


RECALL 24V005 REMEDY INSTRUCTIONS – CERTAIN Li3 MODELS ONLY

	Make(s): GALLERIA Model(s): MANY, SEE BELOW Model Year(s): 2018 - 2021	Repair Code: RC-093-09-00-004514 Allotted Time: 1.50 HRS. Inspection Code: N/A Allotted Time: N/A
	Concern: In the event the battery boost wire shorts, or fails, it may shut down or damage the power steering of the vehicle. This condition may lead to a crash.	Photo(s) Required: YES, POST REMEDY Prior Authorization Required: YES Part(s) Kit Number: F100503421 Part(s) Return: N/A

Turn off LP Gas at LPG Tank(s). Disconnect the vehicles' battery Positive and Negative, disconnect any House battery(s) Positive and Negative, if equipped with a generator ensure it is off and lastly, ensure the vehicle is disconnected from shore power. Block any tires/wheels to prevent the vehicle from rolling. Failure to do so may result in electrocution, fire or other personal injury, property damage and/or death.

CERTAIN 2020 – 2021 GALLERIA: GAB24AM, GAB24FLM, GAB24QM & GAB24TM

2018 THROUGH 2021 MODEL YEAR - REMEDY PROCEDURE

Li3 ONLY - COMBINER RELAY AND SOLENOID REMOVAL PROCEDURE

PARTS NEEDED: BELL CAPS, HEAT SHRINK, P-CLAMPS, ELECTRICAL TAPE, ZIP TIES & LABELS

TOOLS NEEDED: SCREW GUN, WIRE STRIPPERS AND CRIMPERS, HEAT GUN, 1/2" AND 11/16" SOCKETS

STEP 1: LOCATE AND ACCESS THE COMBINER SOLENOID AND RELAY IN THE MAIN ELECTRICAL COMPARTMENT) (FIG 1.);

STEP 2: REMOVE ANY ZIP TIES RESTRICTING THE REMOVAL OF THE COMBINER RELAY AND SOLENOID;

STEP 3: CUT/DISCONNECT COMBINER RELAY *RED* 16 AWG WIRE FROM HARNESS - (RECONNECT *RED* 16 AWG AND *RED* 16 AWG IN HARNESS) (FIG. 3);

3A. CUT/DISCONNECT COMBINER SOLENOID *GREY* 16 AWG WIRE - (CAP OFF *GREY* WIRE);

3B. CUT/DISCONNECT COMBINER RELAY *BLACK* 16 AWG WIRE FROM *WHITE* 16AWG WIRE - (CAP OFF *WHITE* 16 WIRE) (FIG. 3B);

STEP 4: USING A 1/2" SOCKET REMOVE THE *RED* 2 AWG CHASSIS BATTERY CABLE CONNECTED TO THE COMBINER SOLENOID (FIG. 4);

4A. APPLY HEAT SHRINK OVER THE TERMINAL OF CABLE USING HEAT GUN;

STEP 5: USING A 1/2" SOCKET REMOVE THE *RED* 4/0 AWG HOUSE BATTERY CABLE, *RED* 2 AWG CABLE, AND IN-LINE FUSE HOLDER FROM

SOLENOID (FIG. 5);

STEP 6: DISMOUNT THE COMBINER RELAY AND SOLENOID THEN REMOVE THEM FROM PANEL (FIG. 6);

STEP 7: MOUNT 5/16" TERMINAL STUD TO COMPONENT BOARD (FIG. 7);

7A. USING 11/16" SOCKET INSTALL *RED* 4/0 AWG CABLE, *RED* 2 AWG CABLE, AND IN-LINE FUSE HOLDER TO 5/16" TERMINAL STUD AND TORQUE TO 140 IN.LBS.

STEP 8: USING ELECTRICAL TAPE AND/OR ZIP TIES RESECURE ANY DISTURBED WIRES;

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FIGURES/PHOTOS ON NEXT PAGE.

FIG. 1

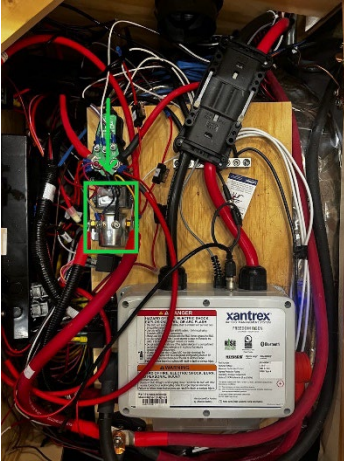


FIG. 3

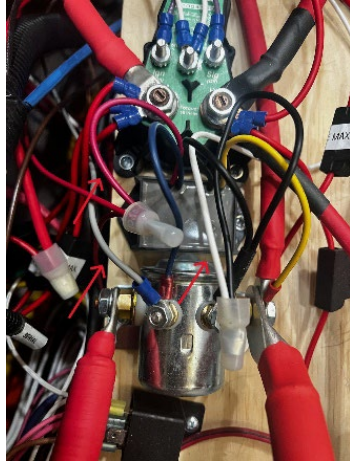


FIG. 3B



FIG. 4

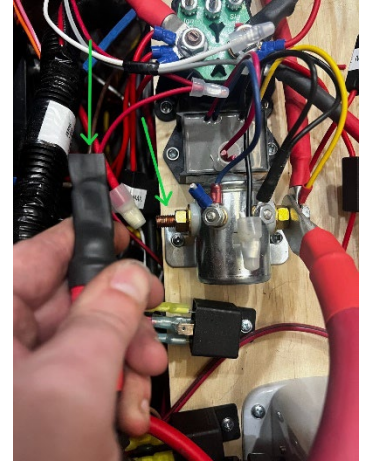


FIG. 5

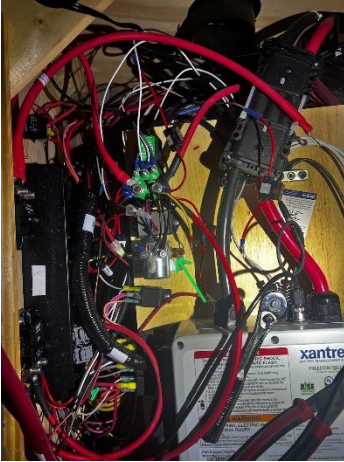
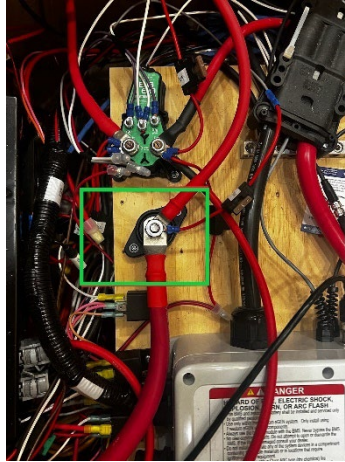


FIG. 6



FIG. 7



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120 A BREAKER REMOVAL PROCEDURE

PARTS NEEDED: HEAT SHRINK, P-CLAMPS, ELECTRICAL TAP & ZIP TIES

TOOLS NEEDED: SCREW GUN, 9/16" SOCKET & HEAT GUN

STEP 1: LOCATE AND ACCESS 120 AMP BREAKER (FRONT DRIVER SIDE - UNDERCARRIAGE OF UNIT) (FIG. 1);

STEP 2: REMOVE ANY ZIP TIES OR CLAMPS RESTRICTING THE REMOVAL OF 120 AMP BREAKER;

STEP 3: REMOVE THE RED 2 AWG CABLE CONNECTED TO THE AUXILIARY SIDE OF THE BREAKER USING A 9/16" SOCKET (FIG. 3);

3A. APPLY HEAT SHRINK TO THE END OF CABLE USING HEAT GUN;

3B. TAPE CABLE INTO HARNESS (FIG. 3B);

STEP 4: REMOVE THE RED 2 AWG CABLE ON THE BATTERY SIDE OF THE 120 AMP BREAKER USING A 9/16" SOCKET (FIG. 4);

4A. REMOVE ZIP TIES OR CLAMPS RESTRICTING THE CABLE TO THE OEM TERMINAL POSTS (FIG. 4A);

4B. REMOVE THE RED 2 AWG CABLE FROM THE POST LEAVING OEM WIRING UNDISTURBED THEN TORQUE TO 141.62 IN-LBS. (FIG. 4B);

STEP 5: REMOVE THE 120 AMP BREAKER FROM THE FRAME AND COAT SCREW HOLES WITH EXTERIOR PAINT OR PRIMER;

STEP 6: RESECURE ANY LOOSE WIRES OR CABLES AND CLAMP HARNESS TO FRAME;

FIG. 1

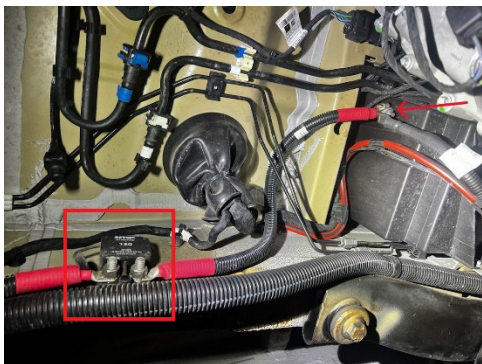


FIG. 3

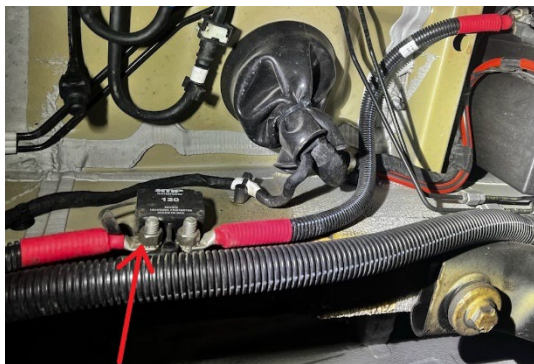


FIG. 3B

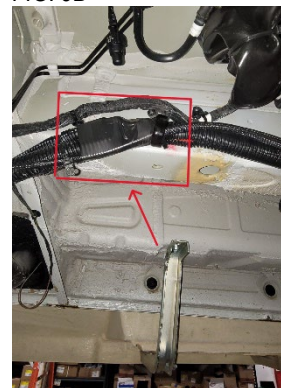


FIG. 4



FIG. 4A

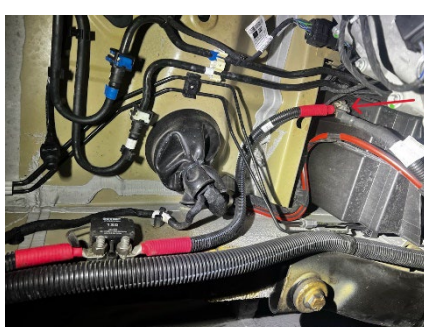
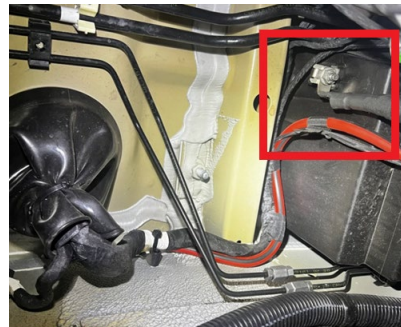


FIG. 4B



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EMERGENCY/BOOST SWITCH REMOVAL PROCEDURE

PARTS NEEDED: SNAP-IN PLUG & BELL CAPS

TOOLS NEEDED: WIRE STRIPPERS AND CRIMPERS, PRY TOOL & ELECTRICAL TAPE

STEP 1: LOCATE AND ACCESS BOOSTER SWITCH (FRONT DRIVER DASH) (FIGURE 1);

STEP 2: USING THE PRY TOOL, PULL THE SWITCH OUT FROM THE DASH AND DISCONNECT THE SWITCH FROM THE GREY 16 AWG WIRES (FIGURE 2);

STEP 3: CAP OFF BOTH GREY 16 AWG WIRES AND TAPE TOGETHER (FIGURE 3);

STEP 4: TUCK WIRES INTO THE DASH AND INSERT THE SNAP-IN PLUG (FIGURE 4);

STEP 5: REMOVE EMERGENCY START LABEL (FIGURE 5);

FIGURE 1



FIGURE 2

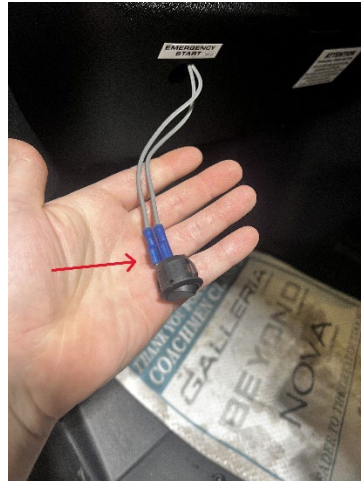


FIGURE 3

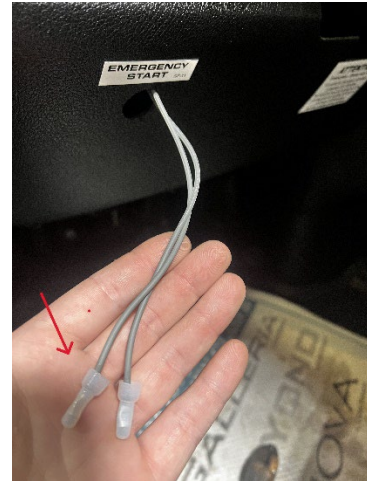


FIGURE 4

FIGURE 5

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