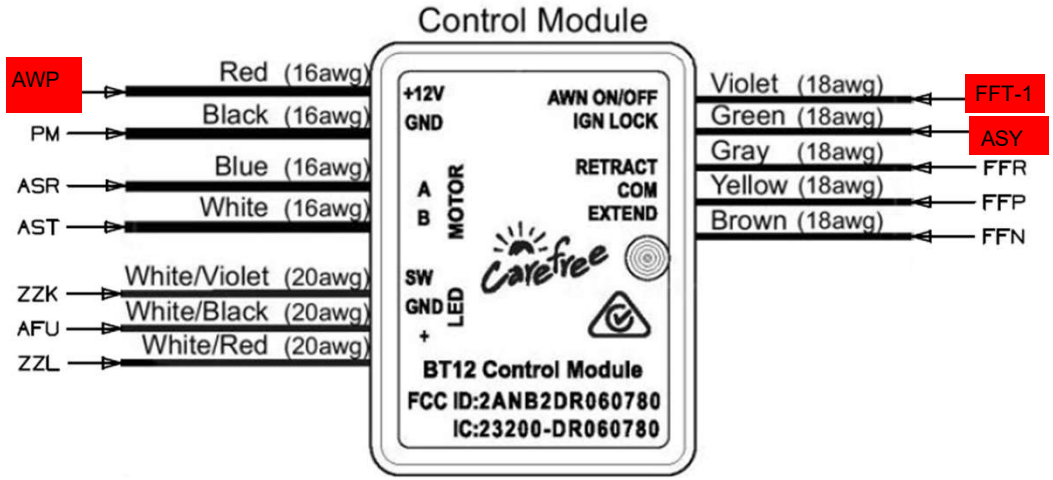
Wiring Diagram – Carefree BT-12

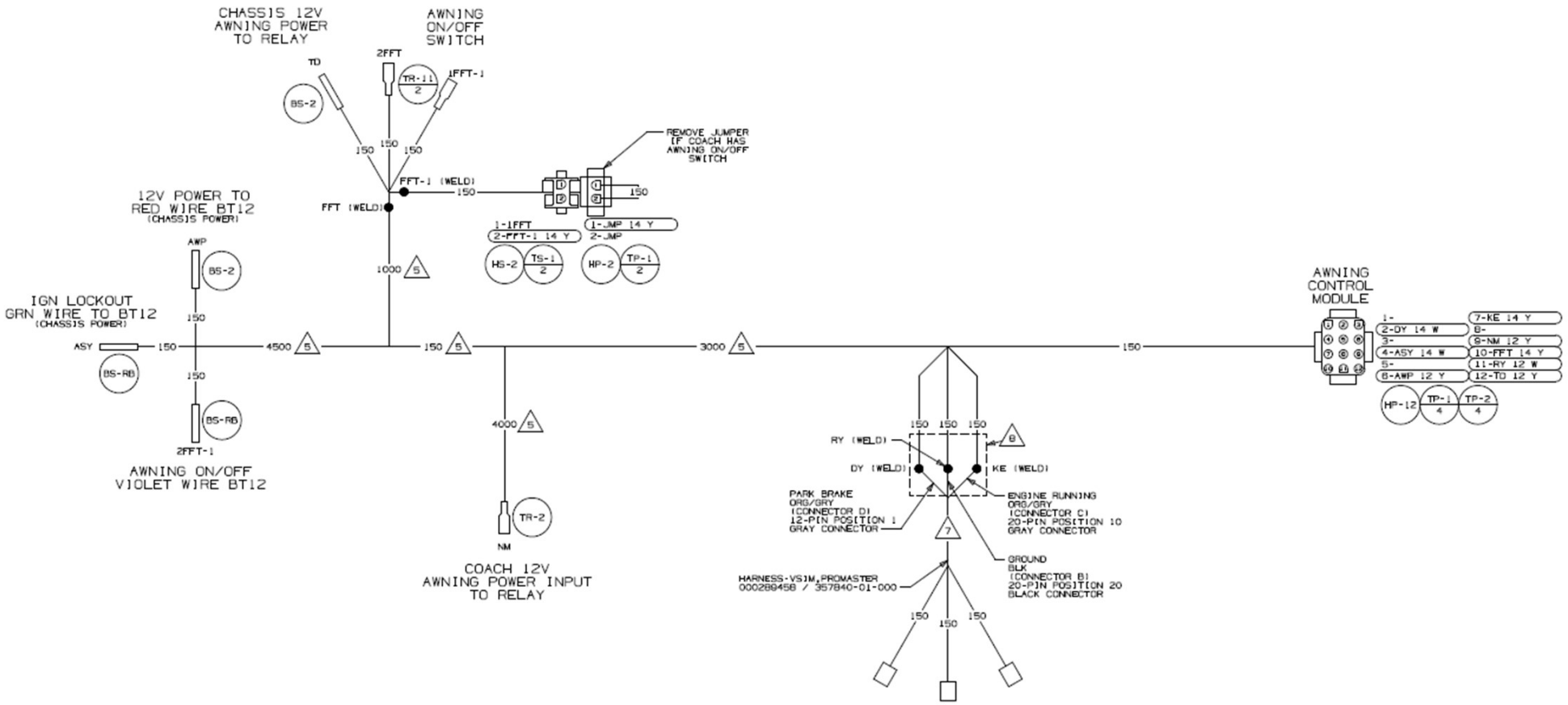
BT-12 Wiring Diagram



BT-12 to WGO Harness Connections



Wiring Diagram – Harness



WIRE ASM-AWNING UPDATE

Read the entire instructions carefully before starting the procedure. If you have any questions, please contact Winnebago Industries Technical Service Department by calling 1-866-653-4329 or by email: techservice@wgo.net. This document is confidential and is intended for dealer use only.

WINNEBAGO INDUSTRIES

IMPORTANT SAFETY RECALL

NHTSA Safety Recall 23V-627

THIS NOTICE APPLIES TO YOUR VEHICLE.

RE: BODY SERIAL
CHASSIS SERIAL

Dear Owner:

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

REASON FOR THIS RECALL

Winnebago Motorhomes has decided that a defect related to motor vehicle safety exists on certain 2017 – 2024 Travato Motorhomes. Our records indicate that you have purchased a vehicle with the serial number which appears above. These motor homes were manufactured, September 06, 2016 through August 31, 2023.

The retractable awnings are extending unintentionally while the motorhome is in motion. An awning that extends unintentionally while the motorhome is in motion could present a road hazard, which can increase the risk of a crash.

WHAT WE WILL DO

Winnebago Motorhomes will coordinate modification of wire circuits and add a motor support wedge. This will be at no charge to you.

WHAT YOU SHOULD DO

Please contact your Winnebago motorhome dealer immediately to arrange an appointment. You can locate a Winnebago dealer by visiting https://www.winnebago.com/shopping-tools/locate-a-dealer. You may also schedule an appointment at the Winnebago Factory service Center in Forest City, Iowa by calling 1-800-537-1885, menu option #3. Labor time necessary to perform this correction will be approximately 4 hours. Please allow additional time for the dealer to process your vehicle.

Winnebago motorhome dealers are best equipped to obtain parts and provide service to ensure your vehicle is corrected as promptly as possible. HOWEVER, if you take your vehicle to the dealer on the agreed date and they do not service this condition on that date or within five days, we recommend you contact Winnebago Motorhomes, Attn.: Customer Care at (641) 585-6939 or (800) 537-1885. If you are still unable to obtain such service without charge to you and within a reasonable time, you may contact the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue S.E., Washington, DC 20590 or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 [TTY: (800) 424-9153] or go to http://www.safercar.gov.

IF YOU HAVE PREVIOUSLY PAID FOR THIS REPAIR

If you have paid to remedy this issue, you may be eligible for a refund. To obtain information on a refund, contact Winnebago Customer Care by email at customercare@wgo.net or write us at Customer Care Department, P.O. Box 152, Forest City, Iowa 50436 or by telephone at (641) 585-6939 or (800) 537-1885.

IF YOU HAVE CHANGED ADDRESS OR SOLD THE VEHICLE

If you have changed address, sold, or traded your vehicle, please let us know by contacting Winnebago Customer Care by email at customercare@wgo.net or in writing at Customer Care Department, P.O. Box 152, Forest City, Iowa 50436 or by telephone at (641) 585-6939 or (800) 537-1885.

Presentation of this letter to the service center will assist in making the necessary correction to your vehicle in the shortest possible time.

Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

We are sorry to cause you this inconvenience; however, we have taken this action in the interest of your safety and continued satisfaction with our products. This letter does not constitute an acknowledgement of legal liability.

_____

Winnebago Motorhomes
Forest City, Iowa 50436

Enclosure

IMPORTANT SAFETY RECALL

Winnebago Motorhome Recall # 176 **TRANSPORT CANADA RECALL # 2023-597**

THIS NOTICE APPLIES TO YOUR VEHICLE.

RE: BODY SERIAL
CHASSIS SERIAL

Dear Owner:

This notice is being sent to you in accordance with the requirements of the *Motor Vehicle Safety Act*. This is to inform you that your vehicle may contain a defect that could affect the safety of a person. Our records indicate that you have purchased a vehicle with the serial number which appears above.

REASON FOR THIS RECALL

Winnebago Motorhomes has decided that a defect related to motor vehicle safety exists on certain 2017 – 2024 Travato Motorhomes. Our records indicate that you have purchased a vehicle with the serial number which appears above. These motor homes were manufactured, September 06, 2016 through August 31, 2023.

The retractable awnings are extending unintentionally while the motorhome is in motion. An awning that extends unintentionally while the motorhome is in motion could present a road hazard, which can increase the risk of a crash.

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WHAT YOU SHOULD DO

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Winnebago Motorhomes dealers are best equipped to provide service to ensure your vehicle is corrected as promptly as possible. HOWEVER, if you take your vehicle to the dealer on the agreed date and he does not service this condition on that date or within five days, we recommend you contact Winnebago Motorhomes, Attn.: Customer Care (641-585-6939). If after contacting your dealer and/or our customer care helpline, should you have additional questions regarding this recall, you may contact Transport Canada - Road Safety, 80 rue Noël, Gatineau, Quebec J8Z 0A1 or call 1-800-333-0510.

IF YOU HAVE PREVIOUSLY PAID FOR THIS REPAIR

If you have paid to remedy this issue, you may be eligible for a refund. To obtain information on a refund, contact Winnebago Customer Care by email at customercare@wgo.net or write us at Customer Care Department, P.O. Box 152, Forest City, Iowa 50436 or by telephone at (641)585-6939 or (800) 537-1885.

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_____

Winnebago Motorhomes
Forest City, Iowa 50436

Enclosure

RAPPEL DE SÉCURITÉ IMPORTANT

Winnebago Motorhome Rappel # 176 RAPPEL DE TRANSPORT CANADA # 2023-597

CET AVIS S'APPLIQUE A VOTRE VEHICULE.

SUJET : SÉRIE DE LA CARROSSERIE
SÉRIE DU CHASSIS

Cher, Chère propriétaire :

Cet avis vous est envoyé conformément aux exigences de la *Loi sur la sécurité des véhicules à moteur.* La présente a pour but de vous informer que votre véhicule peut présenter un défaut susceptible d'affecter la sécurité d'une personne. Nos dossiers indiquent que vous avez acheté un véhicule portant le numéro de série indiqué ci-dessus.

RAISON DE CE RAPPEL

Winnebago Motorhomes a décidé qu'un défaut lié à la sécurité des véhicules à moteur existe sur certains camping-cars Travato 2017 - 2024. Nos dossiers indiquent que vous avez acheté un véhicule portant le numéro de série indiqué ci-dessus. Ces camping-cars ont été fabriqués entre le 6 septembre 2016 et le 31 août 2023.

Les auvents rétractables se déploient involontairement lorsque le camping-car est en mouvement. Un auvent qui se déploie involontairement alors que le camping-car est en mouvement peut présenter un danger pour la route, ce qui peut augmenter le risque d'accident.

CE QUE NOUS FERONS

Winnebago Motorhomes coordonnera la modification des circuits de câblage et ajoutera une cale de support de moteur. Cela sera effectué sans frais pour vous.

CE QUE VOUS DEVEZ FAIRE

Veuillez contacter immédiatement votre concessionnaire de camping-car Winnebago pour convenir d'un rendez-vous. Vous pouvez trouver un concessionnaire Winnebago en visitant le site https://www.winnebago.com/shopping-tools/locate-a-dealer. Vous pouvez également prendre rendez-vous au centre de service de l'usine Winnebago à Forest City, Iowa, en appelant le 1-800-537-1885, option de menu n°3. Le temps de travail nécessaire pour effectuer cette correction sera d'environ 4 heures. Veuillez prévoir un délai supplémentaire pour que le concessionnaire puisse traiter votre véhicule.

Les concessionnaires Winnebago Motorhomes sont les mieux équipés pour assurer le service et veiller à ce que votre véhicule soit réparé le plus rapidement possible. CEPENDANT, si vous amenez votre véhicule chez le concessionnaire à la date convenue et qu'il ne répare pas le problème à cette date ou dans les cinq jours, nous vous recommandons de contacter Winnebago Motorhomes, Attn.: Service à la clientèle (641-585-6939). Si, après avoir contacté votre concessionnaire et/ou notre service clientèle, vous avez d'autres questions concernant ce rappel, vous pouvez contacter Transport Canada - Sécurité routière, 80 rue Noël, Gatineau, Québec J8Z 0A1 ou appeler le 1-800-333-0510.

SI VOUS AVEZ DÉJÀ PAYÉ POUR CETTE RÉPARATION

Si vous avez payé pour remédier à ce problème, vous pouvez demander un remboursement. Pour obtenir des informations sur le remboursement, contactez le Service à la clientèle de Winnebago par courriel à l'adresse customercare@wgo.net ou écrivez-nous Customer Care Department, P.O. P.O. Box 152, Forest City, Iowa 50436 ou par téléphone au (641) 585-6939.

SI VOUS AVEZ CHANGÉ D'ADRESSE OU VENDU LE VÉHICULE

Si vous avez changé d'adresse, vendu ou échangé votre véhicule, veuillez nous en informer en contactant le service à la clientèle de Winnebago par courriel à l'adresse suivante customercare@wgo.net ou en écrivant à Customer Care Department, P.O. Box 152, Forest City, Iowa 50436 ou par téléphone au 641-585-6939 ou au 800-537-1885.

La présentation de cette lettre au centre de service permettra d'apporter les corrections nécessaires à votre véhicule dans les plus brefs délais.

La loi fédérale exige que tout bailleur de véhicule recevant cet avis de rappel transmette une copie de cet avis au locataire dans les dix jours.

Nous sommes désolés de vous causer ce désagrément, mais nous avons pris cette mesure dans l'intérêt de votre sécurité et de votre satisfaction à l'égard de nos produits. Cette lettre ne constitue pas une reconnaissance de responsabilité légale.

_____

Winnebago Motorhomes
Forest City, Iowa 50436

Pièce jointe