Daimler Trucks
North America LLC

Recall Campaign

May 2019
INT FL806-01/02
NHTSA #19V-066
Transport Canada #19-054
INTERIM RECALL BULLETIN
SECOND REVISED NOTICE

Subject: Freightliner Cascadia Steering Wheel Airbags

Models Affected: Specific Freightliner Cascadia vehicles manufactured August 3, 2017, through January 30, 2019.

General Information

NOTE: This is an interim repair procedure, during which the airbag will be temporarily removed. The full repair procedure will be released with the final Recall. All vehicles WILL require the final remedy. Instructions for storing the removed airbags are included in these work instructions. Dealers will be provided shipping instructions and freight cost reimbursement procedures in the final Recall or within 180 days, whichever comes first.

Daimler Trucks North America LLC, on behalf of its Freightliner Trucks Division, has decided that a defect that relates to motor vehicle safety exists on the vehicles mentioned above. Until the final Recall remedy is available, this interim procedure may be performed.

There are approximately 3,930 vehicles involved in this campaign.

On specific vehicles, an unintended deployment of the steering wheel airbag may occur under certain circumstances. The unintended deployment of a steering wheel airbag may be caused when certain electrical grounds are improperly assembled. This may cause risk of injury to the driver and potential increase in the risk of a crash.

Currently, the root cause for this issue is still under investigation. In the interim, the steering wheel airbag will be temporarily removed and a new steering wheel cover installed.

REVISION: The incorrect clockspring replacement part was listed in the parts table. The correct clockspring part number is **14-19090-000 (CLOCKSPRING-STEERING WHEEL)**. The parts table has been corrected.

SECOND REVISION:

- An inspection for the driverside sun visor airbag sticker has been added to step 1.
- Instructions for relocating the GNDP stud have been added in step 9
- Instructions for a damaged GNDP floor stud have been added in step 10.
- The torque value for the GNDE pass through stud has been corrected.
- The contact information for the airbag manufacturer has been edited in step 15.
- An addendum regarding removed airbag consolidation has been added to the end of the bulletin.

Work Instructions

Please refer to the attached work instructions.

Replacement Parts

Obtain parts for this interim Recall repair by ordering from your facing Parts Distribution Center.

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Table 1 - Interim Repair Parts for INT FL806

Campaign Number	Kit Number	Part Description	Part Number	Qty.
INT FL806-01 (Non-RollTek Vehicles)	25-FL806-000	COVER-STEERING WHEEL,NO AIRBAG	14-19562-000	1 ea
		PREWIRE,LABEL-AIRBAG,P4 (Non-RollTek) Note: This label cannot be ordered individually. It can only be obtained by ordering this kit. Note: Five labels are provided; only two are used.	24-02010-000	2 ea
	N/A	CLOCKSPRING-STEERING WHEEL,4 WAYS,SFTP	14-19090-000	1 ea
INT FL806-02 (RollTek Vehicles)	25-FL806-001	COVER-STEERING WHEEL,NO AIRBAG	14-19562-000	1 ea
		PREWIRE,LABEL-AIRBAG,P4 (RollTek) Note: This label cannot be ordered individually. It can only be obtained by ordering this kit. Note: Five labels are provided; only two are used.	24-02012-000	2 ea
	N/A	CLOCKSPRING-STEERING WHEEL,4 WAYS,SFTP	14-19090-000	1 ea
	N/A	RES-TERM,P4,ROLLTEK ONLY	A66-17222-000	1 ea

Table 1

Removed Parts

Please follow Warranty Failed Parts Tracking shipping instructions for the disposition of all removed parts.

Labor Allowance

Table 2 - Labor Allowance

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Corrective Action
INT FL806-01/02	Inspect ground, replace clockspring, remove airbag	3.3	996-R063A	12-Repair Recall/Campaign
	Replace damaged/spinning GNDP floor stud (claim additional SRT only if stud is replaced)	0.5	996-R063B	

Table 2

Claims for Credit

You will be reimbursed for your parts, labor, and handling by submitting your claim through the Warranty system within 30 days of completing an interim Recall repair. Please reference the following information in OWL:

NOTE: This is an interim repair procedure, during which the airbag will be temporarily removed. The full repair procedure will be released with the final Recall. All vehicles WILL require the final remedy. Instructions for storing the removed airbags are included in these work instructions. Dealers will be provided shipping instructions and freight cost reimbursement procedures in the final Recall or within 180 days, whichever comes first.

NOTE: Completion stickers will **NOT** be applied for the Interim repair; this step will occur in the final Recall.

REVISION: The incorrect clockspring replacement part was listed in the parts table. The correct clockspring part number is **14-19090-000 (CLOCKSPRING-STEERING WHEEL)**. The parts table has been corrected.

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- Claim type is **Recall Campaign**.
- In the Campaign field, enter the campaign number and appropriate group (**INT FL806-01 or INT FL806-02**).
- In the Primary Failed Part field, enter **25-FL806-000**.
- In the Parts section, enter the appropriate part(s) and/or kit number(s) as shown in the Replacement Parts Table.
- In the Labor section, enter the appropriate SRT from the Labor Allowance Table. Administrative time will be included automatically as SRT 939-6010A for 0.3 hours. If the GNDP stud was damaged, include the GNDP stud replacement SRT.
- The VMRS Component Code is **032-001-003** and the Cause Code is **A1 - Campaign**.

IMPORTANT: Confirm whether a vehicle is eligible for an interim Recall repair in OWL before beginning work.

Contact the Warranty Campaigns Department from 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, 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.

The interim letter notifying vehicle owners is included for your reference.

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Copy of Notice to Owners

Subject: Freightliner Cascadia Steering Wheel Airbags

For the Notice to U.S. Customers: This notice is sent to you in accordance with the National Traffic and Motor Vehicle Safety Act.

For the Notice to Canadian Customers: This notice is sent to you in accordance with the Canadian Motor Vehicle Safety Act.

Daimler Trucks North America LLC, on behalf of it Freightliner Trucks Division, has decided that a defect which relates to motor vehicle safety exists on specific Freightliner Cascadia vehicles manufactured August 3, 2017, through January 30, 2019.

On specific vehicles, an unintended deployment of the steering wheel airbag may occur under certain circumstances. The unintended deployment of a steering wheel airbag may be caused when certain electrical grounds are improperly assembled. This may cause risk of injury to the driver and potential increase in the risk of a crash.

Currently, the root cause for this issue is still under investigation. In the interim, the steering wheel airbag will be temporarily removed and a new steering wheel cover installed. Please contact an authorized Daimler Trucks North America dealer to arrange to have the interim recall 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 Recall will take approximately four hours and will be performed at no charge to you.

You will be notified by mail when the final remedy is available. **All vehicles that have the interim repair performed will also require the final repair.**

If you do not own the vehicle that corresponds to the identification number(s), which appears on the Recall Notice, please return the notice in the postage-paid envelope with any information you can furnish that will assist us in locating the present owner. If you have leased this vehicle, Federal law requires that you forward this notice to the lessee within 10 days. If you are a subsequent stage manufacturer, Federal law requires that you forward this notice to your distributors and retail outlets within five working days.

For the Notice to U.S. Customers: If you have questions about this Recall, please contact the Warranty Campaigns Department at (800) 547-0712, 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. You may wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; or call the Vehicle Safety Hotline at (888) 327-4236 (TTY: 800-424-9153); or to http://www.safercar.gov.

For the Notice to Canadian Customers: If you have questions about this Recall, please contact the Warranty Campaigns Department at (800) 547-0712, 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.

We regret any inconvenience this action may cause but feel certain you understand our interest in motor vehicle safety.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

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Work Instructions

Subject: Freightliner Cascadia Steering Wheel Airbags

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Ground Inspection and Airbag Removal Procedure

1. Check the driver-side sun visor for an airbag removal sticker. See Fig 15 on page 16. If a sticker is present, not work is needed. If there is no sticker, check the Coverage Info screen in OWL for an INT FL806 repair claim indicating this work has been done. If a claim is present, no work is needed. If there is no claim, proceed with the next step.
2. Position the front tires straight ahead. If possible, drive the vehicle in a straight line for a short distance, stopping at the spot where service work will be done.
3. Apply the parking brakes and shut down the engine. Chock the tires.
4. Disconnect the batteries.
5. Remove the dash lower center consoles, the footwell panel, the steering column lower cover, the dash switch panel, the dash auxiliary (B panel) fascia, and the panel gauge auxiliary cover panel. Refer to Section 60.06, Subject 100 in the *New Cascadia Workshop Manual* for instructions.
6. Open the hood.
7. Inspect the vehicle frame rail GNDE and GNDP studs. See **Fig. 1** and **Fig. 2**. Use lacquer thinner, as needed, to clean off any excess paint on electrical connections throughout these instructions.

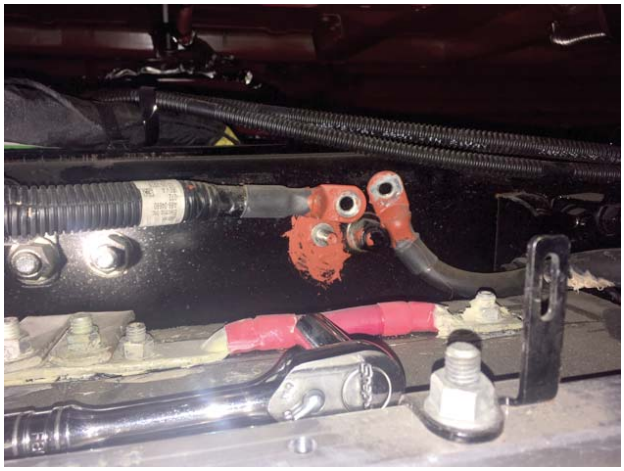


Fig. 1, GNDE Frame Rail Stud

Fig. 2, GNDP Frame Rail Stud

8. Verify that the Electrical Ground (GNDE) and the Power Ground (GNDP) frame rail studs are clean and torqued correctly. Disassemble and inspect the studs for overspray on the flat surfaces, and in between the ring eyes. Torque these frame rail ground studs 14 lbf·ft (19 N·m). Repaint the connection as necessary.

IMPORTANT: Vehicles will have either a GNDE cable going directly to the battery negative (back-of-cab battery box equipped units) or a ground cable to the left frame rail stud near the HDEP MCM (undercab battery box equipped units), but not both. Service as required for the vehicle's configuration. The GNDP frame rail stud is located on the inside of left frame rail, just aft of the left rear engine mount.

9. Remove the left cab splash shield to relocate the GNDP cab skin ground to the longitudinal bolt near the floor stud. This will require replacing the original GNDP ring eye terminal with a 6 AWG 3/8-inch ring eye cable end that fits on the 10-mm longitudinal bolt. Remove the longitudinal bolt, and clean the cab skin around longitudinal bolt as needed. Install the GNDP ground cable and longitudinal bolt, and torque to 33 lbf·ft (45 N·m).
10. If the GNDP floor stud is damaged or spinning in its mount when used to mount the sleeper A/C line support Z bracket, the stud will need replaced with a bolt. Continue with the following substeps for this procedure. If the stud is not damaged or spinning, go to step 11.

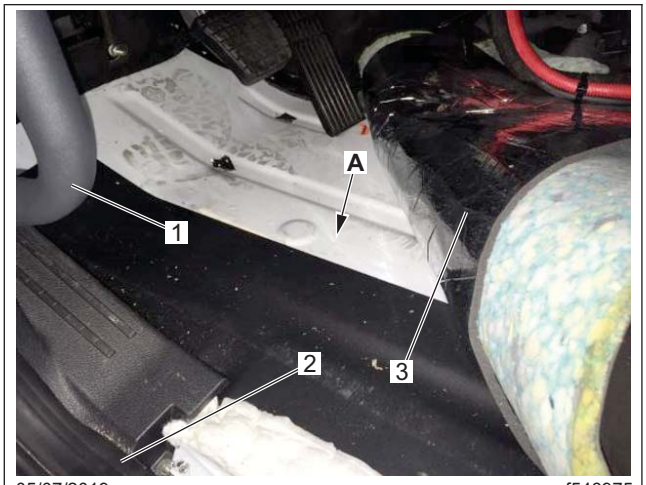
    NOTE: Vehicles without a sleeper A/C support bracket (typically daycabs) do not need the following repair. Go to with step 11.

    10.1 Remove the driver's-side sill cover, the lower A-pillar cover, and the lower steering wheel cover. See **Fig. 3**.

    10.2 Roll back the driver's-side floor mat far enough to access the center floor area above the stud, where the bolt is installed.

    10.3 Locate the mounded area on the floor, directly above the GNDP stud location.

    10.4 Locate and mark a spot directly between the mound and the closest rivet. The center will be approximately 5/16 inch (7.9 mm) from the edge of the rivet. Verify the area below the floor is clear, and drill a 5/16 inch (7.9 mm) hole through the aluminum floor at the spot marked. See **Fig. 4**.



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A. Location of the GNDP floor stud, approximately 5/16 inch (7.9 mm) from the edge of the rivet.
1. Grab Handle (for reference)
2. Lower A-Pillar Cover
3. Floor Mat

Fig. 3, GNDP Floor Stud Location

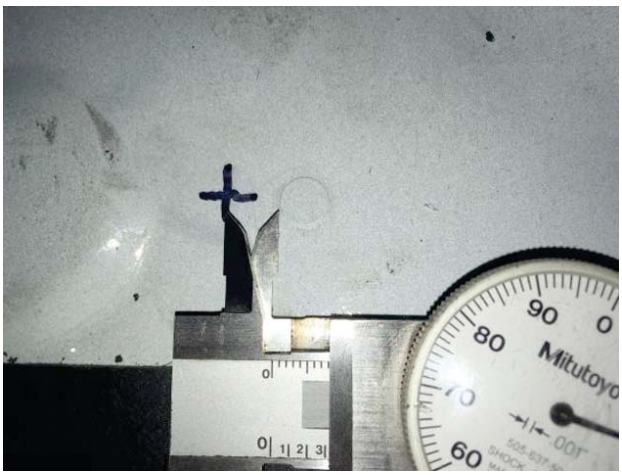

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Fig. 4, Measuring Between the Floor Mound and the Rivet

10.5 Use sand paper or a disc to clean the paint from both sides of the floor skin around the hole.

10.6 Use a cutoff wheel or suitable tool to cut the damaged stud off flush with lower floor skin.

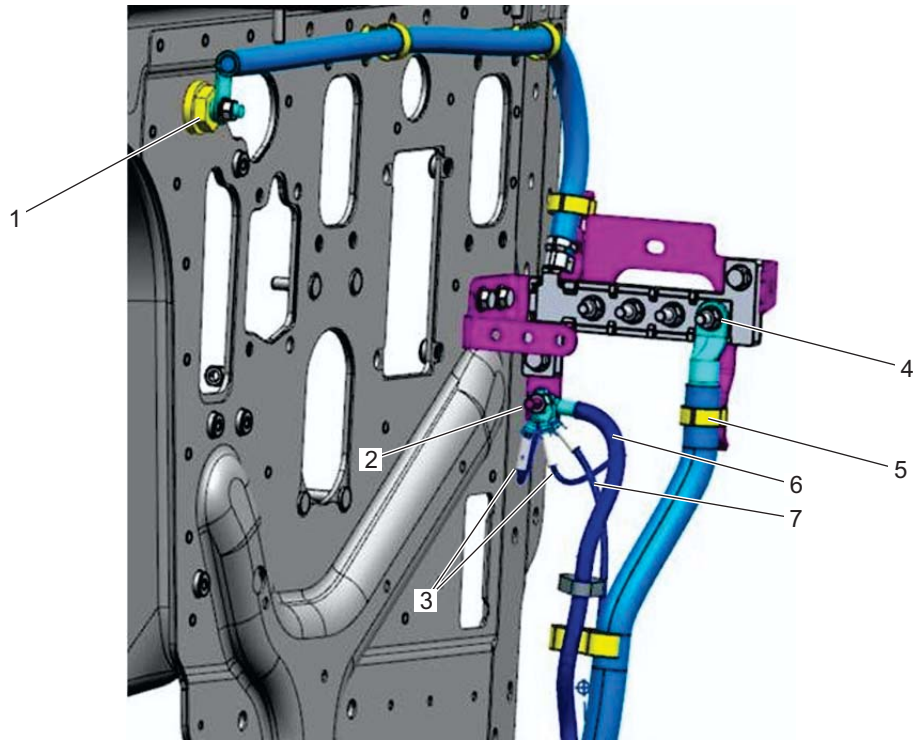
10.7 Using a 5/16 x 1.25 bolt, install the A/C line support Z bracket, and secure it with a washer and nut. Torque to 14 lbf·ft (19 N·m).

10.8 Install a 5/16 inch X 1.25 inch (7.9 mm X 31.75 mm) bolt using star washers on each side of the floor skin. Then install the A/C line Z bracket, when used, and secure it with a nut. Torque the nut to 14 lbf·ft (19 N·m).

10.9 Install the GNDP ground cable on the remaining bolt threads, and secure with a second nut. Torque the nut to 14 lbf·ft (19 N·m).

10.10 Position the driver's-side floor mat in the vehicle and install the-driver's side lower steering cover, the lower A-pillar cover, and the sill cover.

11. Inspect the GNDE pass-through stud on the engine side of the frontwall. See **Fig. 5**, **Fig. 6**, and **Fig. 7**. Verify that the GNDE pass-through stud on the engine side frontwall is clean and torqued correctly. . Disassemble and inspect the stud for overspray on the flat surfaces. Torque the stud 7 lbf·ft (9.5 N·m). Repaint the connection as necessary.



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1. GNDE Frontwall Pass-Through Stud
2. GNDP Non-Isolated Stud
3. Cab Ground Harnesses (mod 28G)
4. GNDE Ground Terminals (harnesses not shown for clarity)
5. GNDE to Battery
6. Cab Skin Ground Cable
7. Chassis Ground Harness to frame rail (mod 2YU)

Fig. 5, MGJB and Frontwall Grounds

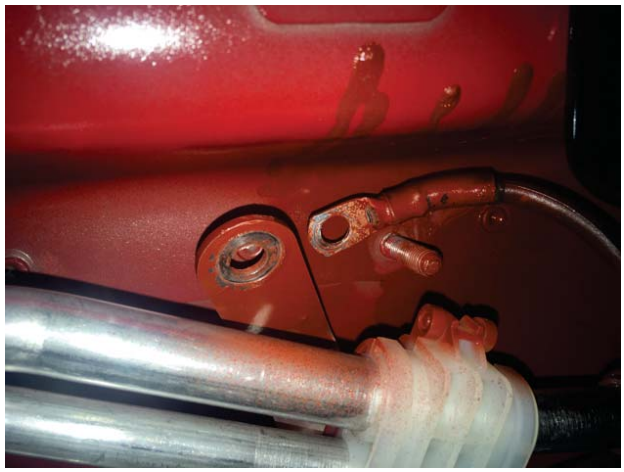

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Fig. 6, GNDP Cab Skin Stud

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Fig. 7, GNDE Engine-Side Pass-Through Stud

NOTE: There should always be FOUR ring eyes attached to the GNDP non-isolated stud. **The non-isolated stud itself is NOT a return path to ground through the bracket and relies on the grounding cable returning to the frame for ground**; confirm the 2YU GNDP cable is connected from the stud to the frame rail GNDP stud (See Fig. 2). The GNDP cab skin cable is oversized, and larger than the return to frame cable.

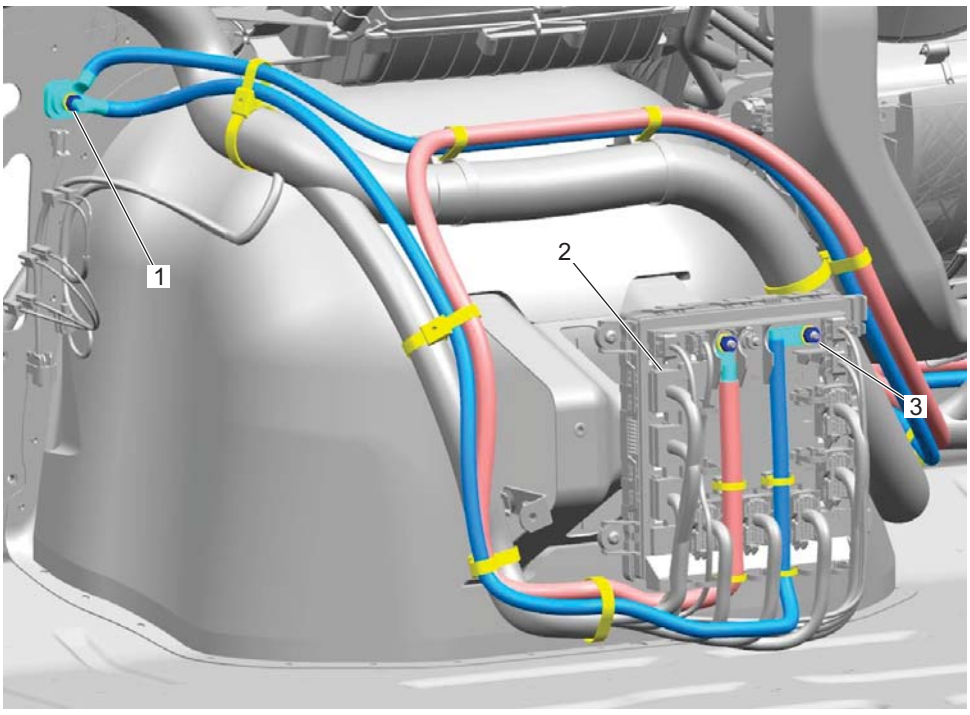
12. Inspect the GNDP non-isolated stud, located on the lower aft portion of the MGJB bracket. Verify that the GNDP non-isolated stud is clean, configured properly, and torqued correctly. Disassemble and inspect the stud for overspray on the flat surfaces, and in between the ring eyes. Verify there are exactly four (4) circuits on ring eye terminals that attach to the GNDP non-isolated stud on every vehicle. If more or less are found on this stud, combine this inspection step with the next one for GNDE MGJB, separate and group the cables until four GNDP connections are confirmed. Fan these GNDP ring eyes properly on the non-isolated stud and then torque the stud to 16 lbf·ft (21 N·m). Repaint the connection as necessary.

NOTE: No particular location or order is needed for the GNDE terminals, other than ensuring that only GNDE terminals are located on the MGJB studs.

13. Inspect the GNDE MGJB. Verify that the GNDE Main Ground Junction Block (MGJB) is clean, configured properly, and torqued correctly. Disassemble and inspect the studs for overspray on the flat surfaces, and in between the ring eyes, then fan the ring eyes properly and torque the studs 16 lbf·ft (21 N·m). Repaint the connection as necessary.
14. Inspect the ASAM (advanced signal detect and actuation module) power and ground connections. Check the torque at the ASAM power and ground connections. Torque them 9 lbf·ft (12 N·m).

NOTE: The driver's side HVAC floor duct and the main dash harness clipping tie strap may need to be removed for improved access to the cab side GNDE pass-through.

15. Inspect the GNDE pass-through stud on the cab side of the frontwall. See **Fig. 8** and **Fig. 9**. Wiggle the cable to check for movement, and service if loose. Torque the stud 7 lbf·ft (9.5 N·m).



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1. GNDE Pass-Through Stud
2. ASAM
3. ASAM Ground

Fig. 8, Ground Locations Inside the Cab

02/18/2019 f546943

Fig. 9, Cab Side GNDE Pass-Through Stud

16. **Replace the steering wheel clockspring. Refer to Section 46.01.140 in the** *New Cascadia Workshop Manual* **for instructions.**

⚠ DANGER

The components and chemicals used in the airbag system are hazardous. The system contains components that use combustible chemicals; care must be taken when replacing or handling system components. Damaged or deployed airbag systems should be inspected for leaking propellant chemicals before any attempt is made to remove, replace, or handle the components. If a leak is found, contact Joyson Safety System at 586-709-6308 (Dominic Ledford) or 586-530-4762 (Dave Gunther) for handling instructions.

The surface of the deployed airbag may contain small amounts of sodium hydroxide (which is a by-product of the gas generant combustion) and metallic sodium. Sodium hydroxide may be irritating to the skin and eyes. Always wear rubber gloves and safety glasses when handling a deployed airbag. Immediately wash your hands and exposed skin areas with water and a mild soap. Flush your eyes immediately if exposed to sodium hydroxide.

Consider undeployed airbags to be dangerous and capable of deploying at any time. Before performing any work on these systems, review all service literature and comply with the following warnings and precautions. Unintentional or improper deployment of the airbag system can result in injury or death.

- Carry undeployed airbags with the bag and the trim cover pointed away from your body.

- Place undeployed airbags face up on a surface in an enclosed area.
- Do not place objects near or on top of an undeployed airbag.
- Store undeployed and undamaged airbag modules in a cool, dry, enclosed area.
- Keep all liquids, acids, halogens, heavy metals, and heavy salts away from the airbag system. Do not allow system chemicals to contact other liquids, combustibles, and flammable materials. Doing so could cause chemical burns or personal injury.
- Do not attempt to disassemble the airbag inflator unit or breach the integrity of the sealed metallic inflator case.
- Do not cut, drill, braze, solder, weld, probe, or strike any part of the airbag system.
- Do not expose the airbag module to electricity. Never probe a circuit on the airbag side of a connector unless the harness or airbag is disconnected between the test point and the airbag.
- Do not attempt to adapt, reuse, or install an airbag system in any vehicle other than the specific vehicle for which it is designed.
- Do not cut wires or tamper with the connector between the vehicle wiring harness and the airbag module unless the troubleshooting diagnostics specifically direct you to do so. Cutting or removing the connector from the system will disable the safety shunt and could cause unintentional deployment.
- Allow deployed airbag systems to cool after deployment.
- Airbag systems should be deployed in an open area or outdoors to prevent accidental fires.
- Wear rubber gloves and safety glasses when handling a deployed airbag.
- Keep all heavy objects in the cab secured.
- Store, transport, dispose of, and recycle airbag system components in accordance with all applicable federal, state, and local regulations.

16.1 Remove the fasteners that attach the airbag to the steering wheel.

IMPORTANT: Airbags are designated as a Class 9 Hazardous Material. Airbags must be stored per EPA guidelines, in quantities up to 250 airbags and for up to 180 days. Reference **EPA 40 CFR parts 260, 261, and 262**, and **EPA 49 CFR 173.166**.

16.2 Remove the airbag, and place it into a storage container pending shipping instructions from DTNA Warranty. Use the following guidelines when storing the airbags (see also Removed Air Bag Consolidation addendum at the end of the bulletin):

- Store the airbags inside steel drums with a wall and lid thickness no less than 20 gauge. The lid must be securely affixed with a lever-locking or bolted-ring assembly. The lid drum must provide ventilation. Ventilation can be achieved by removing the threaded bung fitting and covering the opening with tape. See **Fig. 10**.
- The drum can be filled with any combination of safety devices to a capacity not greater than fifty (50) percent of the drum's total volume. This *includes* any packaging or cushioning used to wrap the airbags.
- Dealers expecting a high volume of airbags should use multiple storage drums.
- Dealers will be provided shipping instructions and freight cost reimbursement procedures with the Final recall or within 180 days, whichever comes first.
- Dealers with questions regarding airbag storage instructions should submit a WSC Ticket.

16.3 Disconnect the clockspring connector from the right hand (RH) switch pod. See **Fig. 11**.

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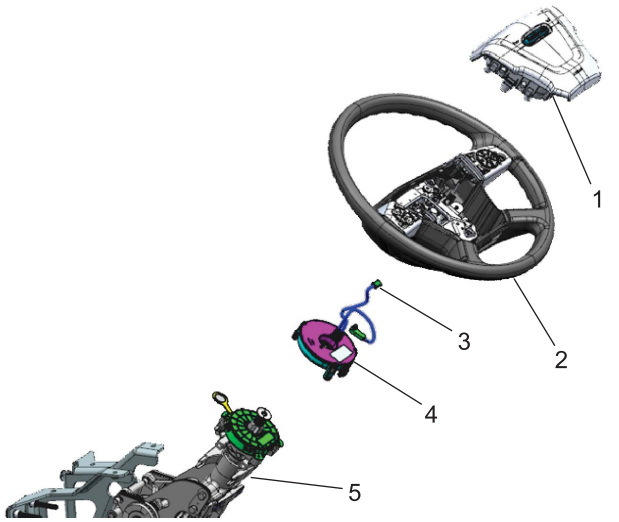
1. Threaded Bung Fitting

Fig. 10, Steel Drum with Bolted Ring Assembly



03/27/2018 f462310

1. Steering Wheel Cover Module
2. Steering Wheel
3. Clockspring Connectors
4. Clockspring
5. Steering Column

Fig. 11, Steering Wheel Cover Module, Steering column and Clockspring

16.4 Use a 10 mm hex driver to remove the steering wheel bolt. Retain the bolt.

16.5 Remove the steering wheel.

16.6 Remove the clockspring capscrews.

16.7 Remove the clockspring.

16.8 Install the new clockspring and connect it to the dash wiring.

16.9 Tighten the clockspring capscrews to 10 lbf·in (113 N·cm) +/- 1 lbf·in (11 N·cm).

16.10 Thread the switch and airbag connectors through the hole to the right of the steering wheel, and set the steering wheel on the steering column.

16.11 Make sure that the steering wheel is oriented as straight as possible.

16.12 Apply Loctite® 242 to the steering wheel bolt, then install the bolt and tighten 52 to 66 lbf·ft (70 to 90 N·m).

16.13 Install the new non-airbag steering wheel cover assembly.

17. Disconnect the airbag ECU.

17.1 Locate the airbag ECU, located beneath the driver's-side seat.

17.2 Raise the seat to the highest position.

17.3 Remove the B-pillar trim to access the connectors on the airbag ECU.

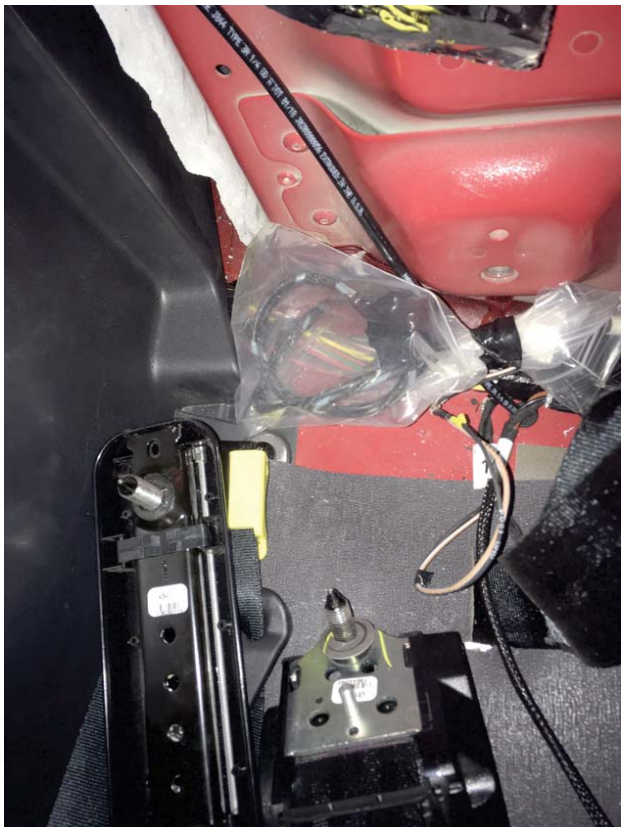
17.4 Unplug all connectors from the airbag ECU pigtail to the B-pillar harness.

17.5 If the seat is equipped with a lower seat shroud, remove the fasteners and lift the shroud to access the airbag sensor module.

17.6 Disconnect the sensor harness from the cab harness. The connectors are located behind the base of the B-pillar cover. Pull the wiring from under the floor mat if needed.

17.7 Wrap the connectors with electrical tape, coil the harness, and place the harness into a small plastic bag. Tape the bag shut to protect the harness from moisture or debris, then secure the plastic bag to the airbag sensor. See **Fig. 12**.

17.8 Place the bag behind the seat, and verify that it does not interfere with seat belt retractor operation or the seat suspension mechanism. See **Fig. 12**.



02/18/2019 f546940

Fig. 12, Harness Secured Behind the Seat

NOTE: The floor harness connectors to the airbag ECU should be kept behind the B-pillar trim to protect them.

17.9 Install the B-pillar trim.

18. If the vehicle is equipped with a Rolltek ECU, continue with the next step. If the vehicle is not equipped with a Rolltek ECU, go to step 20.

19. Disconnect the Rolltek module.

19.1 Remove the access panel from the back of the RollTek module.

19.2 Unplug the yellow 2-pin connector.

19.3 Insert terminating resistor A66-17222-000 into the Rolltek connector, as shown on page 3 of D66-16484-000.

19.4 Remove the B-pillar lower trim and stow the yellow two-pin connector in the B-pillar cavity, as shown on page 2 of D66-16484-000.

19.5 Install the B-pillar lower trim.

19.6 Install the plastic cover harness connection cover plate on the RollTek ECU.

20. Connect the batteries. If the vehicle is not equipped with a RollTek ECU, continue with the next step. If the vehicle is equipped with a RollTek ECU, go to step 22.

21. Two parameters must be changed in order to complete the temporary removal of the airbag. Connect the vehicle to DiagnosticLink and click on the "Parameter" panel. Allow for the parameters to be read completely by DiagnosticLink, as indicated by the status bar at bottom of page.

    NOTE: If there are any pending downloads, remove them before connecting to the server.

    21.1 Go to Program Device. There should be an upload pending. Click "Connect to Server" to upload the vehicle parameters to the server.

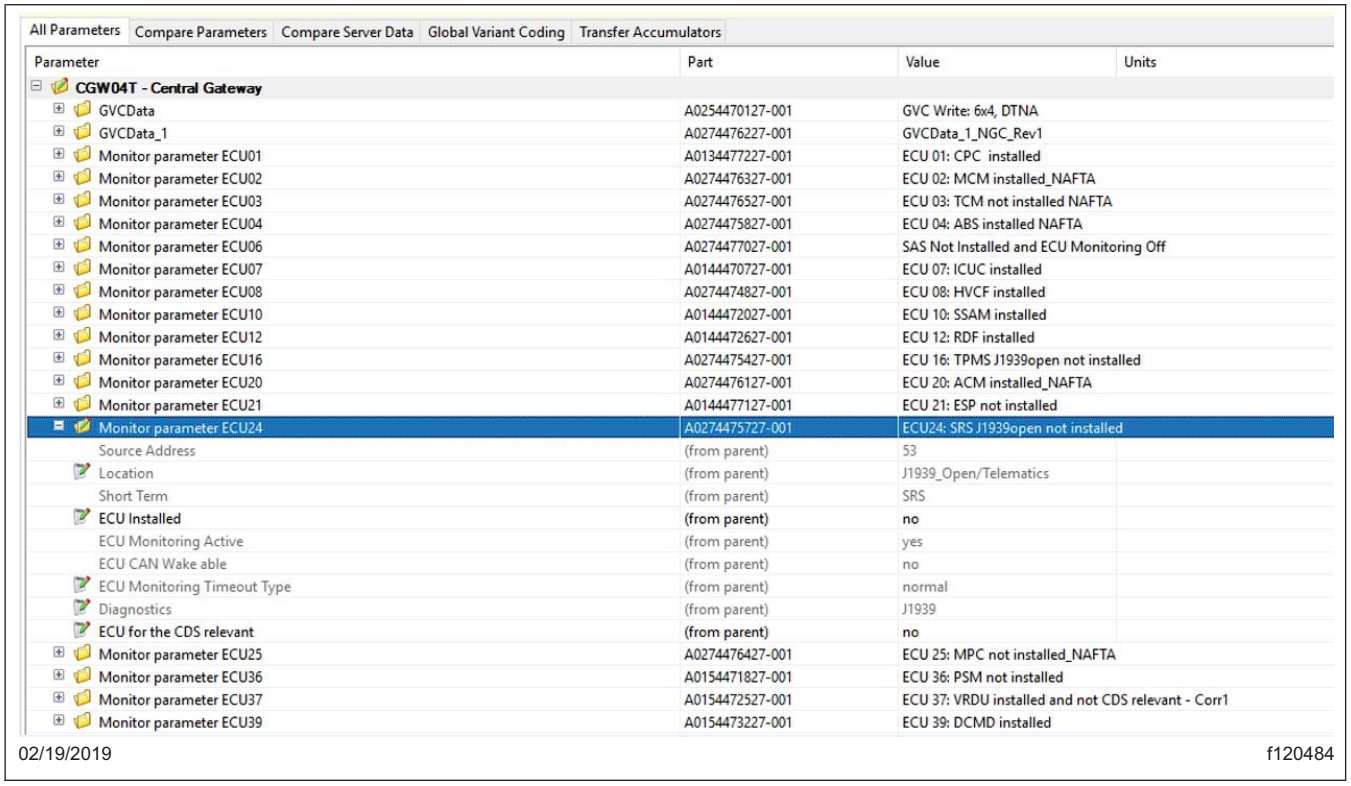
    21.2 Click "Add." Make sure the correct VIN and hardware is populated in the pop-up window, then click "OK" and "Connect to Server."

    21.3 Use the "Parameters" tab to set the following two parameters:

    - **CGW**: "Monitor parameter ECU24" change parameter to 027 447 57 27 “ECU24:SRS J1939 open not installed. See **Fig. 13** .
    - **ICUc**: "PID 0x43 (FTL Config)" "paramSRS" change parameter to 041 447 50 21, and verify value is changed to "not available." See **Fig. 14**.

    21.4 Press the "Send" button to write the parameter changes to the ICUC and CGW in the vehicle.

    21.5 Once the parameter write is complete, click on the "Program Device" panel and click on "Connect to Server" to upload updates to server. Disconnect the vehicle from DiagnosticLink.



Parameter	Part	Value	Units
CGW04T - Central Gateway			
GVCData	A0254470127-001	GVC Write: 6x4, DTNA	
GVCData_1	A0274476227-001	GVCData_1_NGC_Rev1	
Monitor parameter ECU01	A0134477227-001	ECU 01: CPC installed	
Monitor parameter ECU02	A0274476327-001	ECU 02: MCM installed_NAFTA	
Monitor parameter ECU03	A0274476527-001	ECU 03: TCM not installed NAFTA	
Monitor parameter ECU04	A0274475827-001	ECU 04: ABS installed NAFTA	
Monitor parameter ECU06	A0274477027-001	SAS Not Installed and ECU Monitoring Off	
Monitor parameter ECU07	A0144470727-001	ECU 07: ICUC installed	
Monitor parameter ECU08	A0274474827-001	ECU 08: HVCF installed	
Monitor parameter ECU10	A0144472027-001	ECU 10: SSAM installed	
Monitor parameter ECU12	A0144472627-001	ECU 12: RDF installed	
Monitor parameter ECU16	A0274475427-001	ECU 16: TPMS J1939open not installed	
Monitor parameter ECU20	A0274476127-001	ECU 20: ACM installed_NAFTA	
Monitor parameter ECU21	A0144477127-001	ECU 21: ESP not installed	
Monitor parameter ECU24	A0274475727-001	ECU24: SRS J1939open not installed	
Source Address	(from parent)	53	
Location	(from parent)	J1939_Open/Telematics	
Short Term	(from parent)	SRS	
ECU Installed	(from parent)	no	
ECU Monitoring Active	(from parent)	yes	
ECU CAN Wake able	(from parent)	no	
ECU Monitoring Timeout Type	(from parent)	normal	
Diagnostics	(from parent)	J1939	
ECU for the CDS relevant	(from parent)	no	
Monitor parameter ECU25	A0274476427-001	ECU 25: MPC not installed_NAFTA	
Monitor parameter ECU36	A0154471827-001	ECU 36: PSM not installed	
Monitor parameter ECU37	A0154472527-001	ECU 37: VRDU installed and not CDS relevant - Corr1	
Monitor parameter ECU39	A0154473227-001	ECU 39: DCMD installed	

Fig. 13, Modifying the CGW Parameter

May 2019
INT FL806-01/02
NHTSA #19V-066
Transport Canada #19-054
INTERIM RECALL BULLETIN
SECOND REVISED NOTICE

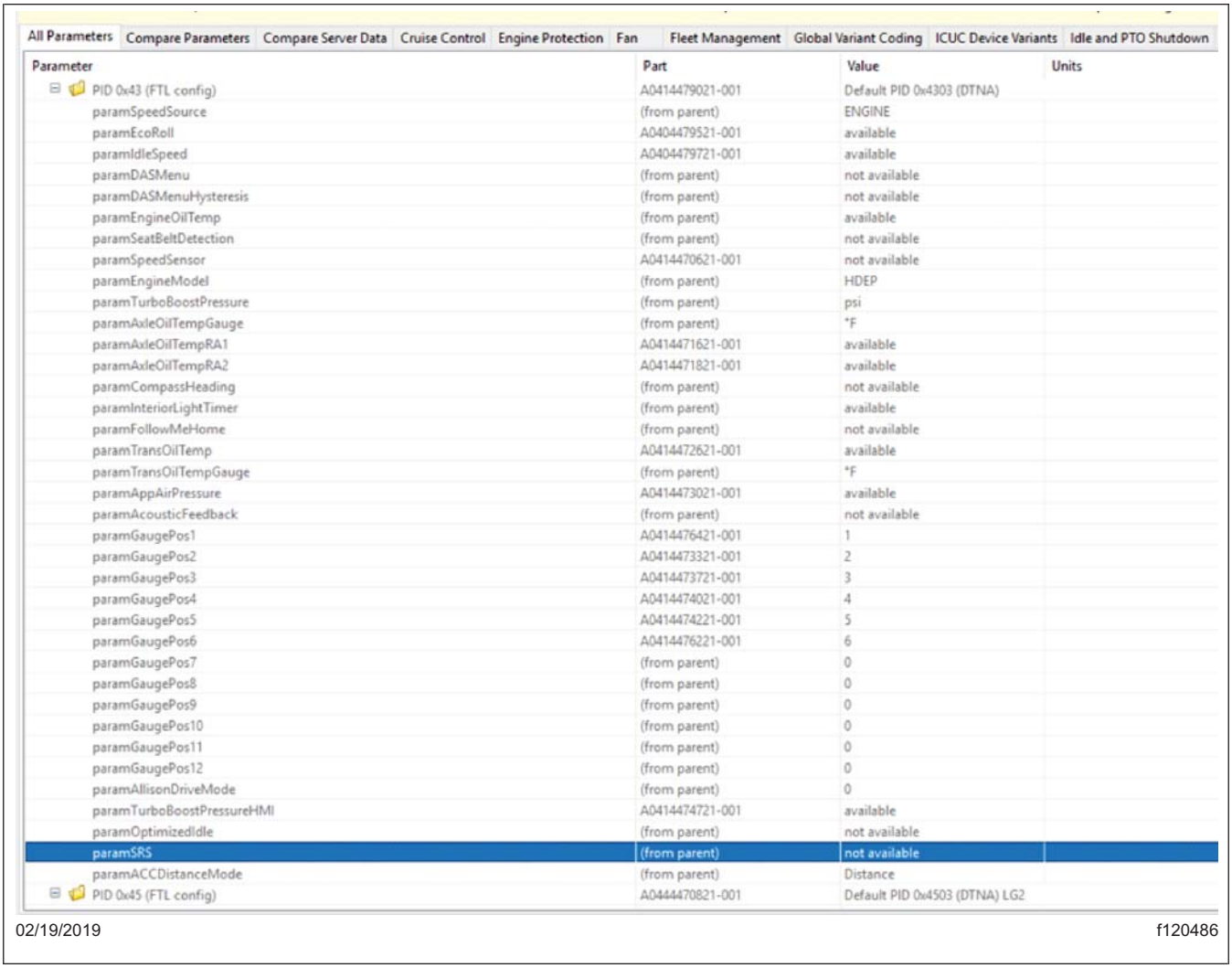


Fig. 14, Modifying the ICUc Parameter

IMPORTANT: This recall is not considered complete unless the stickers supplied in the kit are installed in the vehicle. The stickers MUST be installed on both sides of the driver's-side sun visor, and must cover the existing airbag warning stickers.

22. Using two stickers supplied in the kit, install one on each side of the driver's-side sun visor. The stickers read as follows:

    Non-RollTek vehicles - "STEERING WHEEL AIRBAG REMOVED, AND ROLLTEK DISABLED IF EQUIPPED PER RECALL INT FL806." Note: This sticker was printed and kitted prior to the decision to not disable the RollTek. Since this sticker is being applied to Non-RollTek vehicles, the RollTek portion of the statement does not apply.

    RollTek vehicles - "STEERING WHEEL AIRBAG REMOVED PER RECALL INT FL806." See **Fig. 15**.

03/07/2019 f080205

Fig. 15, Installing the Stickers on the Sun Visor

23. Install the dash panels. Refer to Section 60.06, Subject 100 in the *New Cascadia Workshop Manual* for instructions.
24. Close the hood.
25. Connect the batteries.
26. Verify proper operation of the steering wheel switches and the electric horn, and make sure that the SRS telltale on the instrument cluster is operating normally and does not remain illuminated after start up.
27. Completion stickers will **NOT** be applied for the interim repair; this step will occur in the final recall. Please make sure the interim campaign claim is filed soon to avoid the repair being started by another dealer.

ADDENDUM

Removed Air Bag Consolidation

NOTE: All containment costs to support storage and transportation of air bags removed as part of Interim Recall FL806, should be itemized in the **FL806 Final Campaign Claim** with the appropriate documentation.

Air bags removed during Interim Recall FL806 must be stored following EPA guidelines for Class 9 Hazardous Materials as described on Interim Recall FL806 Work Instructions step 15.2.

Air bags may also be transported to a pre-arranged location for storage consolidation per EPA regulations. Transporting air bags for storage consolidation is allowed only one time per airbag. All secondary transfers of air bags must be done to the final consolidation location (details to be provided in the Final Campaign Work Instructions).

Air bag quantities should not exceed 250 airbags and transportation containers should be labeled as “Air Bag Waste - Do Not Use”.

Containment materials used for storage and transportation of removed air bags must follow EPA guidelines for Class 9 Hazardous Material. Containers meeting the regulation requirements can be sourced locally or purchased from companies that specialize in material handling supplies such as ULine (ULINE.COM).

The container size selection should be based on the number of air bags to be placed within the container (i.e. small for single air bag or large for multiple air bag use). Air bags should be placed into containers as described on step 15.2 of FL806 Work Instructions and should not exceed 50% of container volume and container should be vented.

The packaging container should have Class 9 UN rating designation as listed below;

(1)UN Rating; 1A2, 1B2, 1N2, 1D, 1G, or 1H2, for drums.

(2)UN Rating; 3A2, 3B2, or 3H2, for jerricans.

(3)UN Rating; 4A, 4B, 4N, 4C1, 4C2, 4D, 4F, 4G, 4H1, or 4H2, for boxes.

A record (Bill of Lading, Delivery Receipt, etc.) must be created for all air bags being transported to consolidation location and when received by a consolidation location. The records should be kept for 3 years. The record for each off-site shipment must include, at a minimum, the name of transporter, date of shipment, name & address of receiving facility, the type & quantity of the air bags in shipment, and the date that the off-site shipment was received.

All containment costs to support transportation and storage of air bags removed as part of Interim Recall FL806, should be itemized and entered into a DTNA Campaign Claim with the appropriate documentation.