



Highland
RIDGE RV



Prevent water intrusion to Rear Blind Spot Monitors

Bulletin Type:	Technical Service Bulletin TSB	Publication Date:	March 2019 Revision April 12, 2019
Bulletin #:	19-018	Make:	Entegra
Job Code(s):	9801428	Model:	Anthem Cornerstone
Flat Rate(s):	1 hour	Model Year(s):	2017-2019

Incident:	Seal to prevent water intrusion into the four (4) <u>rear</u> blind spot monitors.
Affected Units:	<p>2017 - ALL Anthem and Cornerstone 2018 - ALL Anthem and Cornerstone 2019 Anthem – K14<u>A</u>8051-8059 <u>4B</u>8051-8101 <u>4F</u>8051-8108 <u>4H</u>8051-8062 <u>4W</u>8051-8089 2019 Cornerstone - K16<u>A</u>8051-8056 <u>6B</u>8051-8090 <u>6F</u>8051-8070 <u>6W</u>8051-8083 <u>6X</u>8051-8060 <u>6Y</u>8051-8061</p>
Misc. Tools & Supplies:	<p>Screw gun 3/8" nutsetter bit Trim Shears Caulk gun Isopropyl alcohol & clean rag Latex gloves</p> <p>Sika flex black 268 sealant</p>



REPAIR INSTRUCTIONS

Before beginning the repair, test the blind spot monitor system to verify it is working correctly and not showing errors.

Turn the ignition ON:

- Press the ignition button one time – it will light up.
- Press ignition button a second time and the electronic dash will illuminate.

Look at your outside driver side or passenger side mirror.

A yellow blind spot indicator will light up in the lower right portion of the top mirror (circled in the photo at the right).

NORMAL OPERATION:

The indicator should flash 5 times, turn off and stay off.

If the system is working normally continue with these TSB instructions:



Blind spot mirror indicator

IF THERE IS AN ERROR CONDITION: Indicator comes back on, flashes 3 times, goes out and repeats flashing 3 times and turning off. Contact Customer Service for further instructions on how to proceed. DO NOT CONTINUE with these bulletin instructions.

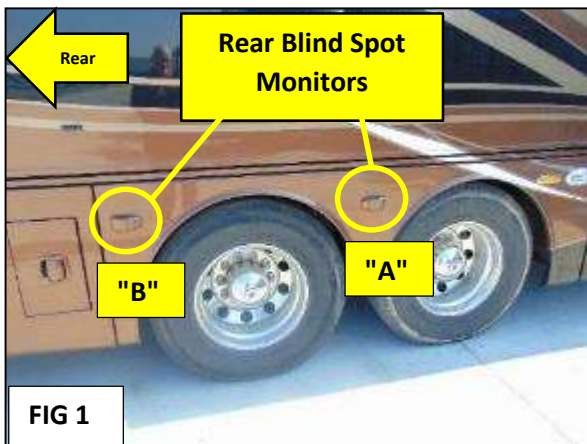


FIG 1:

- Rear blind spot monitors (2 on each side toward the rear of the coach)
- For purposes of this repair, the rear monitors are labeled A & B to differentiate between them in the repair instructions that follow.

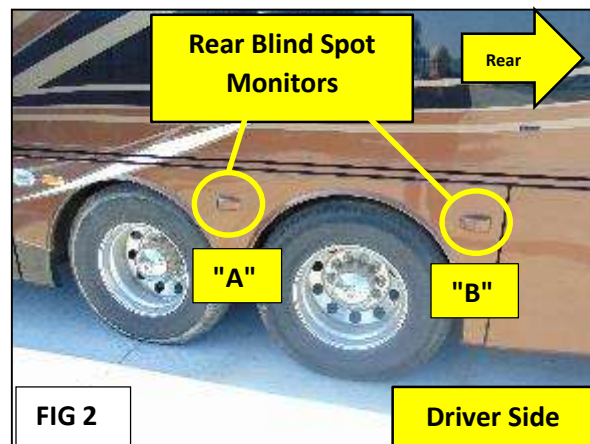


FIG 2

Driver Side

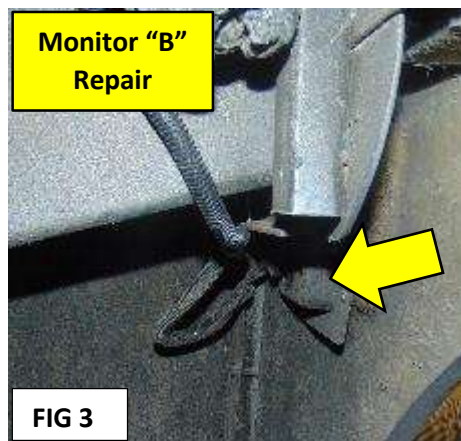


FIG 3: Repairing the driver side rear-most blind spot monitor (arrow).

- Rear most blind spot monitor (driver side Monitor "B" in Fig 2).

FIG 4: Use isopropyl alcohol and a clean rag and clean all around the blind spot monitor.

- The back of the monitor must be as clean as possible so sealant will adhere to it.
- Let the area dry completely before attempting to seal the monitor and wiring.



FIG 4

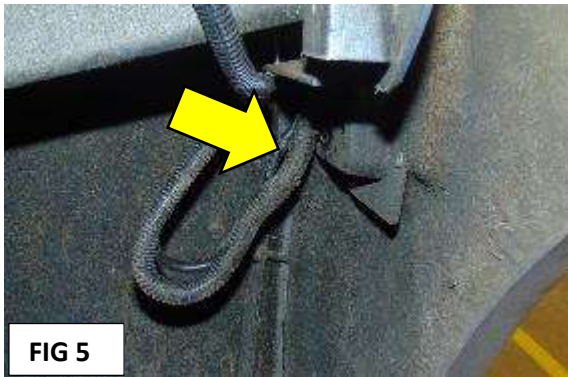


FIG 5



FIG 6

FIG 5: Carefully separate the monitor wire from the loom at the back of the sensor (arrow).

FIG 6:

- Use trim shears to cut the loom back approximately 1" from the back of the monitor. (pointed to with screwdriver)
- **DO NOT CUT THE MONITOR WIRING!**
- Re-insert the wiring back into the plastic loom.

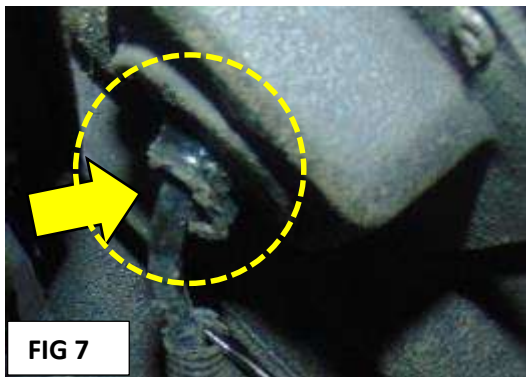


FIG 7



FIG 8

FIG 7:

- The sealant will be applied all around the back of the sensor where the wiring goes into the sensor body, and the whole general area around that wire connection.

FIG 8:

- The caulk gun won't fit up in this tight area, so sealant will need to be put on a paper napkin or towel, and then apply the sealant by hand as shown here.
- Seal the back of the blind spot monitor completely including the wiring going into the back of the monitor using Sika 268 black sealant supplied in the kit.
- **NOTE: Warming the tube of sealant will help the sealant flow easier out of the tube.**

FIG 9:

- Coat the entire area around the back of the sensor and the wire going into the sensor.



FIG 9

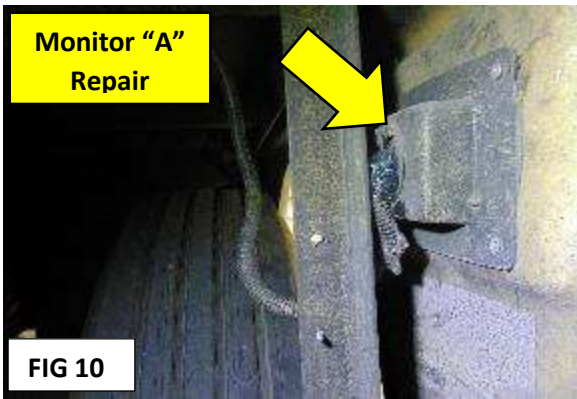


FIG 10:

- Repairing the driver side forward-most blind spot monitor (arrow).
- Forward most blind spot monitor between rear dual wheels (driver side) Monitor "A" in Fig 2.

FIG 11:

- To gain some additional room to work, remove the screw holding the spacer at the bottom of the support.



FIG 12:

- Use the screw gun with the 3/8" nutsetter bit.

FIG 13:

- Separate the monitor wire from the loom at the back of the sensor (arrow).

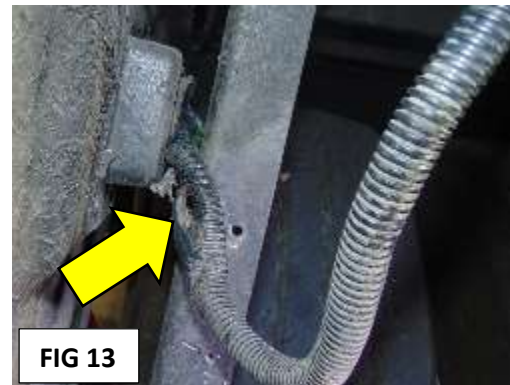


FIG 14:

- Use trim shears and cut off the plastic loom approximately 1 inch behind the blind spot monitor.
- **DO NOT CUT THE MONITOR WIRING!**
- Re-insert the wiring back into the plastic loom.

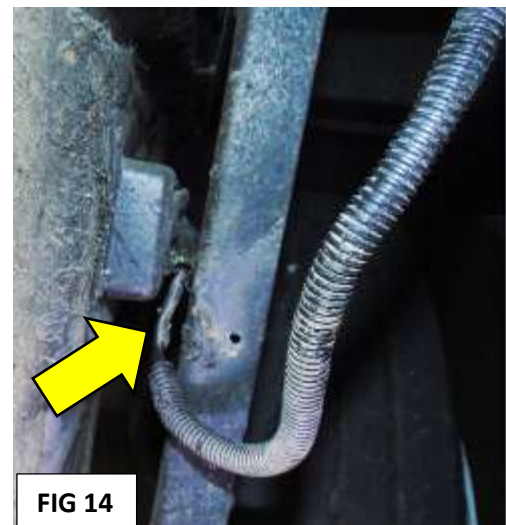




FIG 15



FIG 16

FIG 15:

- Use isopropyl alcohol and a clean rag and clean all around the blind spot monitor.
- The back of the monitor must be as clean as possible so sealant will adhere to it.
- Let the area dry completely before attempting to seal the monitor and wiring.

FIG 16:

- Seal the back of the blind spot monitor completely including the wiring going into the back of the monitor using Sika 268 black sealant supplied in the kit.
- Sealant will need to be applied by hand as shown in (Fig 8) previously.

Replace the screw in the spacer on the steel support (Fig 12).

After repairing both sensors on the driver side of the vehicle as explained above, test the sensors again to verify the monitor system is still functioning properly and there are no errors.

TESTING THE BLIND SPOT MONITOR SYSTEM:

Turn ignition ON:

- Press ignition button once – it lights up.
- Press ignition button a second time – the dash will illuminate.

Look at the outside driver side or passenger side top mirror.

Yellow indicator should light up in lower right portion of the mirror and flash 5 times and turn off (Fig 17).

If the indicator stays off, the system is working normally and you can continue repairing the sensors on the other side of the coach.

FIG 17:

- The yellow warning indicator for the blind spot monitors will show up in the driver side top outside mirror lower right corner (circled).

Repeat all of the above instructions to repair the passenger side rear blind spot sensors (Fig 3 through Fig 16).

When finished with the repairs on the passenger side, repeat testing the blind spot monitor system to verify the sensors just repaired are still functioning properly.



FIG 17