IMPORTANT SAFETY RECALL

** RECALL NOTICE **

NHTSA Safety Recall 25V-478

Transport Canada 2025-385

TO: **Winnebago Motorhome Dealers**

SUBJECT: **Campaign # 199 – Under Seat Wire Routing**

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:

2025	Adventure Wagon	2024 - 2026	Revel
2025	Porto	2024 - 2026	View
2024 - 2026	Ekko	2024 - 2025	Vita
2024 - 2026	Navion	2025 - 2026	Revel Sport

These motor homes were manufactured March 17, 2023, through July 17, 2025.
Our records indicate that you have purchased a vehicle with the serial number which appears above.
Improper wire routing under the driver or passenger seat can result in damage to wires related to Supplemental Restraint System (SRS) components. Damaged wires related to the SRS can result in non-deployment of certain airbags in the event of a crash, increasing the risk of injury or death.

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**.

IMPORTANT SAFETY RECALL

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 a 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 corrections according to instructions contained in this campaign.

Repair Procedure:

Refer to instructions for proper routing of the under-seat wiring.

Parts Information:

Order the corresponding Part Kit from Winnebago Motorhomes using the Dealer Portal system to identify the labor operation number and create the order. You will be placing the order as a Recall type. 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 UNDER Vehicle Info on the Dealer Portal.

INSPECTION & REMOVE OR SUBLET

Operation Number	Dealer Number	Parts Kit	Time Allowance
24991201	7953	Kit is not required	.4 Hour

CLASS C WIRE ROUTING

Operation Number	Dealer Number	Parts Kit	Time Allowance
24991301	7953	RC7953-26-799	.7 Hour

CLASS C WIRE ROUTING WITH SEAT REMOVAL

Operation Number	Dealer Number	Parts Kit	Time Allowance
24991401	7953	RC7953-26-799	1 Hour

CLASS B WIRE ROUTING

Operation Number	Dealer Number	Parts Kit	Time Allowance
24991501	7953	RC7953-26-799	.7 Hour

CLASS B WIRE ROUTING WITH SEAT REMOVAL

Operation Number	Dealer Number	Parts Kit	Time Allowance
24991601	7953	RC7953-26-799	1 Hour

Winnebago Motorhomes
Forest City, Iowa 50436

Under Seat Wire Routing / Airbag May Fail to Deploy

Classification

Recall 199

Model	Model Year
Adventure Wagon	2025
Ekko	2024 - 2026
Navion	2024 - 2026
View	2024 - 2026
Porto	2025
Vita	2024 – 2025
Revel	2024 – 2026
Revel Sport	2025 - 2026

Disclaimer: Read the entire instructions carefully before starting the procedure. If you have any questions, please contact the 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.

Condition

On certain Winnebago vehicles there may be improper wiring routing under the driver or passenger seat, which can result in damage to wires related to Supplemental Restraint System (SRS) components. Damaged wires related to the SRS can result in non-deployment of certain airbags in the event of a crash, increasing the risk of injury or death.

Correction

The correction involves a rework of the seat wire routing on Mercedes chassis vehicles, which includes precise steps and necessary tools for both electric and mechanical seat configurations. The process entails ensuring compliance with OEM wire routing, checking for harness damage, adjusting wire routes if required, and replacing fasteners with specified new clips while maintaining the correct position of wires during testing. Additionally, thorough verification of all connections and seat functionality post-rework is essential to confirm that no SRS/airbag warnings appear on the dashboard upon completion.

	Part Number	Description	Quantity
Part Required	RC7953-26-799	Recall #199 – Seat Harness Routing	1

Parts/Kit Image Reference

Part/s Required – Recall #199 – Seat Harness Routing

Kit Contains:

1. 359526-01-000 (000296368) – Mount-Edge, Cable Tie 02A (5) (Clips)
2. 008343-03-000 – Tie-Wire 7.5IN Black (5)
3. 359527-01-000 (000296370) – Tie-Wire 8IN Hole Mount (5)

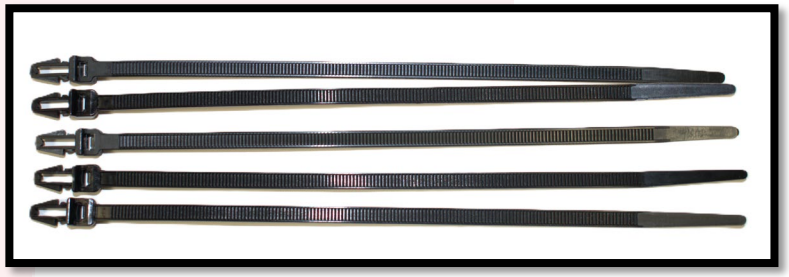
Shop Supplies

1. Angle Cutter
2. Torque Wrench and Rachet
3. E12 Socket with Extension
4. Torque Marker

Part/s Required

1. 

2. 

3. 

All Affected Models will use the Same Recall Parts Kit Above!

Parts Required: The quantity of parts from the kit needed to be installed will vary depending on the extent of any damage to OEM harness wire tie mounts.

Shop Supplies: The tools required may differ depending on whether the driver and/or passenger seat needs to be removed.

Steps & Procedures: The affected vehicles have one of two options, **Mechanical Seats** or **Electrical Seats.**

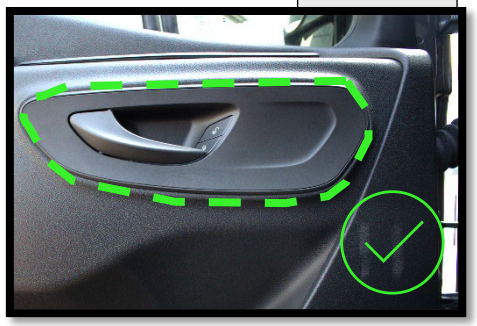
The Mechanical Seat's Steps & Procedures rework instructions are found in pages **3-6**.

The Electrical Seat's Steps & Procedures are found in pages **7-12**.

PLEASE FOLLOW THE CORRECT PROCEDURE FOR THE TYPE OF SEAT IN THE VEHICLE YOU WILL BE REWORKING.

Steps & Procedures (Mechanical Seats)

Figure 1



Step 1 – Confirm Vehicle has Mechanical Seats & Position Seats for Rework

A. Seat adjustment type: If electronic seat controls are not present (See Figure 1), confirm that the manual controls are available on the seat itself (See Figure 2).
Note: Instructions are unique for a chassis with manually adjustable seats; ensure to review the process for the mechanical seat to follow the correct instructions for rework for this vehicle. Typical van chassis-built coaches will have mechanically adjustable seats.

B. Position both the driver and passenger seats to their maximum height and slide them as far back as possible to allow and provide additional access to the wire routing area.

- Rotate the Dial clockwise to raise the seat to maximum height (Figure 2 – Red Arrow).
- Push the seat adjustment lever up and push the entire side while holding this lever up to move the seat forward and backwards (Figure 2 – Yellow Arrow).
- Push up the Seat Adjustment Handle on the side of the seat many times until the back of the seat clears the B-pillar (See Figure 3- Green Arrow). This will allow you to access the Clip mounted on the center circular cutout of the seat swivel for Step 2 (See Figure 4).
- Swivel each seat, facing them towards their respected door. (See Figure 5)

Figure 2

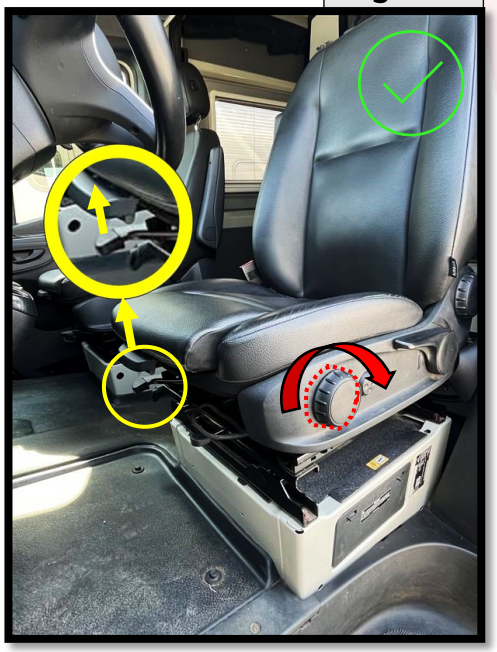


Figure 3

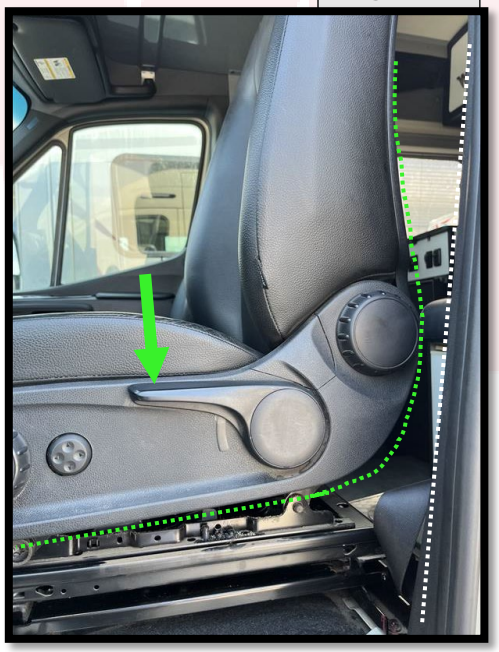
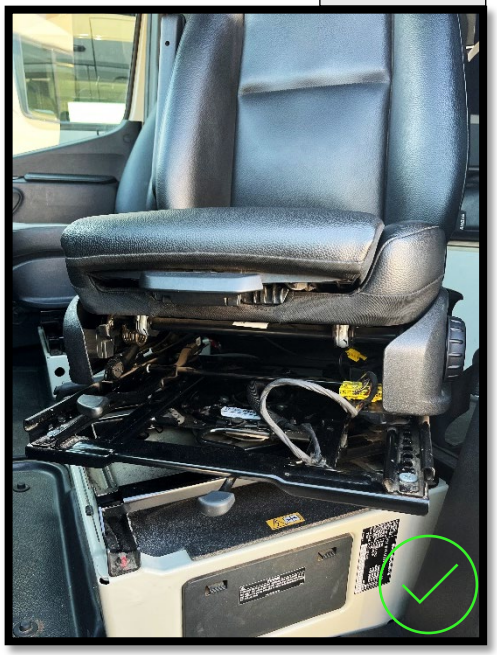


Figure 4

Figure 5



Step 2 - Inspect and Verify Proper Wire Routing for Mechanical Seats

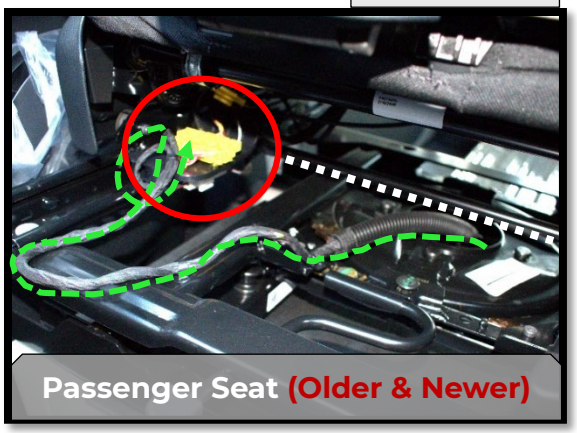
A. Review the wire routing to confirm that the OEM wire path from Mercedes is being followed. Ensure the wires route from the seat base, through the center circular cutout, in the seat swivel, then go **under** the seat sliding bar (White dashes) and connect to the correct plug.
   - For Older affected chassis, the Yellow Plug will be the end of the wire route for both Driver and Passenger seats. (See Figure 6 & 7)
   - For Newer affected chassis, the wire routed under the Passenger's Seat will end up being connected to the Yellow Plug (See Figure 6) and the wire routed under the Driver's Seat will end up splitting ways to the Yellow & White Plug (See Figure 8).

B. Inspect the OEM wire harness for both seats from the end connection points at the plugs, to under the seat sliding bar, towards the center circular cutout under the seat in the seat swivel for any signs of damage, such as chafing or cuts.
   - If damage is found, document with photos and contact Winnebago Tech Service.

C. Ensure that the proper length of the OEM wire harness is accessible by assuring the Clip Wire Tie Mount is correctly installed to the center circular cutout in the seat swivel. (Figure 9)
   Note: If the existing Clip mount is visibly damaged, install provided Clip mount from kit next to existing mount. Cut the Wire Tie Tail but leave OEM mount in place.

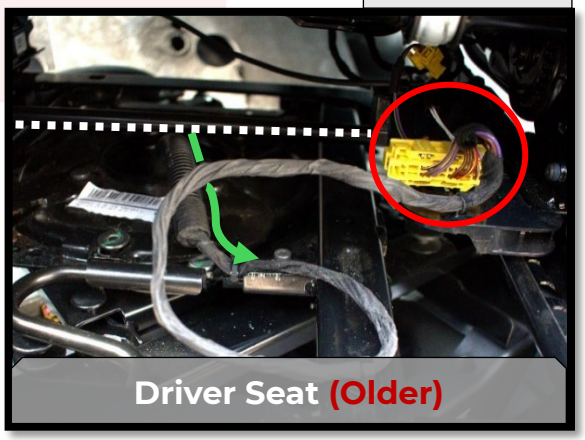
D. Continue to Step 3.

Figure 6



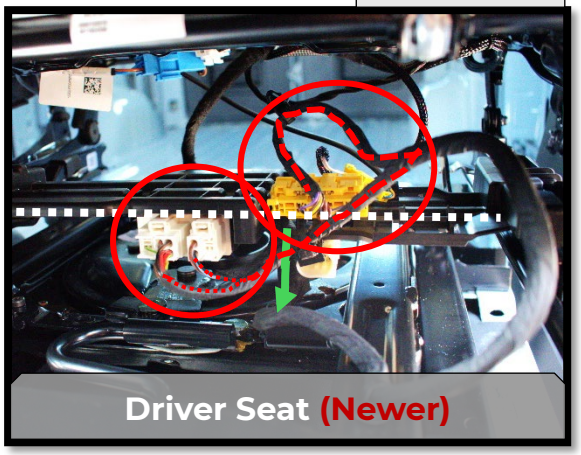
Passenger Seat (Older & Newer)

Figure 7



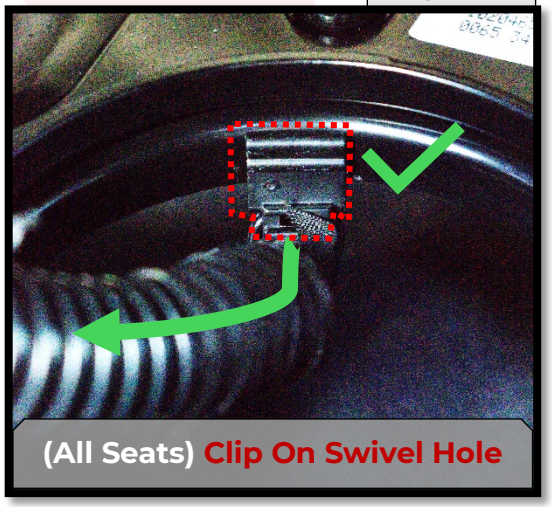
Driver Seat (Older)

Figure 8



Driver Seat (Newer)

Figure 9



(All Seats) Clip On Swivel Hole

Step 3 – Inspect Wire Retention Points

A. Locate all OEM retention points on the harness for Chassis with manually adjustable Passenger Seats (Older and Newer Chassis). There are 4 retention points:

- One Push Mount At the Yellow Plug Base (Yellow Arrow)
- One Push Mount At the Seat Slide Track (Blue Arrow)
- One Clip Mount At the Seat Base Flange (Green Arrow)
- One Clip Mount At Circular Cutout Hole (Red Arrow)

Note: Older Chassis with manually adjustable Driver Seats will also have this wire route with the end connections being the same as shown in Figure 10. Newer chassis manually adjustable Driver seats will have similar wire route but have an additional end connection plug and one different mount location near the end of the wire route. (Figure 11)

B. Locate all OEM retention points on the harness for Chassis with manually adjustable Driver Seats (Newer Chassis). There are 4 retention points:

- One Clip Mount At the White Tunnel Plug (Yellow Arrow)
- One Push Mount At the Seat Slide Track (Blue Arrow)
- One Clip Mount At the Seat Base Flange (Green Arrow)
- One Clip Mount At Circular cutout (Red Arrow)

C. Ensure all wire tie mounts are installed in their proper location. (See the list above for the correct location points)

D. Inspect the wire tie mounts for any damage.

Note: If damaged, install replacement right next to existing mount on OEM harness. Cut the tail from Wire Tie after installation and leave the OEM mount in place.

- Clip Mount - firmly tug on the mount clips to see if it will disengage from the metal flange and the seat swivel hole.
- Push Mount - firmly tug on the push mount clip(s) to see if it will disengage from the mounting hole location on the seat slide-trac and, if applicable, at the Yellow plug base.

Figure 10

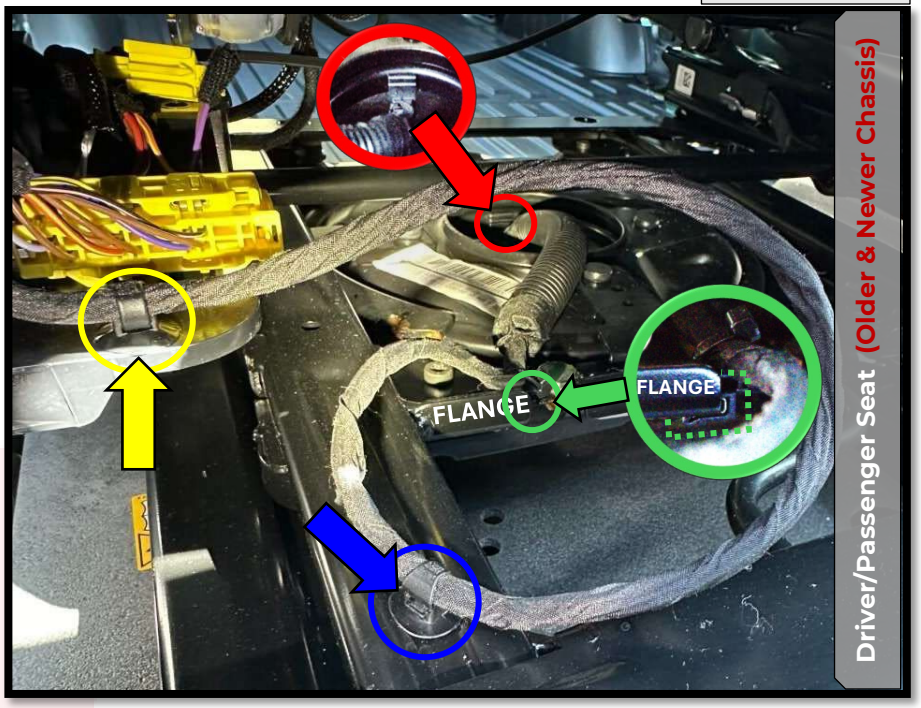
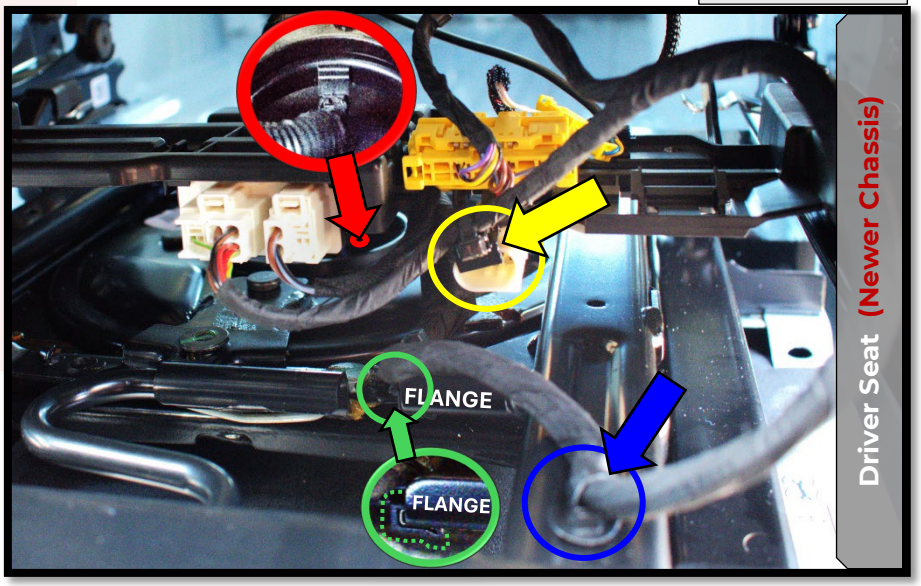


Figure 11



Step 4 – System Testing

A. Swivel the seat as far as it can go in both directions. See Image 11 for swivel lever identification (green arrow).

   1. As the seat is moving, look for the OEM wire harness getting caught or damaged.
   2. Ensure the mounting locations hold their correct position.

Note: When swiveling seat, be sure the seat is forward, the door is open, and the parking brake lever is Down. This will avoid damage to these areas as the seat is rotating.

B. Firmly tug on all Wire Tie Mounts to ensure an appropriate retention to the seat (If not already completed in Step 3).

   If No concerns arise from the testing above and the SRS/airbag warning is **NOT** showing on the dash (See Figures 12, 13 and 14 for example warnings), the rework is complete.

C. If a Warning is present, contact Winnebago Tech Service to coordinate additional repairs.

Figure 11

Figure 12

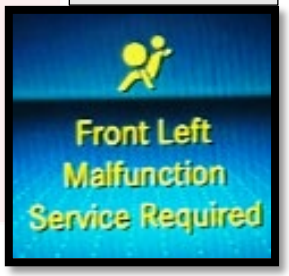


Figure 13

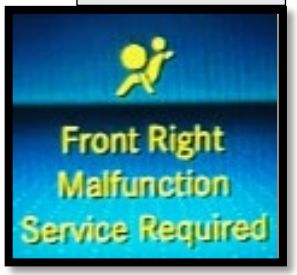
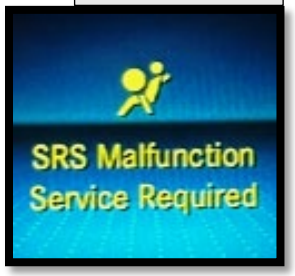


Figure 14



Steps & Procedures (Electrical Seats)

Step 1 – Confirm this is an Electrical Seat

- Seat adjustment type: Confirm electronic seat controls are present. Electronic seat controls are located on the chassis driver/passenger door panel. (See Figure 1)
- Instructions are unique for a chassis with electronically adjustable seats; ensure to review the process for the Electrical Seats to follow the correct instructions for this vehicle.
- Typical Winnebago cab chassis-built coaches will have electronically adjustable seats.

Figure 1

Step 2 - Inspect and Verify Wire Routing for Electrical Seats

A. Put both the driver and passenger seats in their furthest up and back positions to allow for additional access.

B. Review the wire routing to ensure the OEM wire path from Mercedes is followed:

   ➢ For electronic seats (Passenger & Driver)(See Figure 2):

   - The wire should route from the seat base, up through the center circular cutout in the seat swivel, then between the plugs and the plug carrier (White dashes), and then to the yellow and white plugs mounted to the underside of the seat. See Figure 2 for the correct routing.

C. Inspect the OEM wire harness from the yellow and white plugs to the center circular cutout in the seat swivel for any damage, such as chafing or cuts (See Figure 2 Green Arrow for the wire route).

   - If the wiring appears damaged, document with photos and contact Winnebago Technical Service.

D. Ensure that the proper length of the OEM wire harness is accessible by assuring the Clip Wire Tie Mount is correctly installed to the center circular cutout in the seat swivel. (See Figure 3)

Note: If the existing Clip mount is visibly damaged, install provided Clip mount from kit next to existing mount. Cut the Wire Tie Tail but leave OEM mount in place.

E. If the routing or length of the exposed OEM harness is incorrect, refer to Step 2B; otherwise, continue to the next Step 3.

Figure 2

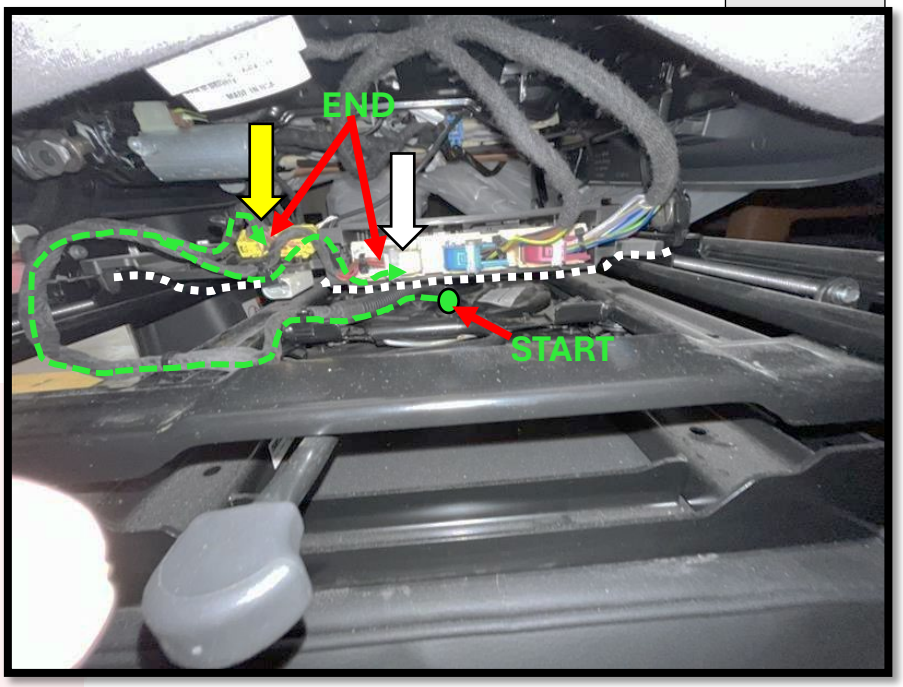
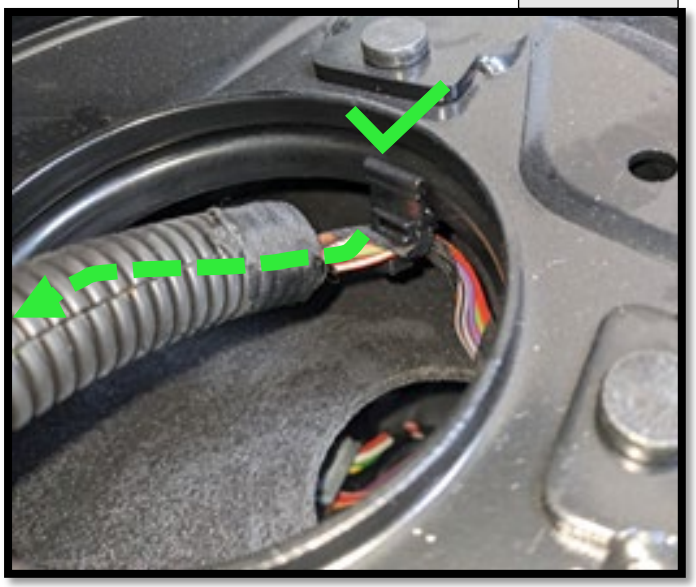
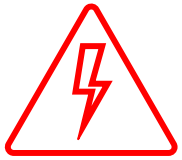


Figure 3



Step 2B – Adjust Wire Route If Needed

A. If the wire route must be adjusted, it is **critical** to disconnect the chassis 12V battery beforehand.



- Chassis Battery Quick Disconnect located behind a closeout panel next to the accelerator pedal (See Figure 4).
  - If the unit doesn't have the quick disconnect, refer to the Sprinter user manual to disconnect the ground cable from the battery.

- Allow for **at least 5** minutes between disconnection of Chassis Battery Quick Disconnect and disconnecting any connectors from the driver and passenger seat.

Figure 4

CAUTION: If the chassis battery ground is not disconnected at least 5 minutes or more before disconnecting any connectors from the seats, chassis faults may occur that will require additional support from Winnebago Tech Service.

Step 2B Continued - Adjust Wire Route IF NEEDED

A. Disconnect the yellow and white connectors from the driver and passenger seat as needed. (See Figure 5 – Yellow and White arrows for affected the plugs)

B. Remove the 4 mounting bolts (2 bolts on each side) from the seat base using a rachet and E12 Socket, an extension may be required. (See Image 6)

C. Tilt the seat away or remove the seat from the coach as needed to safely gain the required access. Displace the foam cover from the pedestal to allow for inspection.

D. Untangle the OEM harness from the Winnebago installed harnesses to ensure an appropriate length of the OEM harness is free to route as needed per Figure 5.

- To ensure the proper length of the OEM wire harness can be accessed, attach the Clip Wire Tie Mount furthest from the plug to the center circular cutout in the seat swivel. (See Figure 7)
- If Clip mount is visibly damaged, replace with provided Clip mount from kit.

E. Reinstall the foam cover and pull the OEM wire harness through. Set the seat onto the pedestal and align by starting the seat pedestal bolts by hand.

Note: Using a torque wrench with an E12 socket and extension, torque the seat pedestal bolts to 37 NM. Re-mark the torqued connections.

F. Reconnect the affected plugs from the OEM harness to the seat following the OEM route. (See Image 5)

Figure 5

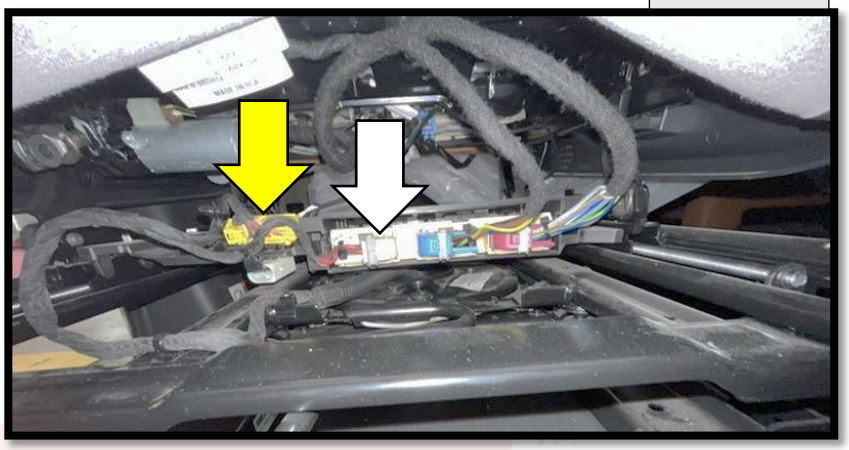


Figure 6

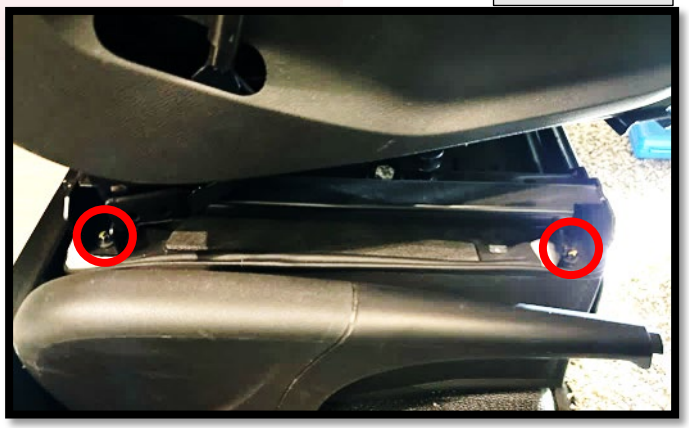
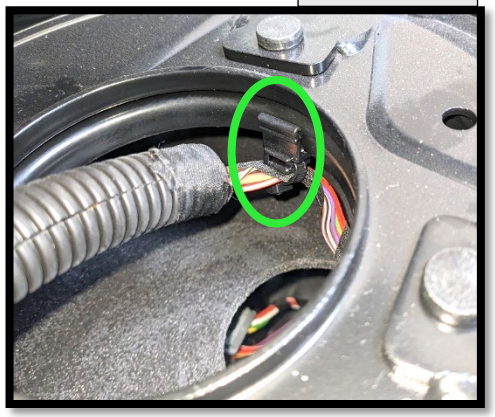


Figure 7



Step 3 – Inspect Wire Retention Points

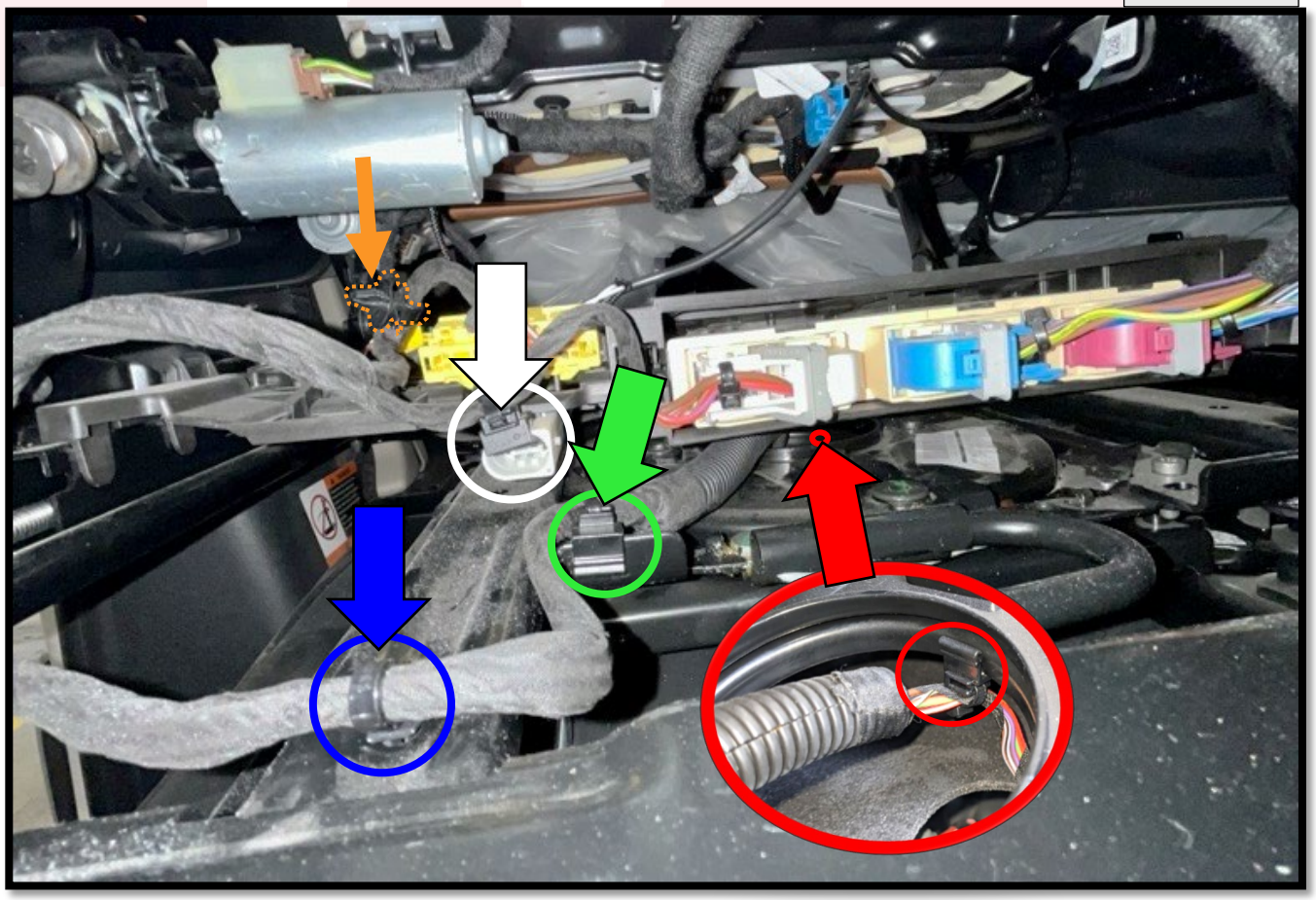
A. Locate all OEM retention points on the harness. (See Figure 8)

For Chassis with electronically adjustable seats there are 4 connection points:

- One Tie Mount at the White Plug (White Arrow Arrow)
- One Push Mount at the Seat Rail (Blue Arrow)
- One Clip Mount at the Seat Swivel Base Flange (Green Arrow)
- One Clip Mount at the Circular Cutout Swivel Hole (Red Arrow)

Note: The Fir Tree push mount near the yellow plug is not used and will not be reinstalled. (Orange Arrow)

Figure 7



Step 4 – System Testing

A. If disconnected, Reconnect the 12v chassis battery ground by reconnecting the quick disconnect or by following the Sprinter user manual .

B. Once chassis power is restored, run the seat down and all the way back and forward. As the seat is moving, look for the OEM wire harness getting caught or damaged.
   - Ensure the mounting locations hold their correct position.

C. Swivel the seat as far as it can go in both directions. See Figure 9 for swivel lever identification.
   - As the seat is moving, look for the OEM wire harness getting caught or damaged.
   - Ensure the mounting locations hold their correct position.

Note: When swiveling seat, be sure the seat is forward, the door is open, and the parking brake lever is down. This will avoid damage to these areas as the seat is rotating.

D. Firmly tug on all Wire Tie Mounts to ensure an appropriate retention to the seat. (If not already completed on Step 3)

E. If no concerns arise from the testing above and the SRS/airbag warning is not showing on the dash, the rework is complete. See Figure 10, 11 and 12 for example warnings.
   - If a warning is present, contact Winnebago Technical Service to coordinate additional repairs.

Figure 9

Figure 10

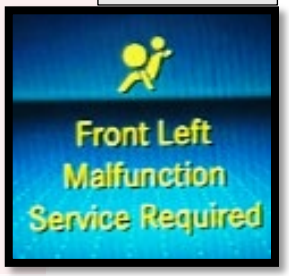


Figure 11

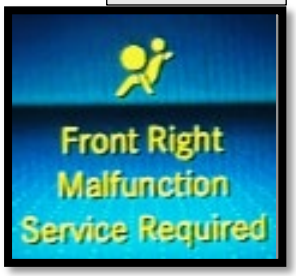


Figure 12