

IMPORTANT CAMPAIGN INFORMATION

ATTENTION: Dealer Principal, Warranty Manager, Service Manager, Parts Manager
Freightliner Dealers – U.S. and Canada
Western Star and Sterling Dealers – U.S. and Canada
FCCC Dealers – U.S. and Canada
Direct Warranty Customers – U.S. and Canada
Export Distributors

Daimler Trucks North America LLC

WARRANTY CAMPAIGNS DEPARTMENT

P.O. Box 4090

800-547-0712

Portland, Oregon 97208-4090

If you have questions
about this Letter, please
submit your inquiry on the
Web using the [WSC Link](#)
on DTNAConnect

REF #: ICI19-026

Effective: 05/13/19

Release: 05/13/19

SUBJECT: SF583 – Campaign Released in Phases

This letter is to inform you that due to initial part availability the vehicle population in this Field Service Campaign will be released in phases over a planned five month period. Units in each phase will be prioritized based on vehicle age and parts required. Please wait to perform the repair until the vehicles' phase is released.

PLEASE DO NOT OVERSTOCK KITS, AND DO NOT PERFORM ON VEHICLES THAT ARE NOT ACTIVE IN OWL.

If you have questions or need further information, contact the Warranty Campaigns Department by submitting an inquiry through the WSC Link on DTNAConnect.

May 2019
SF583A-C

Subject: Freightliner Cascadia Cab Shock Mounts

Models Affected: Specific Freightliner Cascadia vehicles manufactured July 8, 2016, through February 7, 2019, and equipped with a sleeper cab.

General Information

IMPORTANT: This campaign will be released in phases. Due to parts availability, repairs will be made based on vehicle age and parts required. **PLEASE DO NOT OVERSTOCK KITS, AND DO NOT PERFORM ON VEHICLES THAT ARE NOT ACTIVE IN OWL.**

Daimler Trucks North America LLC, on behalf of its Freightliner Trucks Division, is initiating Field Service Campaign SF583 to modify the vehicles mentioned above.

On certain vehicles, cab suspension loads through the cab shock mounts can be significantly higher. This may cause deformation of the cab back wall, and in some cases cause cracking and tearing of the cab sheetmetal.

The cabs will be inspected for damage and repaired as needed. Cab reinforcements will be installed.

There are approximately 60,000 vehicles involved.

Additional Repairs

Dealers must complete all outstanding field service campaigns prior to the sale or delivery of a vehicle. A Dealer will be liable for any progressive damage that results from its failure to complete campaigns before sale or delivery of a vehicle.

Owners may be liable for any progressive damage that results from failure to complete campaigns within a reasonable time after receiving notification.

Please contact Warranty Campaigns for consideration of additional charges prior to performing the repair.

Work Instructions

Please refer to the attached work instructions. Prior to performing the campaign, check the vehicle for a completion sticker (Form WAR261).

Replacement Parts

Replacement parts are now available and can be obtained by ordering the kit and/or part number(s) listed below from your facing Parts Distribution Center.

If our records show your dealership has ordered any vehicle(s) involved in campaign SF583, a list of the customers and vehicle identification numbers will be available on DTNACconnect. Please refer to this list when ordering parts for this campaign.

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Table 1 - Replacement Parts for SF583

Campaign Number	Kit Number	Part Description	Part Number	Qty. per Kit
SF583A	25-SF583-000	SPRING-AIR SUSPENSION, CAB, 165MM	18-66715-000	2 ea
		REINF-BACKWALL,P4 (flat bar)	18-72565-000	2 ea
		WASHER-FLAT,STEEL,HARDENED,3/8 IN	23-09114-002	6 ea
		WASHER-HRDN,.344X.875X	23-09114-024	4 ea
		SCRW HX FLNG,M10-1.5X40,10.9	N910105 010011	6 ea
		BOLT-M8X40,GRD8.8,DBL9440.40	N910143 008005	4 ea
		NUT-HEX FLG,M8X1.25,PRVL TRQ	N913023 008003	4 ea
		LINKAGE-HADLEY VALVE	18-68769-040	1 ea
		BRKT-HEIGHT CONTROL,CAB	18-72641-000	1 ea
		BRKT-HEIGHT CONTROL,CAB	18-72639-000	1 ea
		"FITTING-90 DEG,1/4 PTC X 1/4 STEM,.25 HOSE,NONSOLDR JNT"	23-13929-000	2 ea
		SCREW-HEX FLNG,M6X1.0X25	23-14062-025	2 ea
		NUT-HEX FLG,M6X1.0,PRVL TRQ	N913023 006002	2 ea
SF583B	25-SF583-001	REINF-BACKWALL,P4 (flat bar)	18-72565-000	2 ea
		WASHER-FLAT,STEEL,HARDENED,3/8 IN	23-09114-002	6 ea
		WASHER-HRDN,.344X.875X	23-09114-024	4 ea
		SCRW HX FLNG,M10-1.5X40,10.9	N910105 010011	6 ea
		BOLT-M8X40,GRD8.8,DBL9440.40	N910143 008005	4 ea
		NUT-HEX FLG,M8X1.25,PRVL TRQ (DDE N000000003175)	N913023 008003	4 ea
		LINKAGE-HADLEY VALVE	18-68769-040	1 ea
		BRKT-HEIGHT CONTROL,CAB	18-72641-000	1 ea
		BRKT-HEIGHT CONTROL,CAB	18-72639-000	1 ea
		"FITTING-90 DEG,1/4 PTC X 1/4 STEM,.25 HOSE,NONSOLDR JNT"	23-13929-000	2 ea
		SCREW-HEX FLNG,M6X1.0X25	23-14062-025	2 ea
		NUT-HEX FLG,M6X1.0,PRVL TRQ	N913023 006002	2 ea
SF583C	25-SF583-002	LINKAGE-HADLEY VALVE	18-68769-040	1 ea
		BRKT-HEIGHT CONTROL,CAB	18-72641-000	1 ea
		BRKT-HEIGHT CONTROL,CAB	18-72639-000	1 ea
		"FITTING-90 DEG,1/4 PTC X 1/4 STEM,.25 HOSE,NONSOLDR JNT"	23-13929-000	2 ea
		SCREW-HEX FLNG,M6X1.0X25	23-14062-025	2 ea
		NUT-HEX FLG,M6X1.0,PRVL TRQ	N913023 006002	2 ea
SF583A-C	N/A	BLANK COMPLETION STICKER	WAR261	1 ea

Table 1

Removed Parts

U.S. and Canadian Dealers, please follow Warranty Failed Parts Tracking shipping instructions for the disposition of all removed parts. Export distributors, please destroy removed parts unless otherwise advised.

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Labor Allowance

Table 2 - Labor Allowance

NOTE: For vehicles in SF583A and SF583B, claim the one SRT that includes the procedures performed.

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Corrective Action
SF583A	Install reinforcement plates, relocate height-control valve, install cab susp springs	1.5	996-F044A	12-Repair Recall/Campaign
	Install reinforcement plates, relocate height-control valve, install cab susp springs; straighten cab	1.9	996-F044B	
	Install reinforcement plates, relocate height-control valve, install cab susp springs; straighten cab and henrob rplmnt	3.6	996-F044C	
	Install reinforcement plates, relocate height-control valve, install cab susp springs; straighten cab and back wall repair	7.4	996-F044J	
	Install reinforcement plates, relocate height-control valve, install cab susp springs; straighten cab, henrob rplmnt, and back wall repair	7.9	996-F044L	
	Install reinforcement plates, relocate height-control valve, install cab susp springs; back wall rplmnt	16.3	996-F044D	
SF583B	Install reinforcement plates and relocate height-control valve	1.5	996-F044E	12-Repair Recall/Campaign
	Install reinforcement plates and relocate height-control valve; straighten cab	1.9	996-F044F	
	Install reinforcement plates and relocate height-control valve; straighten cab and henrob rplmnt	3.6	996-F044G	
	Install reinforcement plates and relocate height-control valve; straighten cab and back wall repair	7.4	996-F044K	
	Install reinforcement plates and relocate height-control valve; straighten cab, henrob rplmnt, and back wall repair	7.9	996-F044M	
	Install reinforcement plates and relocate height-control valve; back wall rplmnt	16.2	996-F044H	
SF583C	Relocate height-control valve	0.9	996-F044I	12-Repair Recall/Campaign

Table 2

IMPORTANT: When the campaign has been completed, locate the base completion label in the appropriate location on the vehicle, and attach the gray completion sticker provided in the field service kit (Form WAR261). If the vehicle does not have a base completion label, clean a spot on the appropriate location of the vehicle and first attach the base completion label (Form WAR259). If a field service kit is not required or there is no completion sticker in the kit, write the campaign number on a blank sticker and attach it to the base completion label.

Claims for Credit

You will be reimbursed for your parts, labor, and handling (landed cost for Export Distributors) by submitting your claim through the Warranty system within 30 days of completing this campaign. Please reference the following information in OWL:

- Claim type is **Field Service Campaign**.
- In the Campaign field, enter the campaign number and appropriate group (**SF583-A, SF583-B, etc.**).
- In the Primary Failed Part field, enter **25-SF583-000**.
- In the Parts section, enter the appropriate kit number(s) as shown in the Replacement Parts Table.

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- If paint is required for repair, then in the Parts section, claim the amount of paint used with mix sheet attached.
- In the Labor section, enter the appropriate SRT from the Labor Allowance Table. Administrative time will be included automatically as SRT 939-6010A 0.3 hours.
- The VMRS Component Code is **016-015-031** and the Cause Code is **A1 - Campaign**.
- This Field Service Campaign will **terminate on November 30, 2020**. Dealers will be notified of any changes to the termination date via Important Campaign Information Letter posted on DTNAConnect.com.

IMPORTANT: OWL must be viewed prior to beginning work to ensure the vehicle is involved and the campaign has not previously been completed. Also, check for a completion sticker before beginning work.

All claims must be submitted within 30 days of the repair and within 30 days of the termination date of the campaign. U.S. and Canadian Dealers: All excess inventory to be returned to the PDC following the conclusion of the campaign must be returned in resaleable condition to the Memphis PDC within 90 days from the termination date. Please submit a PAR to request return to the Memphis PDC. (Canadian dealers should return the kits to their facing PDC.) Export Distributors: Excess inventory may be returned as noted for U.S. and Canadian dealers. Export locations will pay freight to return kits. Export Distributors: Excess inventory is not returnable.

For questions, U.S. and Canadian dealers, contact the Warranty Campaigns Department via Web inquiry at DTNAConnect.com / WSC, or the Customer Assistance Center at (800) 385-4357, after normal business hours, if you have any questions or need additional information. Export distributors submit a Web inquiry or contact your International Service Manager.

May 2019
SF583A-C

Copy of Notice to Owners

Subject: Freightliner Cascadia Cab Shock Mounts

Daimler Trucks North America LLC (DTNA), on behalf of its Freightliner Trucks Division, is initiating Field Service Campaign SF583A to modify specific Freightliner Cascadia vehicles manufactured July 8, 2016, through February 7, 2019, and equipped with a sleeper cab.

On certain vehicles, cab suspension loads through the cab shock mounts can be significantly higher. This may cause deformation of the cab back wall, and in some cases cause cracking and tearing of the cab sheetmetal.

The cabs will be inspected for damage and repaired as needed. Cab reinforcements will be installed.

Please contact an authorized Daimler Trucks North America dealer to arrange to have the campaign performed and to ensure that parts are available at the dealership. To locate an authorized dealer, search online at www.Daimler-TrucksNorthAmerica.com. On the menu tab, select "Contact," scroll down to "Find a Dealer," and select the appropriate brand. The campaign will take approximately 1 to 14 hours, depending on the repair, and will be performed at no charge to you.

This Field Service Campaign will **terminate on November 30, 2020**. Please make sure the campaign is completed prior to this date. Work completed after this date will be done at the customer's expense.

As stated in the terms of your express limited warranty, Daimler Trucks North America LLC will not pay for any damage caused by failure to properly maintain your vehicle. Daimler Trucks North America LLC considers the work necessary under this campaign to be proper maintenance and will, therefore, not pay for any damage to your vehicle caused by your failure to have the repairs that are the subject of this campaign performed in a reasonable time.

Contact the Warranty Campaigns Department at (800) 547-0712, from 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, e-mail address DTNA.Warranty.Campaigns@Daimler.com, or the Customer Assistance Center at (800) 385-4357, after normal business hours, if you have any questions or need additional information.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

May 2019
SF583A-C

Work Instructions

Subject: Freightliner Cascadia Cab Shock Mounts

Models Affected: Specific Freightliner Cascadia vehicles manufactured July 8, 2016, through February 7, 2019, and equipped with a sleeper cab.

IMPORTANT: This campaign will be released in phases. Due to parts availability, repairs will be made based on vehicle age and parts required. **PLEASE DO NOT OVERSTOCK KITS, AND DO NOT PERFORM ON VEHICLES THAT ARE NOT ACTIVE IN OWL.**

Work Instructions for Vehicles in SF583A and SF583B cover the inspection and repair of the back wall, the installation of new cab air springs, the addition of reinforcement plates, and the relocation of the height-control valve. SF583B vehicles already have the new cab air springs installed.

Work Instructions for Vehicles in SF583C cover the relocation of the height-control valve, and begin on page 15.

Work Instructions for Vehicles in SF583A and SF583B

Inspect the Back Wall at Cab Shock Mounts

1. Check the base label (Form WAR259) for a completion sticker for SF583 (Form WAR261) indicating this work has been done. The base label is usually located on the passenger-side door, about 12 inches (30 cm) below the door latch. If a sticker is present, no work is needed. If there is no sticker, proceed with the next step.
2. Park the vehicle on a level surface, shut down the engine, and set the parking brake. Chock the tires.
3. Inspect the lower edge of the cab back wall to determine if any of the following conditions exist:
 - Bending at the cab shock brackets. See [Fig. 1](#).
 - Loose sheet metal around Henrob fasteners that attach the outer skin to the lower cab frame. See [Fig. 2](#).
 - Cracking of the outer skin of the cab back wall. See [Fig. 3](#).



Fig. 1, Bending of Back Wall Centered on Shock Bracket

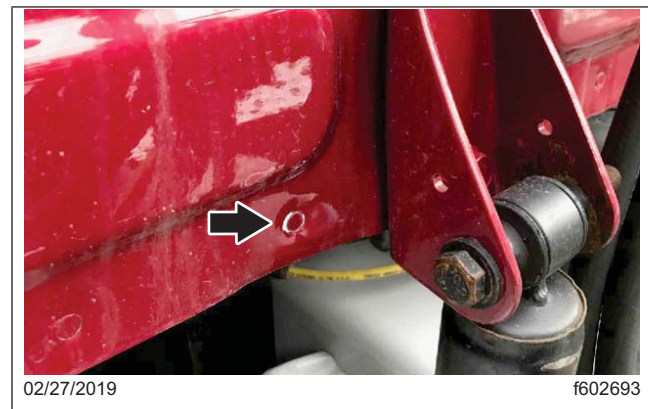


Fig. 2, Loose Sheet Metal at Henrob

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Fig. 3, Crack in Cab Back Wall

4. If none of these conditions exist, to go Cab Suspension Update for SF583A and SF583B on page 9.

If any of these conditions exist, based on the findings, review the Cab Back Wall Repair Options in the next section and assess the situation to determine the appropriate back wall repair. Estimate the time required to repair through welding, and compare it to the time required to replace the back wall (repair vs. replacement). The repair that returns the truck to service faster is the better option.

NOTE: Submit a request for pre-approval to avoid the possibility of a charge back. Photos of the damaged area are required for documenting the back wall repair.

5. After determining the best repair method, decide if your service location has the expertise to perform the repair in-house or if you need to sublet the repair in order to match the quality of the original assembly. If performing the repair in-house, proceed to the appropriate repair option.

If service location is unable to perform the cab repair and it is sublet, then the service location will need to perform the cab suspension update after cab repair.

Cab Back Wall Repair Options

- Straighten the Back Wall
- Henrob Replacement
- Cab Back Wall Welding Repair
- Cab Back Wall Replacement

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Straighten the Back Wall

IMPORTANT: Porta Power tool required.

1. Measure the back wall deformity.
If the back wall deformity is less than 5mm, proceed to Cab Suspension Update for SF583A and SF583B on page 9 to complete the repair.
If the back wall deformity is 5mm or more, continue with the next step.
2. Remove the upper cab shock bolts, swing the shocks away, and reinstall the upper bolts in the shock brackets to provide a location for the force of the Porta Power tool to be applied. See [Fig. 4](#).
3. Push on the back wall until it visually lines up with the unbent section(s) with no pressure being applied by the Porta Power tool. This will require a small amount of over-bending to account for the spring-back of the metal. See [Fig. 5](#).



Fig. 4, Porta Power Applied to Shock Bracket Bolts



Fig. 5, Porta Power Set Up to Straighten Back Wall

4. If required, repeat steps above at second cab shock mount location.
5. If henrobs need to be replaced, continue with the next section. If not, go to **Cab Suspension Update for SF583A and SF583B** on page 9 to complete the repair.

Henrob Replacement

Henrobs only require replacement if the back wall skin is not held tightly to the back wall frame. Confirm the back wall skin can move independent of each Henrob fastener before deciding to replace the Henrob.

1. After the back wall has been straightened, drill out the Henrob(s) not clamping the surrounding sheet metal tightly. If more detailed instructions are desired, see the *New Cascadia Workshop Manual*, section 60.05.110 "Cab Fasteners."
2. Flatten the panel if there is any deformation around the original hole(s) in the back wall.
3. Install 3/16 in structural blind rivets in place of each Henrob removed.
4. Follow quality auto body practices to paint the rivets, blending the cab paint to provide a seamless repair.
5. Continue with the **Cab Suspension Update for SF583A and SF583B** below to complete the repair.

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Cab Back Wall Welding Repair

1. Use the section above on "Straightening the Back Wall" and standard sheet metal repair techniques to re-shape the back wall skin before starting to weld.
2. Disconnect all the negative battery cables. Then disconnect all the positive cables. Make sure to prevent the wire ends from making a connection with the frame or any other electrically conductive surface.
3. If a supplemental restraint system (SRS) is installed, wait two minutes and then disconnect the controller from the harness. If more detailed instructions are desired, see the *New Cascadia Workshop Manual*, section 91.02 "Air Bag Sensor Module."
4. Disconnect all wiring from the electronic control modules near the weld site, including any installed by the customer.
5. Decide where to attach the ground electrode. It should be attached as close as possible to the weld site and must be attached within 18 inches. Remove paint, rust, and grease to provide a bare-metal and clean connection for the ground electrode. Attach the ground electrode.
6. Employ heat and spark control methods to prevent the welding process from igniting surrounding materials.
7. Follow standard aluminum welding practices to clean and prepare the weld area.
8. Use either 5356, 5556, or 5183 filler material to make the repair to the back wall skin.
9. Use standard auto body repair practices to complete a quality repair which replicates the original back wall for fit, performance, and finish.
10. After the back wall has been repaired, follow the **Cab Suspension Update for SF583A and SF583B** to complete the repair.

Cab Back Wall Replacement

1. Use standard auto body repair practices to complete a quality replacement which replicates the original back wall fit, performance, and finish. If more detailed instructions are desired, see the *New Cascadia Workshop Manual*, section 60.05.130 "Back Wall Assembly, Removal, and Installation."
2. Use standard auto body repair practices to complete a quality repair which replicates the original finish.
3. After the back wall has been replaced, follow the **Cab Suspension Update for SF583A and SF583B** to complete the repair.

Cab Suspension Update for SF583A and SF583B

This procedure includes replacement instructions for new cab air springs for SF583A, the addition of two reinforcement plates, and the relocation of the height-control valve.

NOTE: Vehicles in SF583B do not require the replacement of the air springs as indicated in steps 8 and 19.

1. If not already done, remove the upper bolts from the cab shocks.
2. Remove the vertical linkage and discard. See [Fig. 6](#).
3. Manually operate the height-control valve lever to raise the cab air suspension up to approximately 8 inches above the frame. See [Fig. 7](#).

WARNING

Do not disconnect any air lines in the cab suspension system without first blocking the cab securely. If the cab isn't securely blocked, disconnecting an air line could cause the cab to fall abruptly, possibly resulting in serious injury.

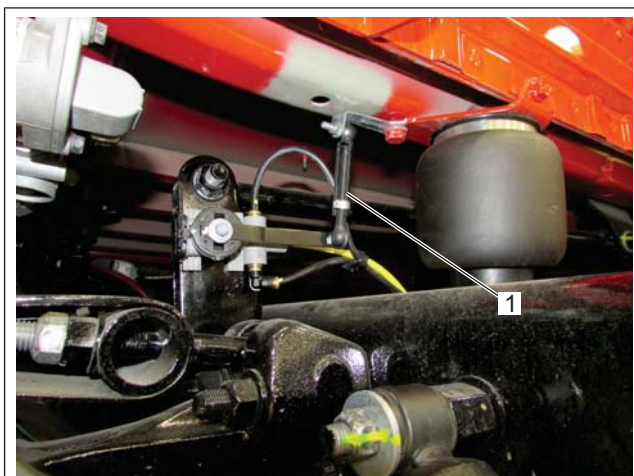
4. Support the cab with a stand. See [Fig. 8](#).

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WARNING

Air lines under pressure can whip dangerously if disconnected. Drain all air from the air tanks before disconnecting air lines. Disconnecting pressurized air lines can cause personal injury and/or property damage.

5. Deflate the cab suspension.
6. Drain the air system.
7. If a trailer accessory bracket is attached to the cab back wall, remove it. See [Fig. 9](#).



03/01/2019

f602700

1. Cab Height-Control Valve Vertical Linkage

Fig. 6, Cab Suspension



02/27/2019

f602694

Fig. 7, Cab Raised Eight Inches Above the Frame



02/27/2019

f602695

Fig. 8, Supporting the Cab Structure



03/05/2019

f602701

Fig. 9, Trailer Accessory Bracket

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8. Vehicles in SF583B go to step 9. Vehicles in SF583A, continue with this step. Remove the cab air springs. If more detailed instructions are desired, see the *New Cascadia Workshop Manual* section 60.00.130 "Air Spring Replacement."
9. Remove the bolts that attach the upper cab air spring perch to the flange of the back wall. Discard the bolts. See [Fig. 10](#).
10. Remove the lower bolts from the shock brackets on both sides of the vehicle. Discard the bolts. See [Fig. 11](#).
11. If there is a lower load lock bracket on the passenger side of the back wall, remove it.

IMPORTANT: Some accessory bracket holes will need to be drilled larger than the original holes to fit the new fasteners.

12. If holes do not exist, use the measurements in [Fig. 12](#). to drill two 13/32 in (10 mm) holes for the outboard fastening locations of the reinforcement plates.



Fig. 10, Air Spring Perch Rear Bolt

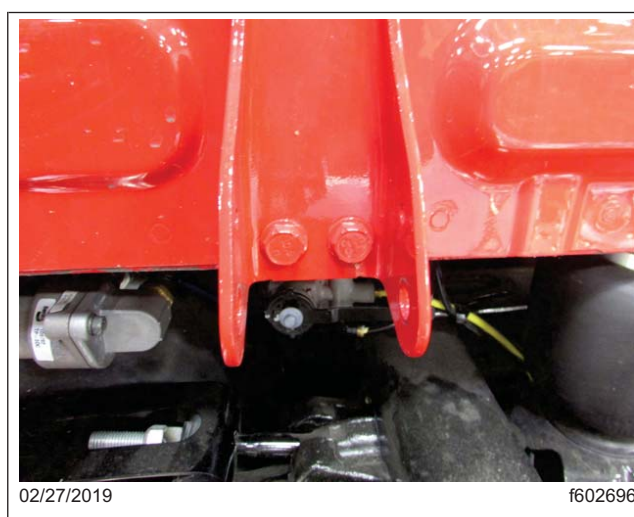


Fig. 11, Lower Bolts on Shock Bracket

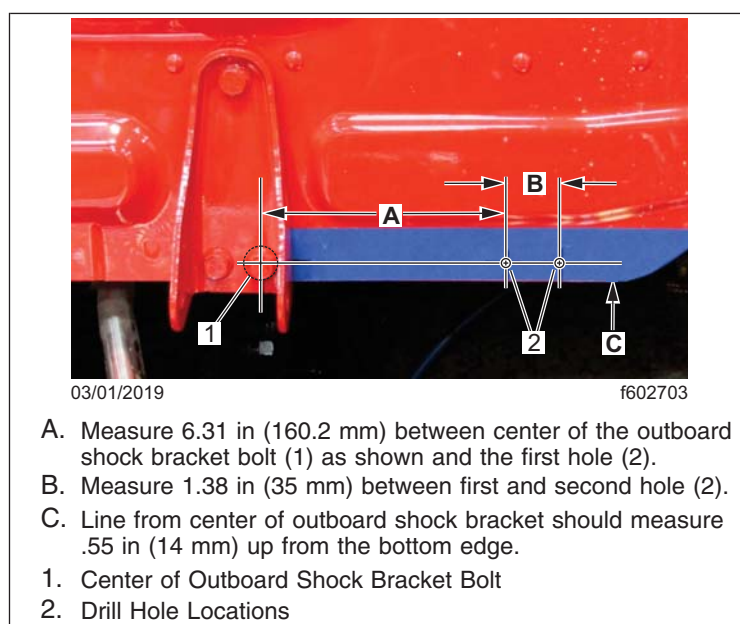


Fig. 12, Measurement Guide for Outboard Fastening Locations of Reinforcement Plates

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13. Fit the reinforcement plate, fasteners, and new height-control link bracket to the bottom of the back wall. Use the washers to space the reinforcement plate to clear the backs of the Henrob fasteners. See [Fig. 13](#) and [Fig. 14](#).

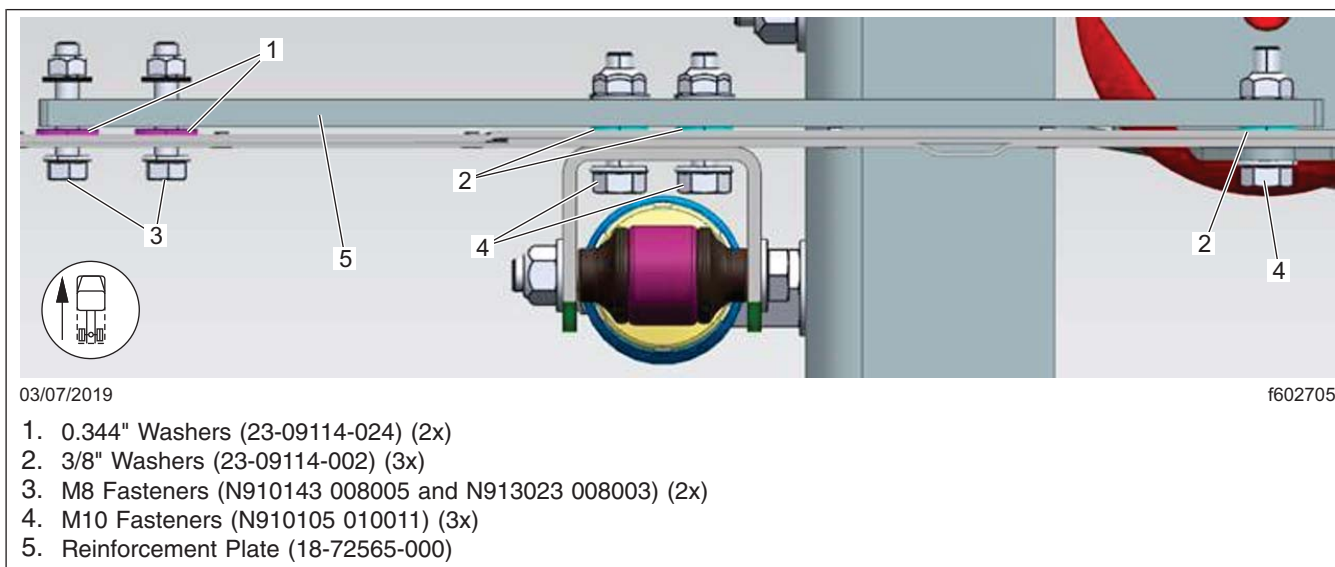


Fig. 13, Installation of Reinforcement Plate Fasteners

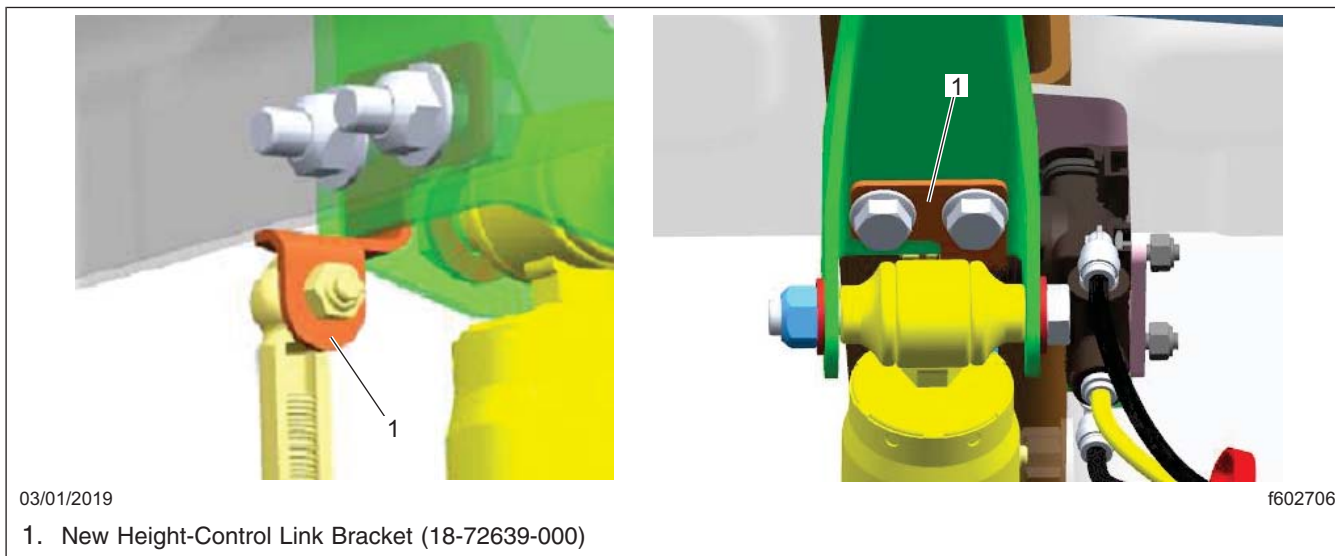


Fig. 14, Installation of New Height-Control Link Bracket

14. Tighten the fasteners on both reinforcement plates. Torque the M8 fasteners to 11 lbf·ft (15 N·m) and the M10 fasteners to 35 lbf·ft (47 N·m).

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15. Remove the cab height-control valve from the lateral control rod bracket. See [Fig. 15](#).
16. Remove the vertical linkage mounting bracket from the cab. Retain the ball for use on the new bracket. See [Fig. 16](#). Install the bolt and torque to 35 lbf·ft (47 N·m).
17. Install the new height-control valve bracket on the lateral control rod bracket and torque the bolts to 46 ± 9 lbf·in (554 ± 1 N·cm). See [Fig. 17](#).
18. Install the height-control valve and torque the bolts to 46 ± 9 lbf·in (554 ± 1 N·cm). See [Fig. 17](#)

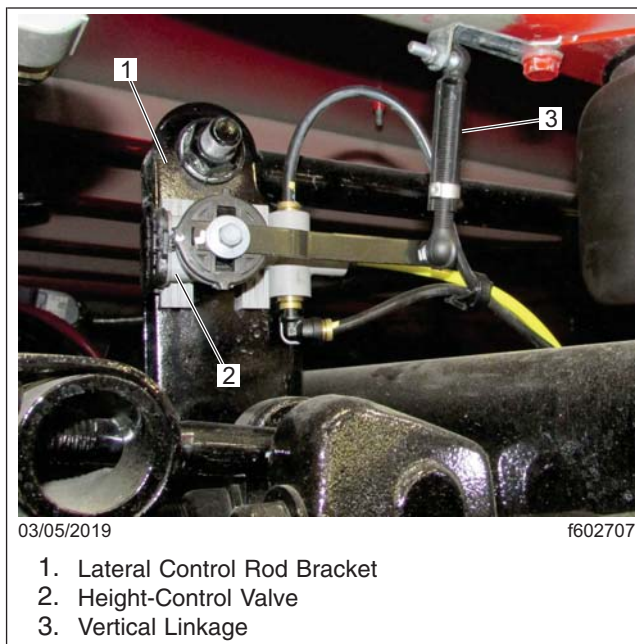


Fig. 15, Lateral Control Rod Bracket and Height-Control Valve

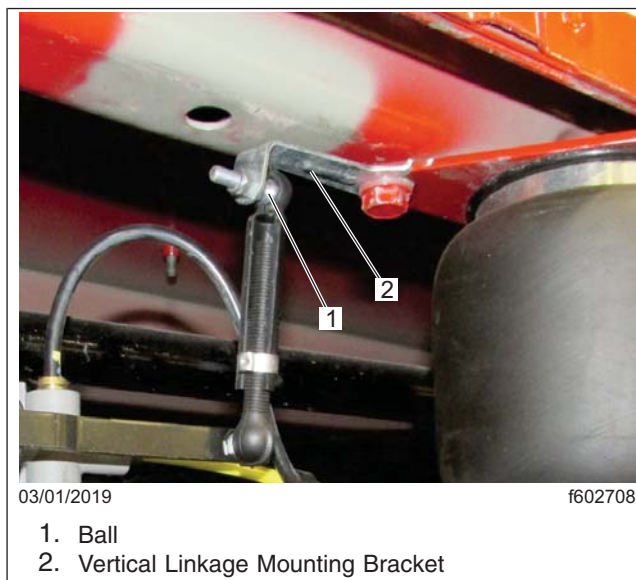


Fig. 16, Vertical Linkage Mounting Bracket and Ball

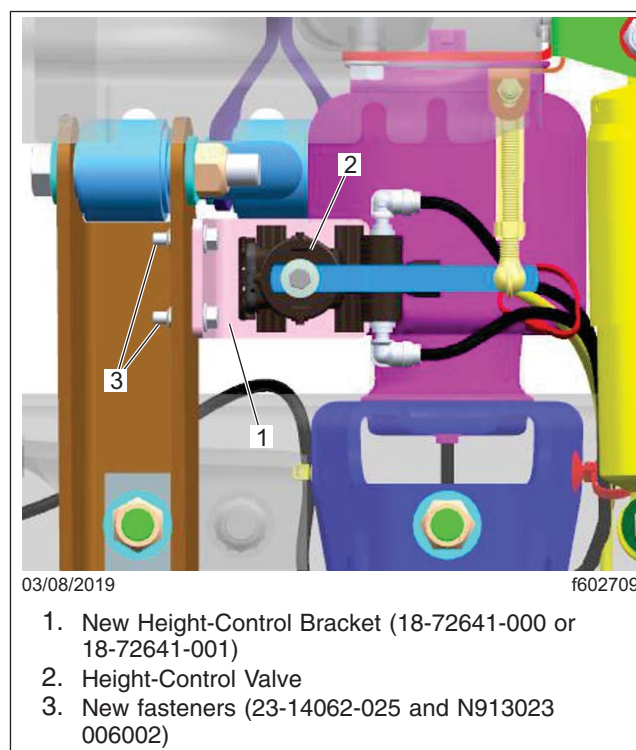


Fig. 17, Height-Control Valve and Bracket

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19. Vehicles in SF583B go to step 9. Vehicles in SF583A, continue with this step. Install the new cab air springs (18-66715-000). If more detailed instructions are desired, see *New Cascadia Workshop Manual* section 60.00.130 "Air Spring Replacement."

NOTICE

Ensure the air line routing and clipping method prevents the bundle from rubbing on the air spring.

20. Install and secure the air line plumbing for the cab height-control valve, as show in **Fig. 18**.
- 20.1 Remove the supply and upper delivery air lines from the height-control valve.
- 20.2 Install new 90 degree fittings in the supply and upper delivery ports of the height-control valve. See **Fig. 18**.

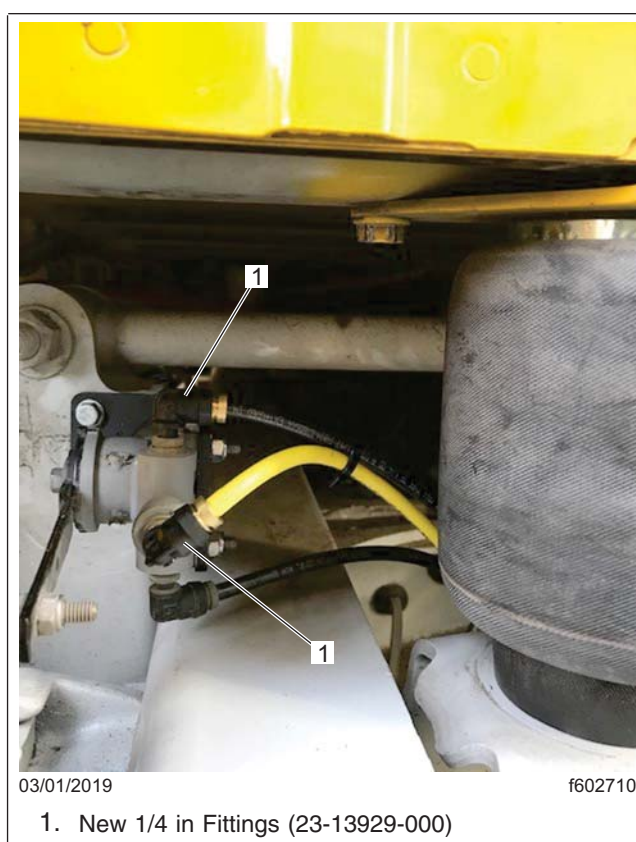


Fig. 18, Air Routing

- 20.3 Shorten the lines as needed to ensure they don't rub against moving or sharp parts. Be careful to maintain a bend radius large enough to prevent kinking and leaks at push-to-connect fittings.
21. Install the height-control linkage ball in the new bracket and tighten to 46 ± 9 lbf·in (554 ± 1 N·cm)
22. Start the engine and charge the air system.
23. Manually operate the height-control valve lever to inflate the cab springs then remove the cab support.
24. Install the new height-control vertical linkage (18-68769-040).
25. Install the shocks and torque the bolts to 40 ± 5 lbf·ft (54 ± 7 N·m).
26. Clean a spot on the base label (Form WAR259). Write the campaign number SF583 on a blank grey completion sticker (Form WAR261) and attach it to the base label to indicate the work has been completed.

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SF583A-C

Work Instructions for Vehicles in SF583C

Cab Suspension Update for SF583C

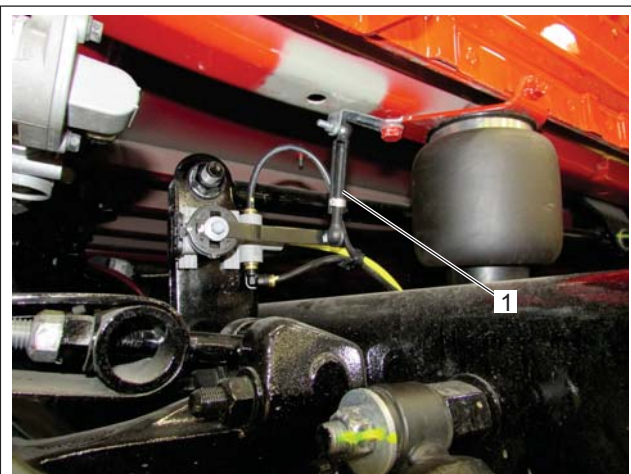
This procedure includes the relocation of the height-control valve.

1. Check the base label (Form WAR259) for a completion sticker for SF583 (Form WAR261) indicating this work has been done. The base label is usually located on the passenger-side door, about 12 inches (30 cm) below the door latch. If a sticker is present, no work is needed. If there is no sticker, proceed with the next step.
2. Park the vehicle on a level surface, shut down the engine, and set the parking brake. Chock the tires.
3. Remove the vertical linkage and discard. See [Fig. 6](#).
4. Manually operate the height-control valve lever to raise the cab air suspension up to approximately 8 in above the frame. See [Fig. 7](#).

WARNING

Do not disconnect any air lines in the cab suspension system without first blocking the cab securely. If the cab isn't securely blocked, disconnecting an air line could cause the cab to fall abruptly, possibly resulting in serious injury.

5. Support the cab with a stand. See [Fig. 8](#).



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1. Cab Height-Control Valve Vertical Linkage

Fig. 6, Cab Suspension



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Fig. 7, Cab Raised Eight Inches Above the Frame



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Fig. 8, Supporting the Cab Structure

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WARNING

Air lines under pressure can whip dangerously if disconnected. Drain all air from the air tanks before disconnecting air lines. Disconnecting pressurized air lines can cause personal injury and/or property damage.

6. Deflate the cab suspension.
7. Remove the lower bolts from the shock brackets on both sides of the vehicle. Discard the bolts. See [Fig. 11](#).
8. Install the new height-control link bracket between the upper shock bracket and the lower bolt pair. Torque the fasteners to 35 lbf·ft (47 N·m). See [Fig. 14](#).

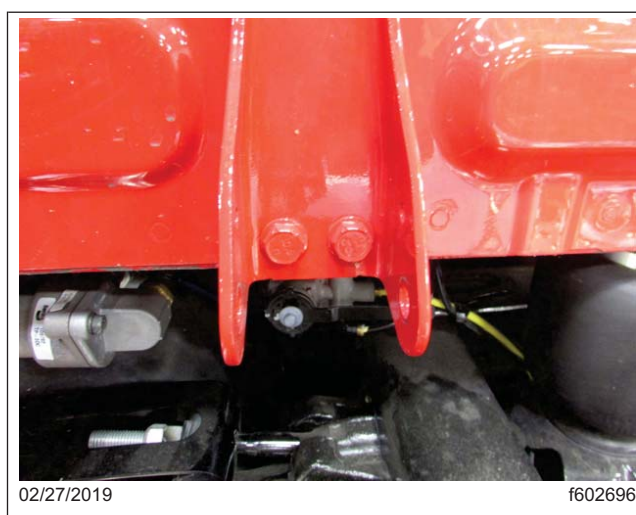
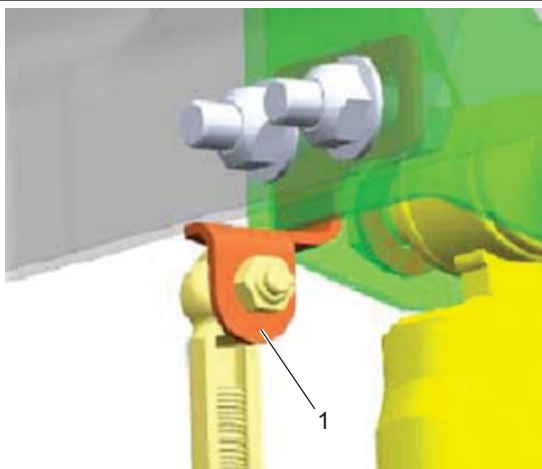
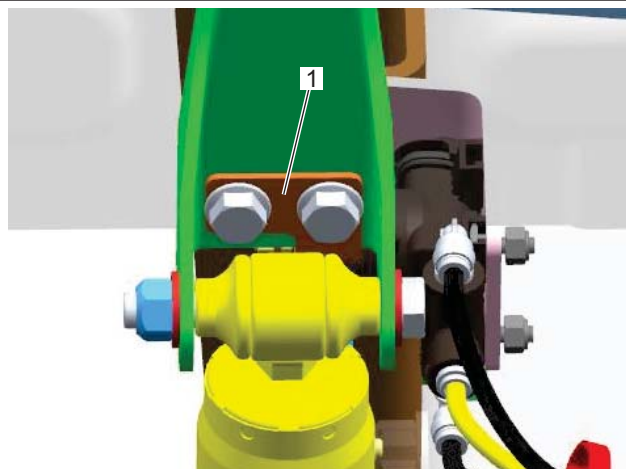


Fig. 11, Lower Bolts on Shock Bracket



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1. New Height-Control Link Bracket (18-72639-000)



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Fig. 14, Installation of New Height-Control Link Bracket

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9. Remove the cab height-control valve from the lateral control rod bracket. See [Fig. 15](#).
10. Remove the vertical linkage mounting bracket from the cab. Retain the ball for use on the new bracket. See [Fig. 16](#). Install the bolt and torque to 35 lbf·ft (47 N·m).
11. Install the new height-control valve bracket on the lateral control rod bracket and torque the bolts to 46 ± 9 lbf·in (554 ± 1 N·cm). See [Fig. 17](#).
12. Install the height-control valve and torque the bolts to 46 ± 9 lbf·in (554 ± 1 N·cm). See [Fig. 17](#).

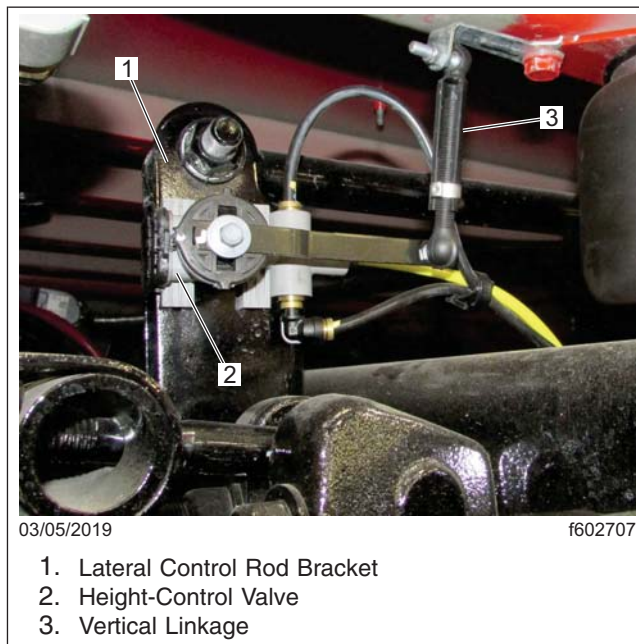


Fig. 15, Lateral Control Rod Bracket and Height-Control Valve

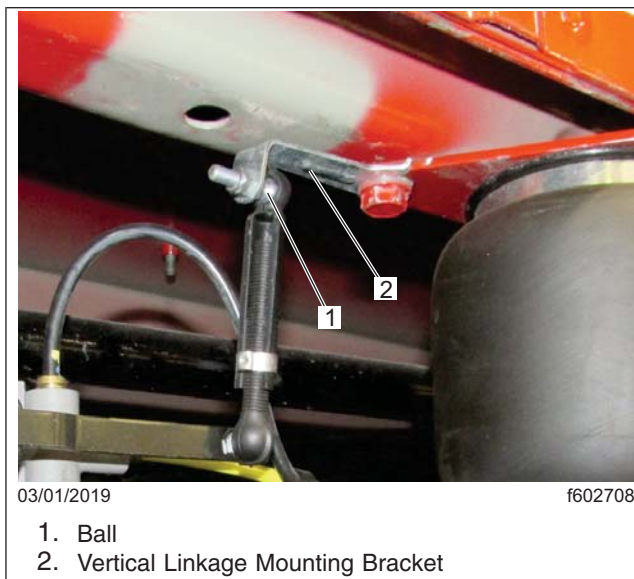


Fig. 16, Vertical Linkage Mounting Bracket and Ball

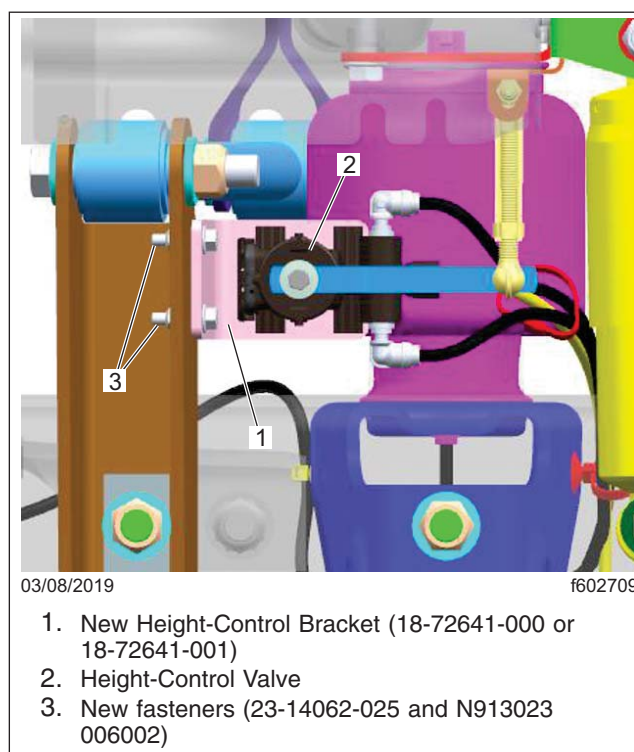


Fig. 17, Height-Control Valve and Bracket

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NOTICE

Ensure the air line routing and clipping method prevents the bundle from rubbing on the air spring.

13. Install and secure the air line plumbing for the cab height-control valve, as show in [Fig. 18](#).
 - 13.1 Remove the supply and upper delivery air lines from the height-control valve.
 - 13.2 Install new 90 degree fittings in the supply and upper delivery ports of the height-control valve. See [Fig. 18](#).
 - 13.3 Shorten the lines as needed to ensure they don't rub against moving or sharp parts. Be careful to maintain a bend radius large enough to prevent kinking and leaks at push-to-connect fittings.



Fig. 18, Air Routing

14. Install the height-control linkage ball in the new bracket and tighten to 46 ± 9 lbf·in (554 ± 1 N·cm).
15. Start the engine and charge the air system.
16. Manually operate the height-control valve lever to inflate the cab springs then remove the cab support.
17. Install the new height-control vertical linkage (18-68769-040).
18. Install the shocks and torque the bolts to 40 ± 5 lbf·ft (54 ± 7 N·m).
19. Clean a spot on the base label (Form WAR259). Write the campaign number SF583 on a blank grey completion sticker (Form WAR261) and attach it to the base label to indicate the work has been completed.