

11/9/2018  
CAL\_FTL 46-001

## **Subject: New Cascadia Ground Strategy**

**Models Affected: New Cascadia**

### **New Cascadia Ground Strategy**

Our records indicate that you are the owner of certain vehicles, and DTNA has decided to share the following documentation with you.

We hope you find this information helpful.

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## Work Instructions

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Models Affected: New Cascadia

## Work Instructions

New Cascadia vehicles have a separated ground strategy that cannot be modified. Incorrect mapping of the ground circuits may cause backfeed, and overload an isolated portion of the grounds. This may result in damage to the clock spring, and unintended deployment of the driver-side airbag. See [Fig. 1](#) and [Fig. 2](#).

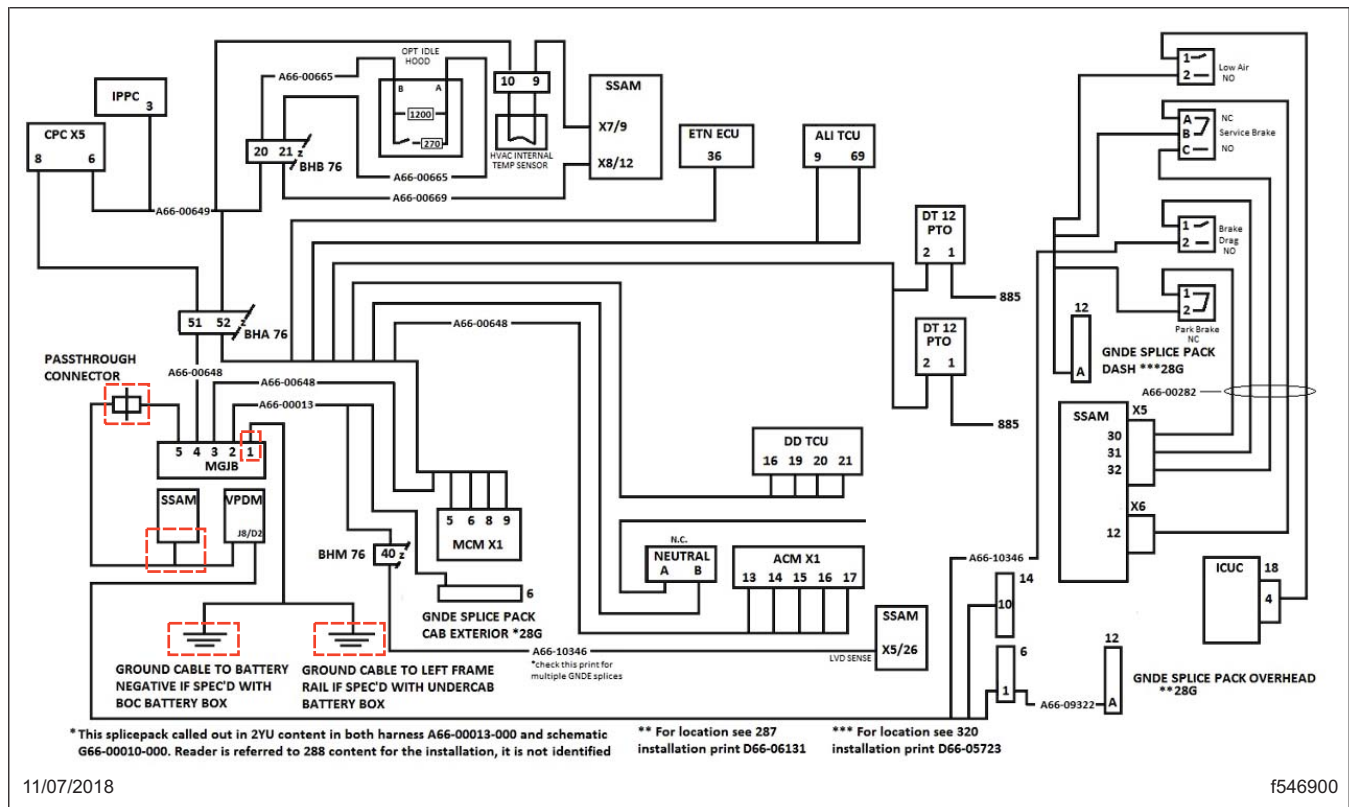
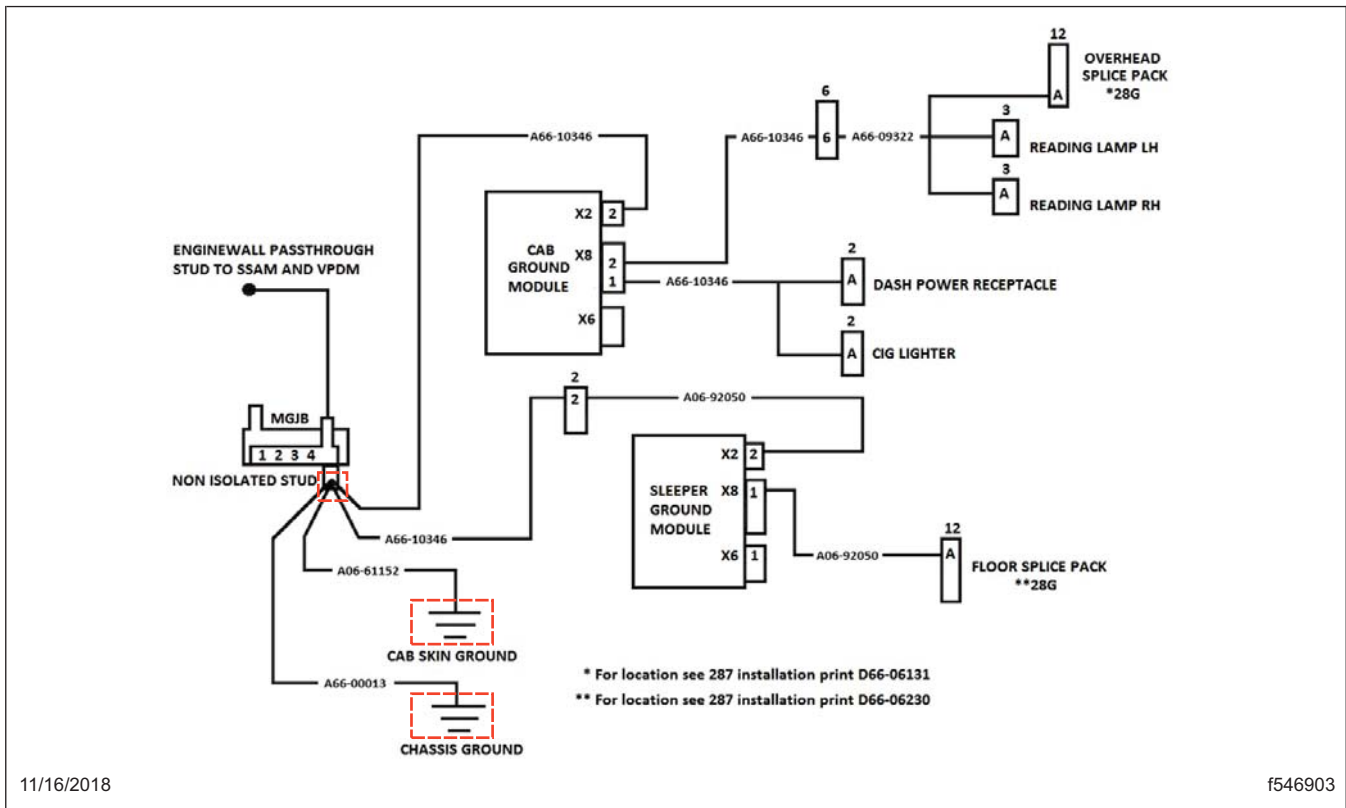


Fig. 1, GNDE Ground Summary

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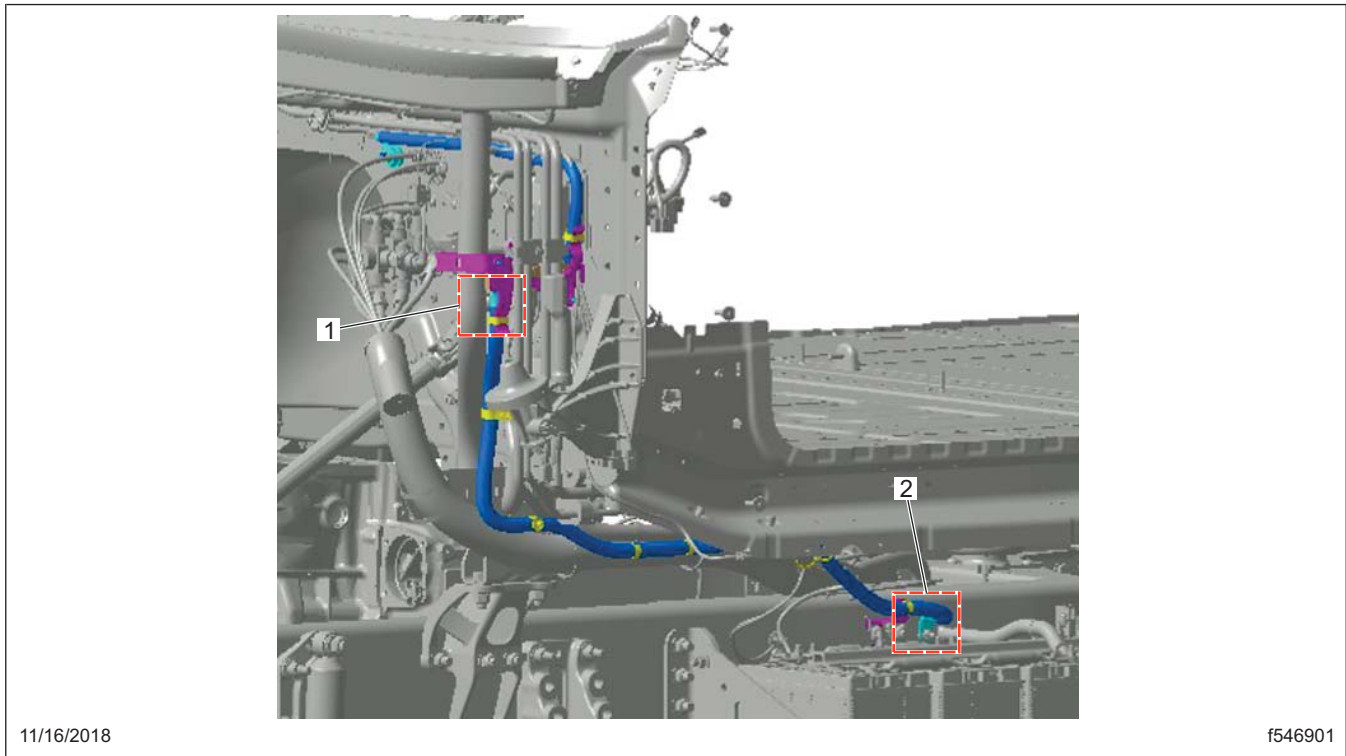
**Fig. 2, GNDP Ground Summary**

The four grounds for GNDP must remain on the non-isolated stud. These grounds must not blend with the GNDE cables located on the main ground junction block (MGJB). The GNDP grounds should have no overspray in the critical mounting points, beginning at the frame.

Use the instructions in this letter to verify that the grounds are properly routed, and that there is no overspray on the studs.

1. Park the vehicle, apply the parking brakes, and shut down the engine. Chock the tires.
2. Disconnect the batteries.
3. Remove the lower dash panels. Refer to Section 60.06, Subject 100 in the *New Cascadia Workshop Manual* for instructions.
4. Inspect the GNDP stud.
  - 4.1 Open the hood.
  - 4.2 Pull the nut off at each ground location. See [Fig. 3](#) . This ground begins at the MGJB and ends at the battery under the cab.

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**Fig. 3, GNDE Ground Locations**

- 4.3 Inspect the studs for overspray on the flat surfaces, and in between the ring eyes. Use lacquer thinner as needed to clean off any excess paint.
- 4.4 Install the nuts and tighten 15 lbf-ft (21 N·m).

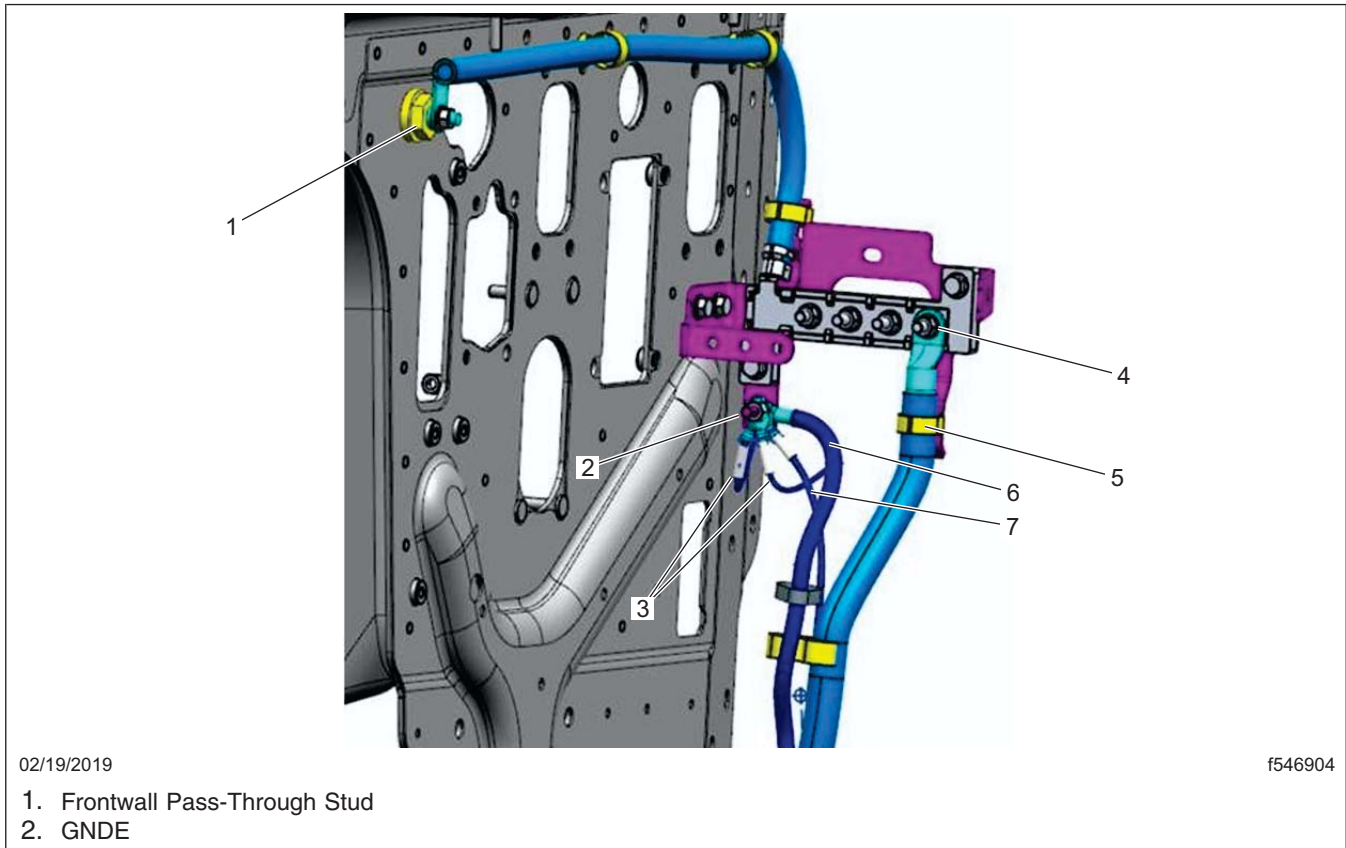
NOTE: The GNDE ground should only on the non-isolated MGJB bracket stud.

5. Inspect the GNDE stud. Trace the GNDE from the MGJB, along the cable to the passthrough stud, then inside the cab where it serves as the ground for the ASAM. This ground cable must not float due to connector failure, overspray, or loose fasteners.

IMPORTANT: This non-isolated stud is not a return path to ground through the bracket. It relies on the cable returning it to frame to get proper return to ground.

- 5.1 Make sure there is a total of four circuits on the ring eyes attached to the GNDE non-isolated stud. If there are more or less than four circuits, the routing of the ground cables is incorrect.
- 5.2 Pull the nut off at each ground location. See [Fig. 4](#) and [Fig. 5](#).

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**Fig. 4, GNDP Locations on the Frontwall**

- 5.3 Wipe off any overspray with laquer thinner.
- 5.4 Install the nuts and tighten 14 lbf-ft (19 N·m). Make sure that no more than three ring eyes are on each stud, and verify that all ring eyes are fanned out correctly to ensure maximum surface contact.
6. Inspect the MGJB bussbar torque specification. Torque the bussbar to 16 lbf-ft (21 N·m).
7. After validating the ground system, replace the steering wheel clock spring. Refer to Section 46.01, Subject 140 in the *New Cascadia Workshop Manual* for instructions.
8. Install the lower dash panels. Refer to Section 60.06, Subject 100 in the *New Cascadia Workshop Manual* for instructions.
9. Close the hood.
10. Connect the batteries.