

FLA COE
 FLB COE
 FLD Conventional
 Business Class
 FLC 112 Conventional

Century Class Conventional
 Argosy COE
 Cargo
 Columbia
 122SD and Coronado

Business Class M2
 Cascadia
 108SD/114SD
 > New Cascadia

General Information

The tilt steering column on some New Cascadia vehicles built between 03/08/2016 and 01/22/2018 may not lock into position securely. If this issue is noted, install a new service bearing kit, using the instructions below.

Parts

| Parts | Description | Qty |
|--------------|-------------|-----|
| RGT SK000337 | Bearing Kit | 1 |

Table 1, Parts Required

Removal

NOTE: The following procedure can be performed with the steering wheel in place.

1. Park the vehicle on a level surface with the front tires pointed straight ahead, shut down the engine, and set the parking brake. Chock the tires.
2. Remove the fasteners that hold the clam shell cover. See [Fig. 1](#) and [Fig. 2](#).
3. Remove the steering wheel clam shell cover. See [Fig. 1](#) and [Fig. 2](#).

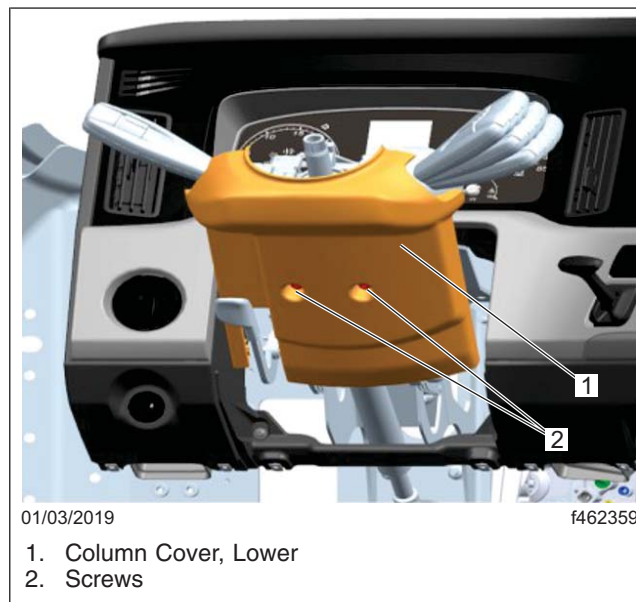
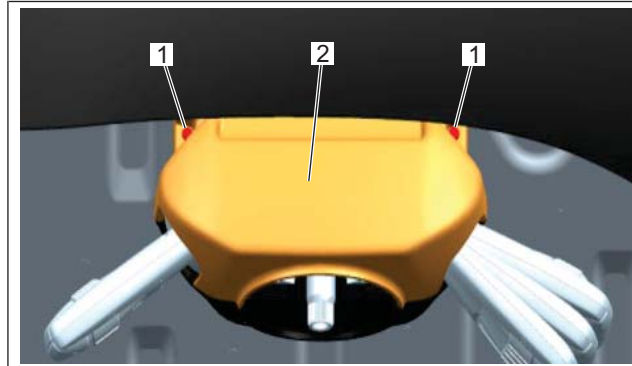


Fig. 1, Clam Shell Cover Removal

FLA COE
FLB COE
FLD Conventional
Business Class
FLC 112 Conventional

Century Class Conventional
Argosy COE
Cargo
Columbia
122SD and Coronado

Business Class M2
Cascadia
108SD/114SD
> New Cascadia



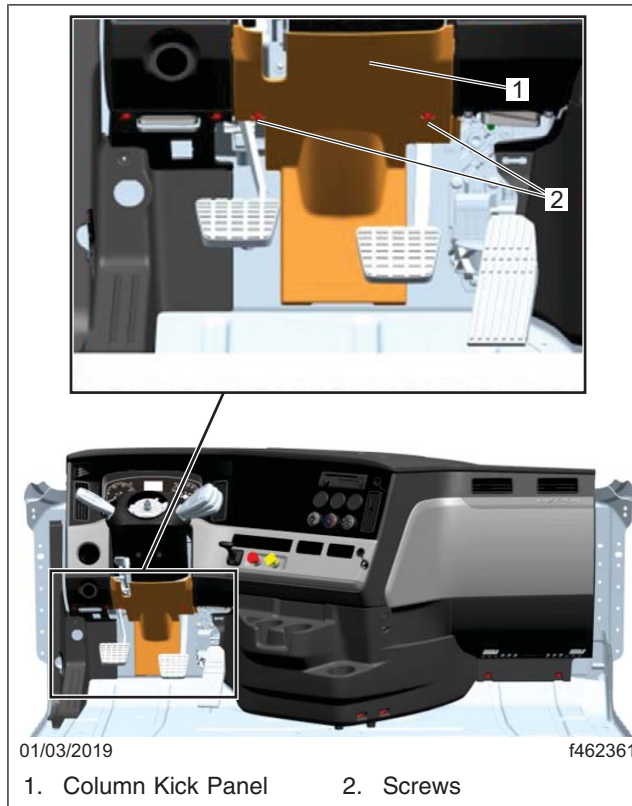
01/03/2019

f462360

1. Screws
2. Column Cover, Upper

Fig. 2, Clam Shell Cover Removal

4. Remove the column kick panel. See [Fig. 3](#).



01/03/2019

f462361

1. Column Kick Panel
2. Screws

Fig. 3, Column Kick Panel Removal

FLA COE
FLB COE
FLD Conventional
Business Class
FLC 112 Conventional

Century Class Conventional
Argosy COE
Cargo
Columbia
122SD and Coronado

Business Class M2
Cascadia
108SD/114SD
> New Cascadia

**Freightliner
Service Bulletin**

NOTE: The panels surrounding the column kick panel can be loosened or removed to make the kick panel easier to remove.

WARNING

While the locking mechanism is taken apart, do not pull the steering wheel hard or use it as a grab handle, as there is a risk of damaging the tilt plates on the column which may disable the column's telescope function that requires the whole column to be replaced.

5. Remove the cotter pin from the tilt lever bolt. See [Fig. 4](#).

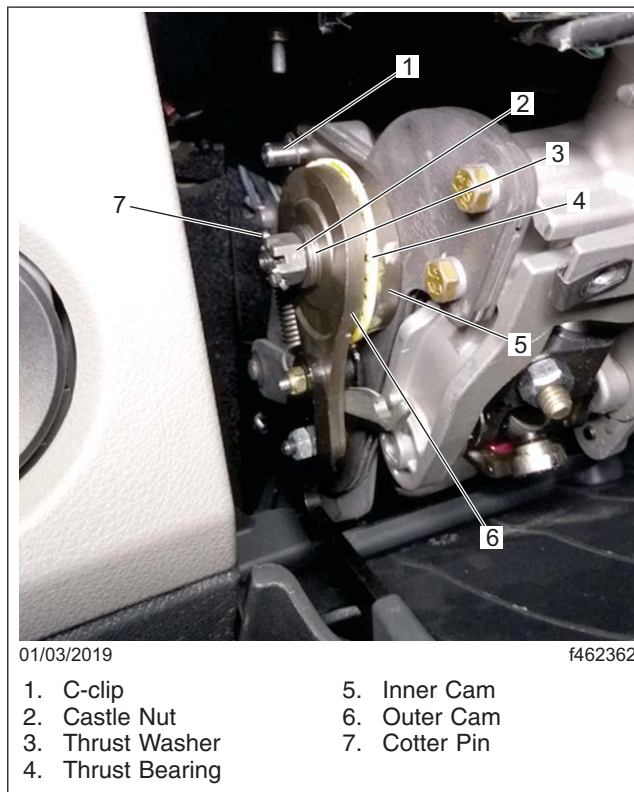
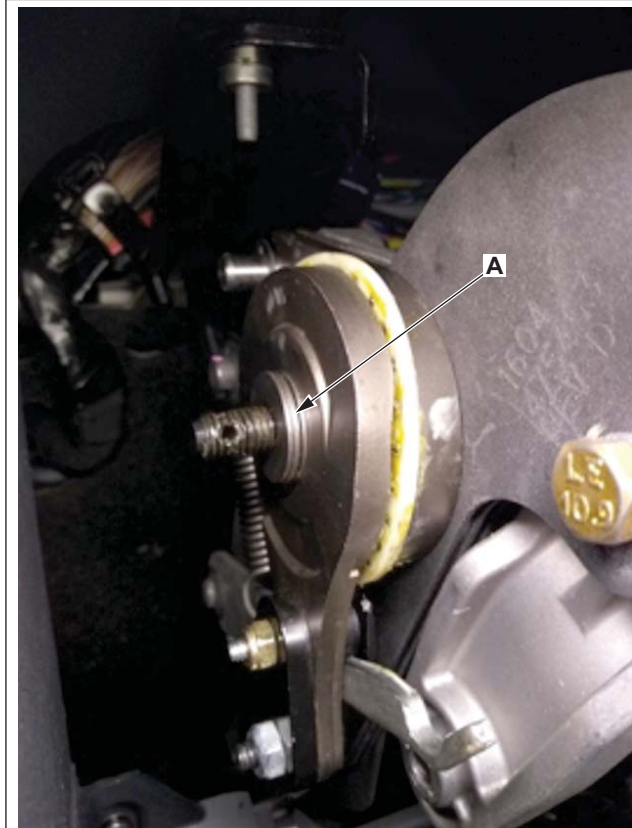


Fig. 4, Cotter Pin Removal

6. Secure the bolt with a 1/2-inch wrench, then remove the castle nut using a 11/16-inch wrench while the lever is in the unlocked position.
7. Remove the thrust washer stack that sits under the castle nut. See [Fig. 5](#).



05/08/2019

f462363

A. Castle nut removed to expose the thrust washer stack

Fig. 5, Thrust Washer Removal

8. Remove the outer cam of the locking mechanism.

NOTE: The mounting bolt can be pushed in to the center of the column to make the cam easier to remove.

9. Remove the thrust bearing that sits between the two cams of the locking mechanism. See [Fig. 6](#).

FLA COE
FLB COE
FLD Conventional
Business Class
FLC 112 Conventional

Century Class Conventional
Argosy COE
Cargo
Columbia
122SD and Coronado

Business Class M2
Cascadia
108SD/114SD
> New Cascadia

Freightliner
Service Bulletin

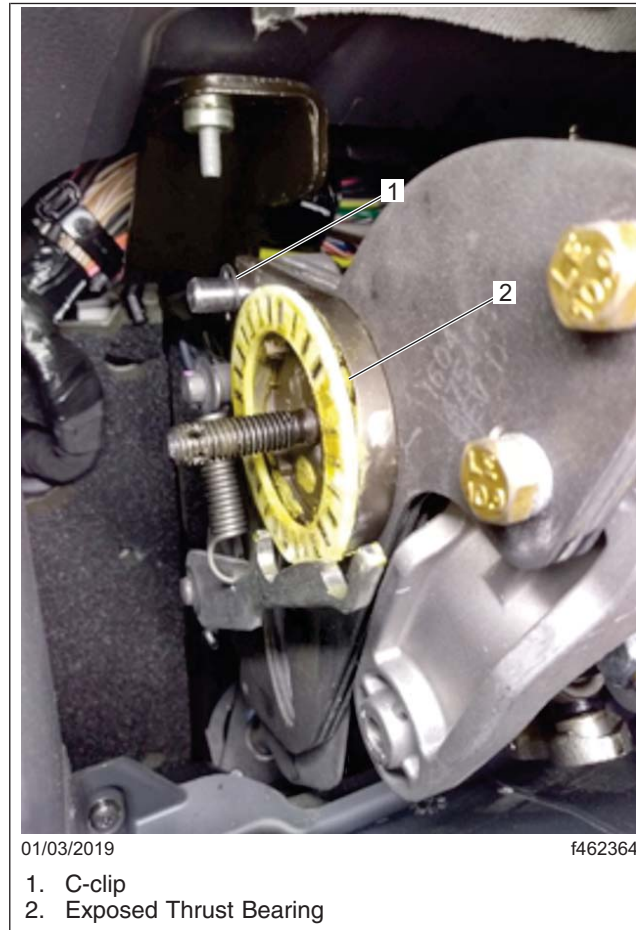


Fig. 6, C-clip Removal

10. Remove the c-clip that holds the inner cam in place.
11. Remove the inner cam of the locking mechanism.

Note: The mounting bolt can be pushed in towards the center of the column to make the cam easier to remove.

Installation

1. Install the new inner cam.
2. Install the c-clip that secures the inner cam.
3. Apply the grease to the inner and outer cams.
4. Install the new thrust bearing onto the outer cam. See [Fig. 7](#).

Freightliner Service Bulletin

FLA COE
FLB COE
FLD Conventional
Business Class
FLC 112 Conventional

Century Class Conventional
Argosy COE
Cargo
Columbia
122SD and Coronado

Business Class M2
Cascadia
108SD/114SD
> New Cascadia



Fig. 7, Thrust Bearing

5. Install both the outer cam and the thrust bearing onto the column.
6. Install the thrust washer stack.
7. Install the castle nut, hand tightening it while the lever is in the unlocked position.
8. Put lever in the locked position and torque the castle nut to 85 lbf·ft (115 N·m).
9. Install the new cotter pin but do not lock it yet.
10. Test the column lock to check for the proper function.
11. Lock the cotter pin.
12. Install the column kick panel.

NOTE: Make sure to tighten any other panels that were loosened in order to remove the kick panel.

13. Install the column clam shell.

Warranty

This is an information bulletin only. Warranty does not apply. Contact your DSM for issues concerning this repair.