

October 2021
SF615A-D

Subject: Stoneridge ICUC Replacement

Models Affected: Specific model year 2021 Freightliner Cascadia vehicles manufactured June 22, 2020, through August 21, 2020.

General Information

Daimler Trucks North America LLC (DTNA), on behalf of its Freightliner Trucks Division, is initiating Field Service Campaign SF615A-D to modify the vehicles mentioned above.

Certain vehicles equipped with a Stoneridge instrument control unit common (ICUC) were programmed using a new method to improve efficiency and align with programming for European ICUCs. All ICUCs built using the new method are permanently in the "read only" mode, and any attempt to flash will corrupt the ICUC memory.

The ICUC will be replaced with a new ICUC.

There are approximately 90 vehicles involved.

Additional Repairs

Dealers must complete all outstanding Recall and 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 number SF615A-D, a list of the customers and vehicle identification numbers will be available on DTNAConnect. Please refer to this list when ordering parts for this campaign.

Table 1 - Replacement Parts for SF615A-D

Campaign Number	Part Description	Part Number	Qty.
SF615A	CLST-ICUC,US,667K	A22-74911-300	1 ea
SF615B	CLST-ICUC,US,667K,EXT	A22-74911-301	1 ea
SF615C	CLST-ICUC,NAFTA,667K	A22-74911-310	1 ea
SF615D	CLST-ICUC,US,667K	A22-74911-400	1 ea
SF615A-D	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

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Corrective Action
SF615A-D	ICUC Replacement	0.7	996-F103A	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 condition code (**SF615-A, SF615-B, etc.**).
- In the Primary Failed Part field, enter **25-SF615-000**.
- In the Parts section, enter the appropriate kit or part 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 for all vehicles.
- The VMRS Component Code is **F99-999-005** and the Cause Code is **A1 - Campaign**.
- This Field Service Campaign will **terminate on October 31, 2022**. 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 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, if you have any questions or need additional information. Export distributors submit a Web inquiry or contact your International Service Manager.

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Copy of Notice to Owners

Subject: Stoneridge ICUC Replacement

Daimler Trucks North America LLC (DTNA), on behalf of its Freightliner Trucks Division, is initiating Field Service Campaign SF615A-D to modify specific model year 2021 Freightliner Cascadia vehicles manufactured June 22, 2020, through August 21, 2020.

Certain vehicles equipped with a Stoneridge ICUC were programmed using a new method to improve efficiency and align with programming for European ICUCs. All ICUCs built using the new method are permanently in the "read only" mode, and any attempt to flash will corrupt the ICUC memory.

The ICUC will be replaced with a new ICUC.

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, go to Daimler-TrucksNorthAmerica.com/Contact-Us/. Scroll down to "Locate a Dealer," and select the appropriate brand. The campaign will take approximately one hour and will be performed at no charge to you.

This Field Service Campaign will **terminate on October 31, 2022**. 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 a.m. to 4 p.m. Pacific Time, Monday through Friday, e-mail address DTNA.Warranty.Campaigns@Daimler.com, or the Customer Assistance Center at (800) 385-4357, if you have any questions or need additional information.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

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Work Instructions

Subject: Stoneridge ICUC Replacement

Models Affected: Specific model year 2021 Freightliner Cascadia vehicles manufactured June 22, 2020, through August 21, 2020.

These work instructions consist of two procedures: replacing the physical ICUC and then programming the new ICUC.

Replace the ICUC

1. Inspect the base label (Form WAR259) for a completion sticker for SF615 (Form WAR261). If a sticker is present for campaign SF615, no work is needed. If there is no sticker, continue with the steps below.
2. Park the vehicle on a level surface, shut down the engine, and set the parking brake. Chock the tires.
3. Remove the switch panel (B-panel lower fascia), as shown in [Fig. 1](#).

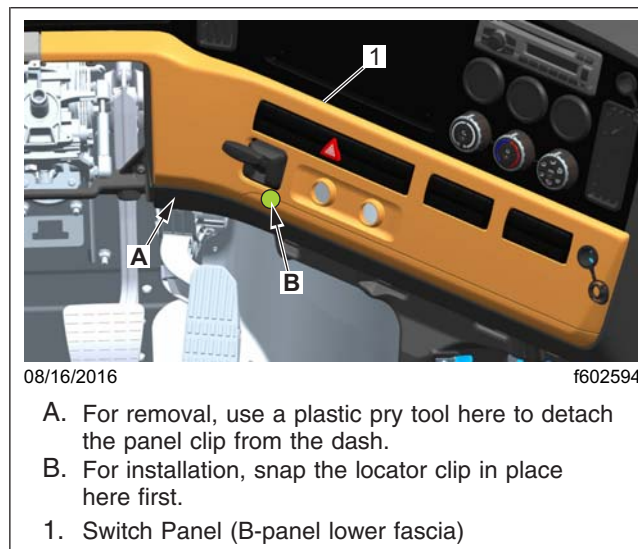


Fig. 1, Switch Panel Installation and Removal

- 3.1 Rotate the parking brake and trailer air supply valve knobs counter-clockwise to remove them.
- 3.2 Detach the lower left corner of the panel, shown in [Fig. 1](#), ref. A, from the dash with a plastic pry tool.
- 3.3 Remove the panel by pulling the remaining clips loose from the dash.
- 3.4 If needed, disconnect wiring and air lines.

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4. Remove the A-panel lower fascia as shown in **Fig. 2**.

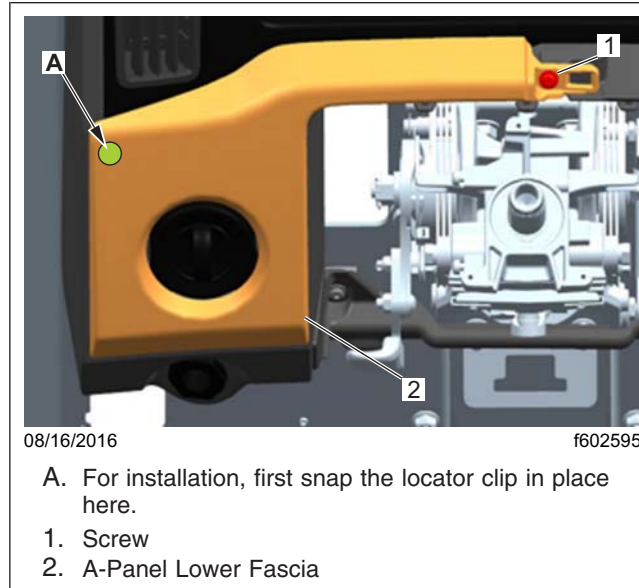


Fig. 2, A-Panel Lower Fascia Removal and Installation

- 4.1 Remove the screw on the right side of the panel.
- 4.2 Detach the lower right corner of the panel, shown in **Fig. 2** item 2, from the dash with a plastic pry tool.
- 4.3 Remove the panel by pulling the remaining clips loose from the dash.
5. Remove the auxiliary instrument panel (B-panel upper fascia) as shown in **Fig. 3**.

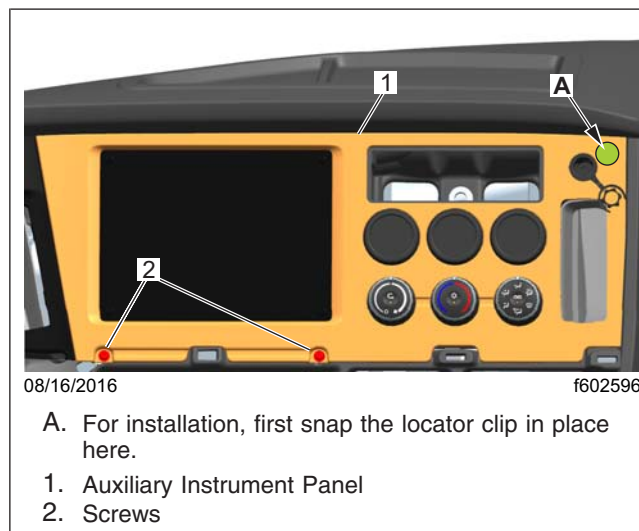


Fig. 3, Auxiliary Instrument Panel (B-Panel Upper Fascia) Removal and Installation

- 5.1 Remove the two screws along the lower edge of the panel.
- 5.2 Pull the left side of the panel away from the ICUC fascia by pulling the clips loose from the dash. Complete removal of the panel is not necessary.

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6. Remove the ICUC fascia panel, shown in [Fig. 4](#) , by pulling the clips loose from the dash.

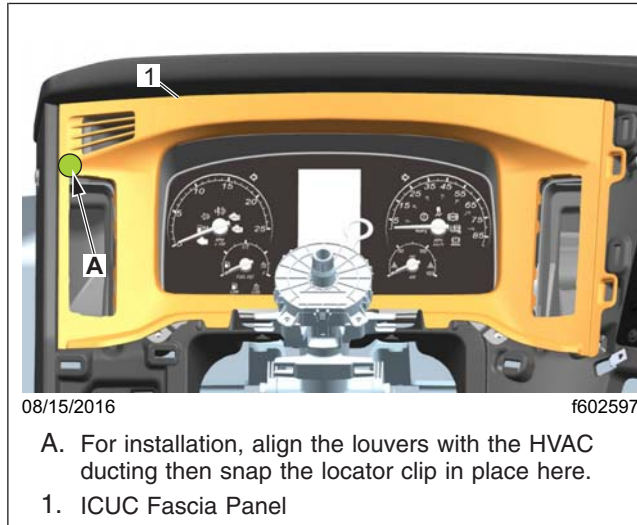


Fig. 4, ICUC Fascia Panel Removal and Installation

7. Remove the four screws that attach the ICUC to the dash as shown in [Fig. 5](#).



Fig. 5, ICUC Mounting Screws

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8. Disconnect the electrical connector from the ICUC. See [Fig. 6](#).

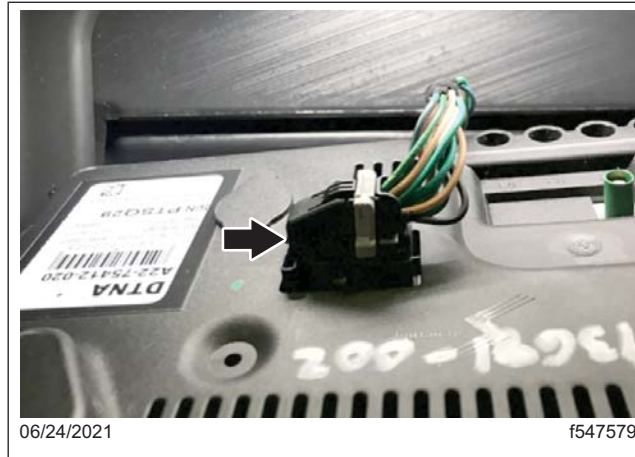


Fig. 6, Electrical Connector on the ICUC

9. Connect the electrical connector to the new ICUC.
10. Install the four screws that attach the ICUC to the dash as shown in [Fig. 5](#).
11. Make sure the louvers on the ICUC fascia panel align with the HVAC ducting then snap the upper left (locator) clip of the panel in place as shown in [Fig. 5](#). Snap the remaining clips in place.
12. Snap the upper right (locator) clip of the auxiliary instrument panel (B-panel upper fascia) in place as shown in [Fig. 4](#), then snap the remaining clips in place.
13. Install the two screws on the bottom edge of the auxiliary instrument panel as shown in [Fig. 3](#). Tighten the screws 26 to 34 lbf-in (295 to 385 N·m).
14. Snap the upper left (locator) clip of the A-panel lower fascia in place as show in [Fig. 2](#) then install the screw on the top right-hand tab. Tighten the screw 26 to 34 lbf-in (295 to 385 N·m).
15. Snap the locator clip of the switch panel (B-panel lower fascia) into place as shown in [Fig. 1](#). Then snap the remaining clips in place.
16. Install the parking brake and trailer air supply valve knobs by screwing them on clockwise.

Programming the ICUC

1. Connect the vehicle to DiagnosticLink®.
2. Turn the ignition ON and allow time for all the default vehicle ECUs to connect. The default vehicle ECUs are listed on the bottom left-hand side of the window under 'Connections.'

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3. Select 'Program Device' on the left-hand part of the window. See [Fig. 7](#).

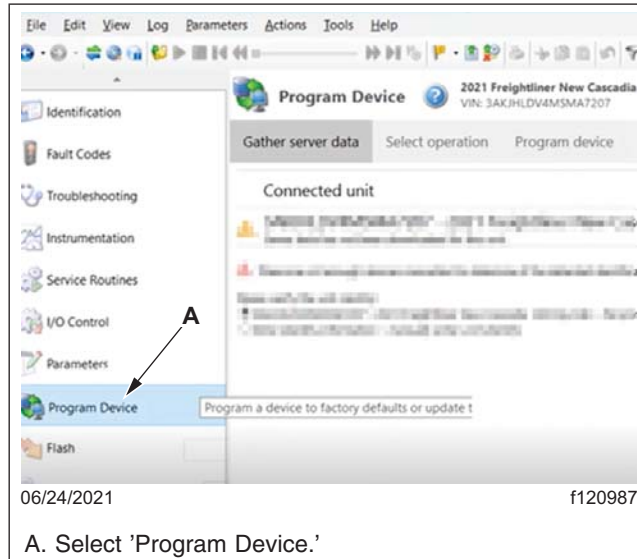


Fig. 7, Selecting Program Device

4. Verify that the correct vehicle identification number (VIN) information is populated in the center window, as shown in [Fig. 8](#), then select 'Download data from the server' on the lower left of the screen.

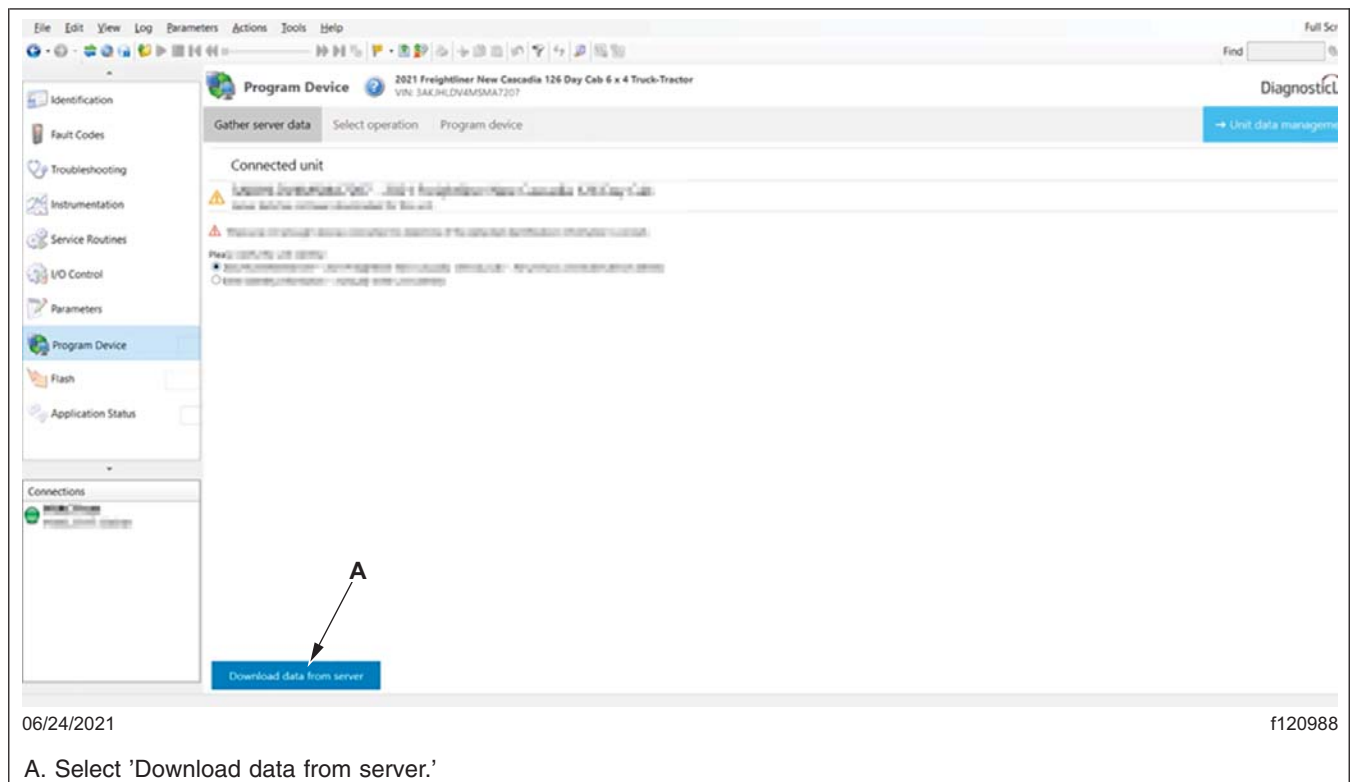


Fig. 8, Verifying VIN and Selecting Download Data from Server

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5. When the data has finished downloading, select 'Next' as show in **Fig. 9**.

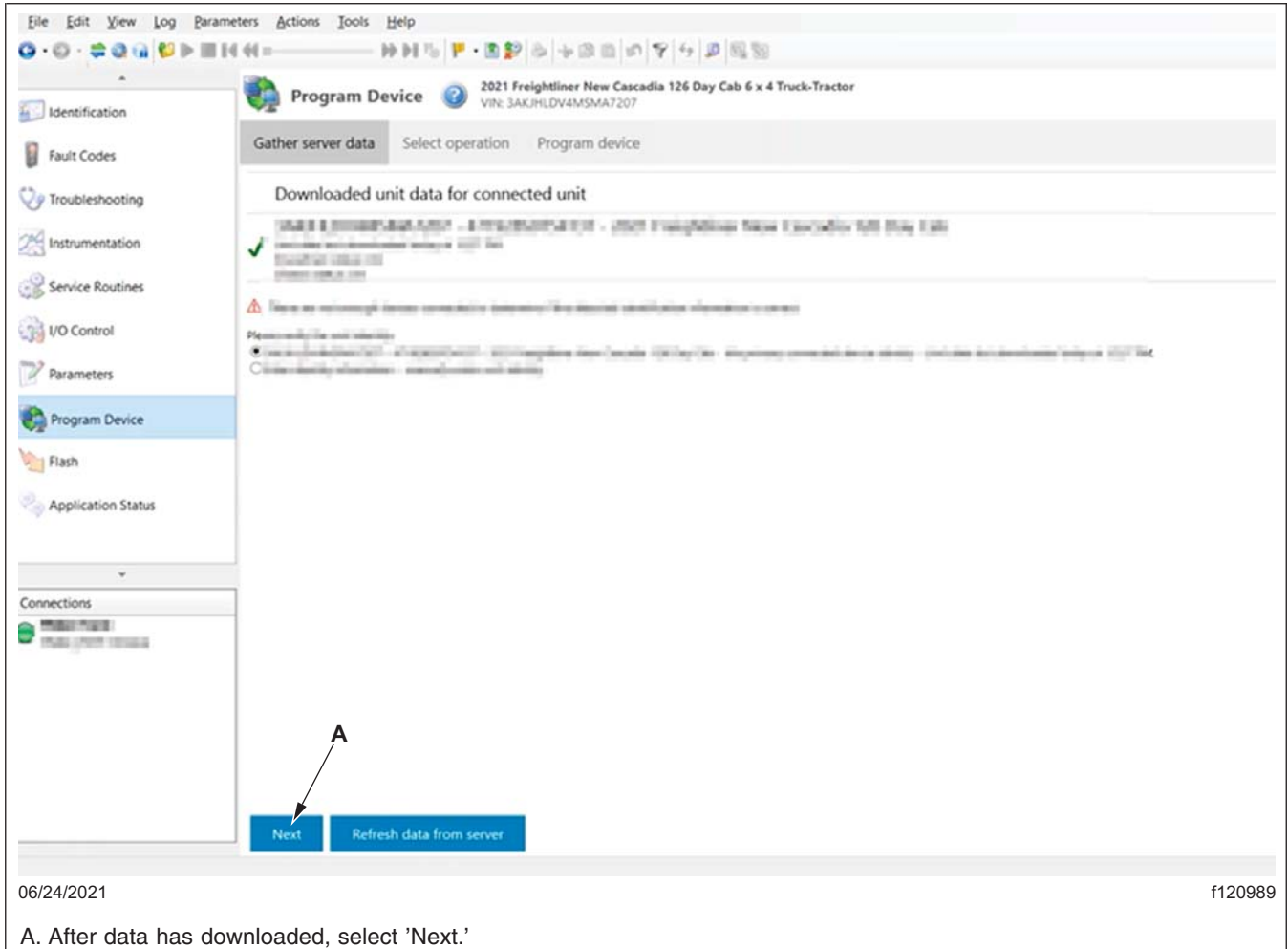


Fig. 9, Selecting Next

NOTE: In DiagnosticLink, an ECU is called a 'device.'

6. Select the ICUC ECU to program. See **Fig. 10**.
7. Select 'Replace Device Setting with Server Configuration' as shown in **Fig. 10**.

NOTE: 'Latest' is the last service record (may be older software) and 'Newest' is the most up to date software available for the installed hardware. If the last service record is the most up to date software available, no 'Newest' record will be provided.

8. Select 'Newest' under 'Select the configuration to apply to the device,' as shown in **Fig. 10**. If 'Newest' is not available, select 'Latest,' then select 'Next.'

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A. Select the ECU to program. C. Select the configuration to apply to the device.
B. Select the programming operation to take place. D. Select 'Next.'

Fig. 10, Programming an ECU

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9. Verify the VIN and hardware and software information, then select 'Start' as shown in Fig. 11 to program the ICUC.

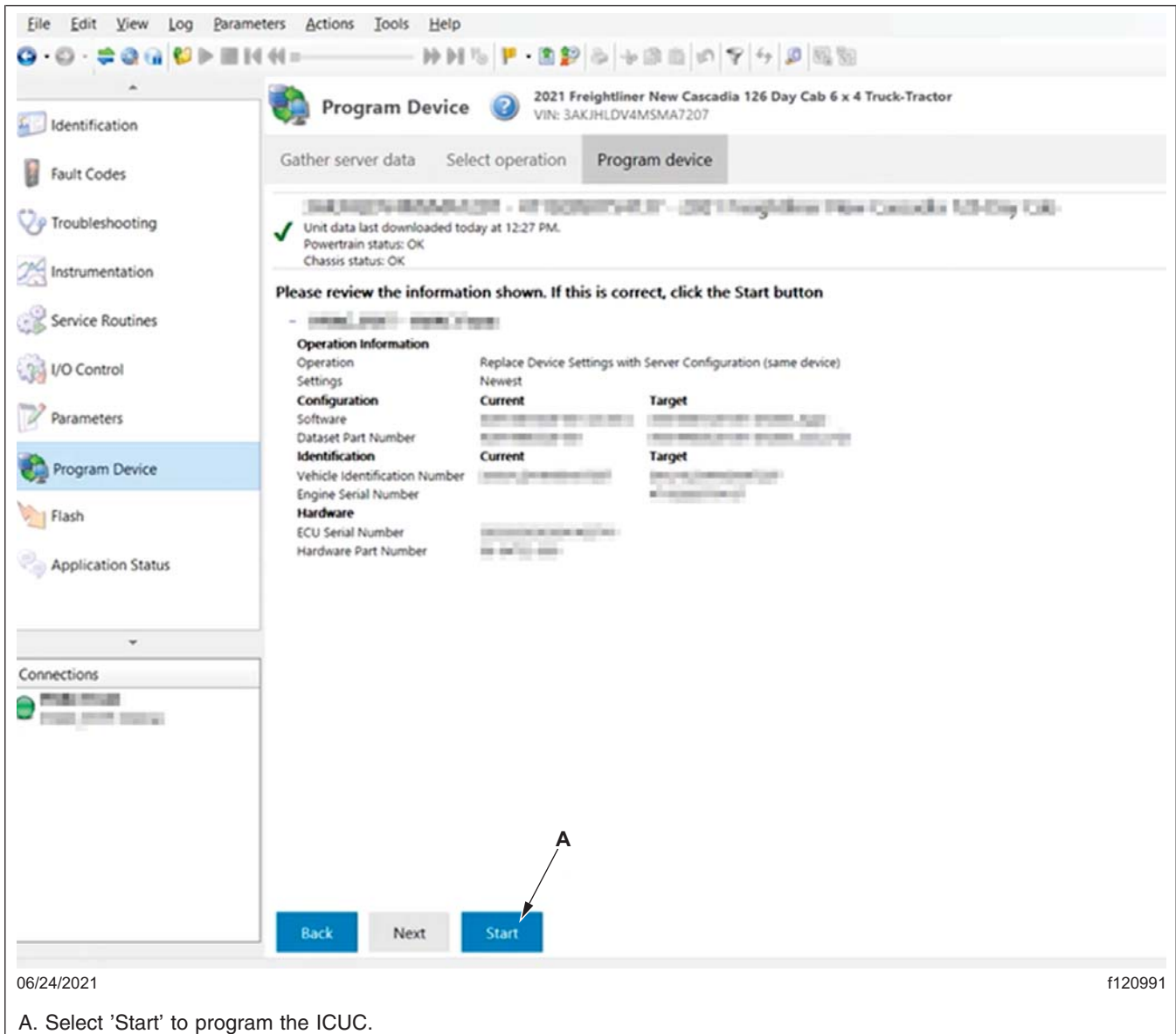


Fig. 11, Starting the Programming of the ICUC

10. When the updated software and parameters have finished installing on the ICUC, the page will display the message 'Success: Programming was successful' to indicate the ICUC ECU has been successfully updated.

After programming is complete, the Compatibility Information popup window may appear in DiagnosticLink. If this popup window is shown, continue with the following sub-steps. Otherwise, go to next step.

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- 10.1 Print or take a screen shot of the Compatibility Information window; an example of this window is shown in [Fig. 12](#).

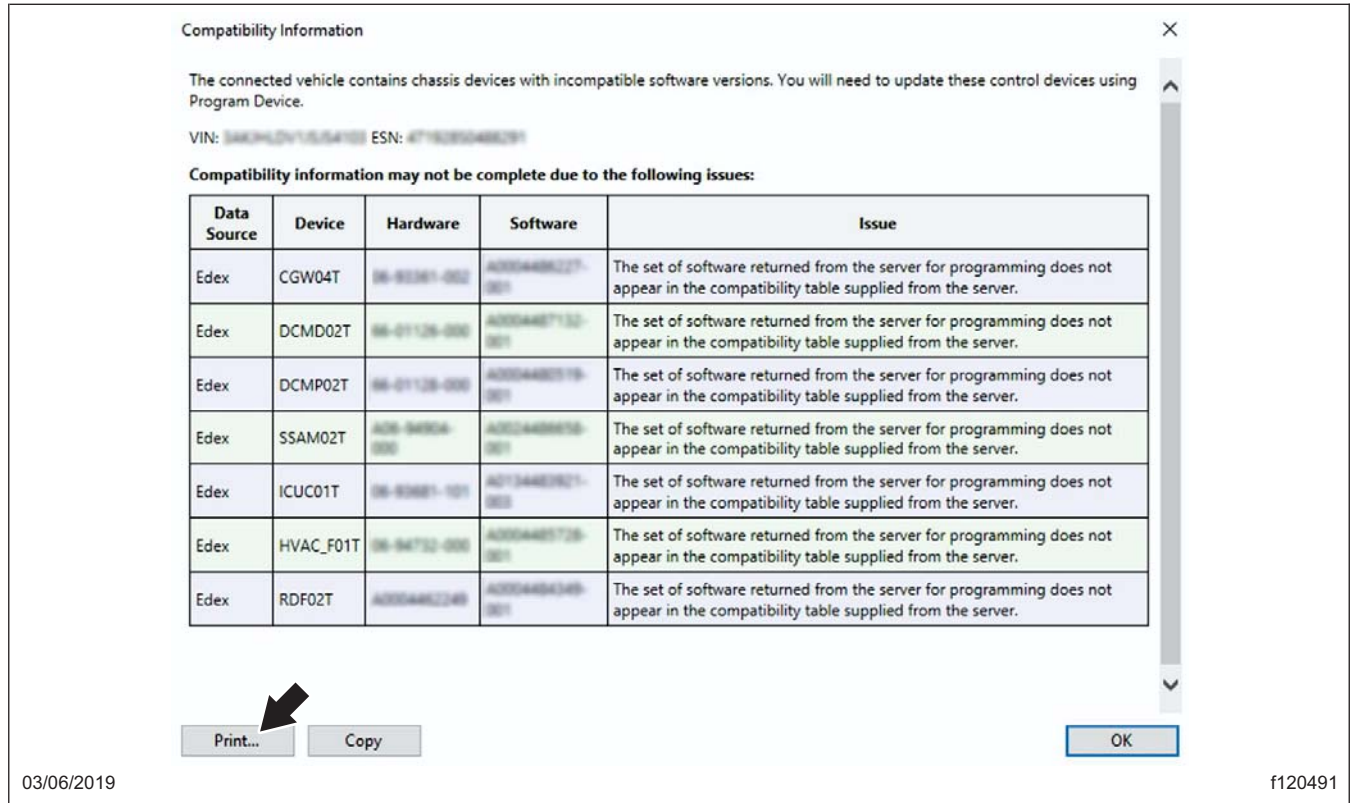


Fig. 12, Printing the Compatibility Information Pop-Up

- 10.2 If an ECU has a previous software version, program the ECU.
- 10.3 To program an ECU, select 'Program Device' on the left-hand part of the window. See [Fig. 7](#).
- 10.4 Select the ECU to program, then select the VIN, and select either 'Newest' or 'Latest,' then select 'Next.'
- 10.5 Verify the VIN and hardware part number then select 'Start' to program the selected ECU.
- 10.6 Repeat the above three steps until all incompatible ECUs are programmed.

IMPORTANT: After programming, some fault codes may become active and some ECUs may not auto-connect. Cycling the ignition may clear the faults and connect the ECUs.

NOTE: If connected to the internet, DiagnosticLink will automatically upload the service record to the server. Otherwise, the service record will need to be uploaded to the server when connected to the internet.

11. Turn the ignition to the OFF position, unplug from the diagnostic port and close and restart DiagnosticLink. Wait one minute.

NOTE: The action listed below will enable Intelligent Predictive Powertrain Control (IPPC) to start communicating on Roll Call, and eliminate codes for the IPPC not communicating.

12. Cycle the ignition three times, waiting 30 seconds between key OFF and key ON.
13. Turn the key to the ON position for the fourth time and connect the vehicle to DiagnosticLink.

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14. Select the 'Actions' menu and scroll down and select 'Instrument Cluster Automatic Configuration' as shown in [Fig. 13](#).

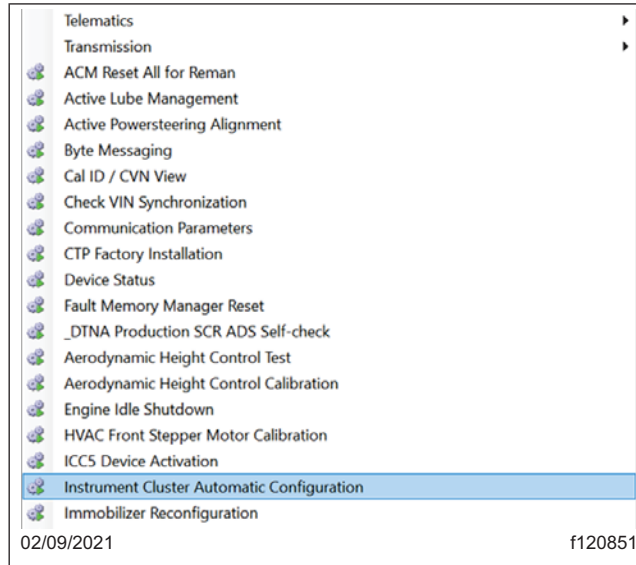


Fig. 13, 'Actions' Menu with 'Instrument Cluster Automatic Configuration' Selected

15. Verify that the menu selection at the bottom of the window is 'Auto-config ECU List' as shown in [Fig. 14](#), and select 'Start.'

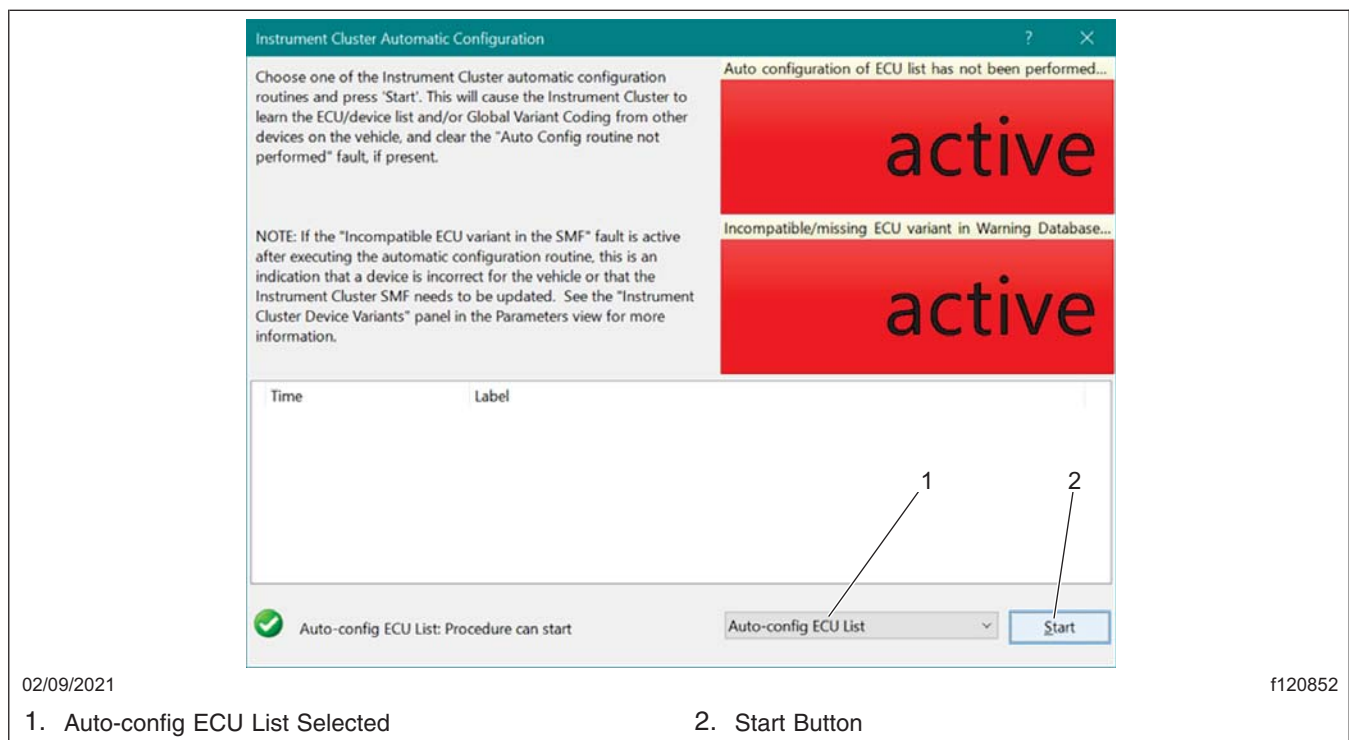


Fig. 14, 'Instrument Cluster Automatic Configuration' Window

16. Once the configuration step is complete, turn the ignition to the OFF position, unplug from the diagnostic port, and close and restart DiagnosticLink. Wait one minute.

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17. Turn the key to the ON position and connect the vehicle to DiagnosticLink.
18. Clear inactive faults and troubleshoot any active faults.
19. Select the 'Actions' menu and scroll down and select 'Set Odometers,' as shown in **Fig. 15**.

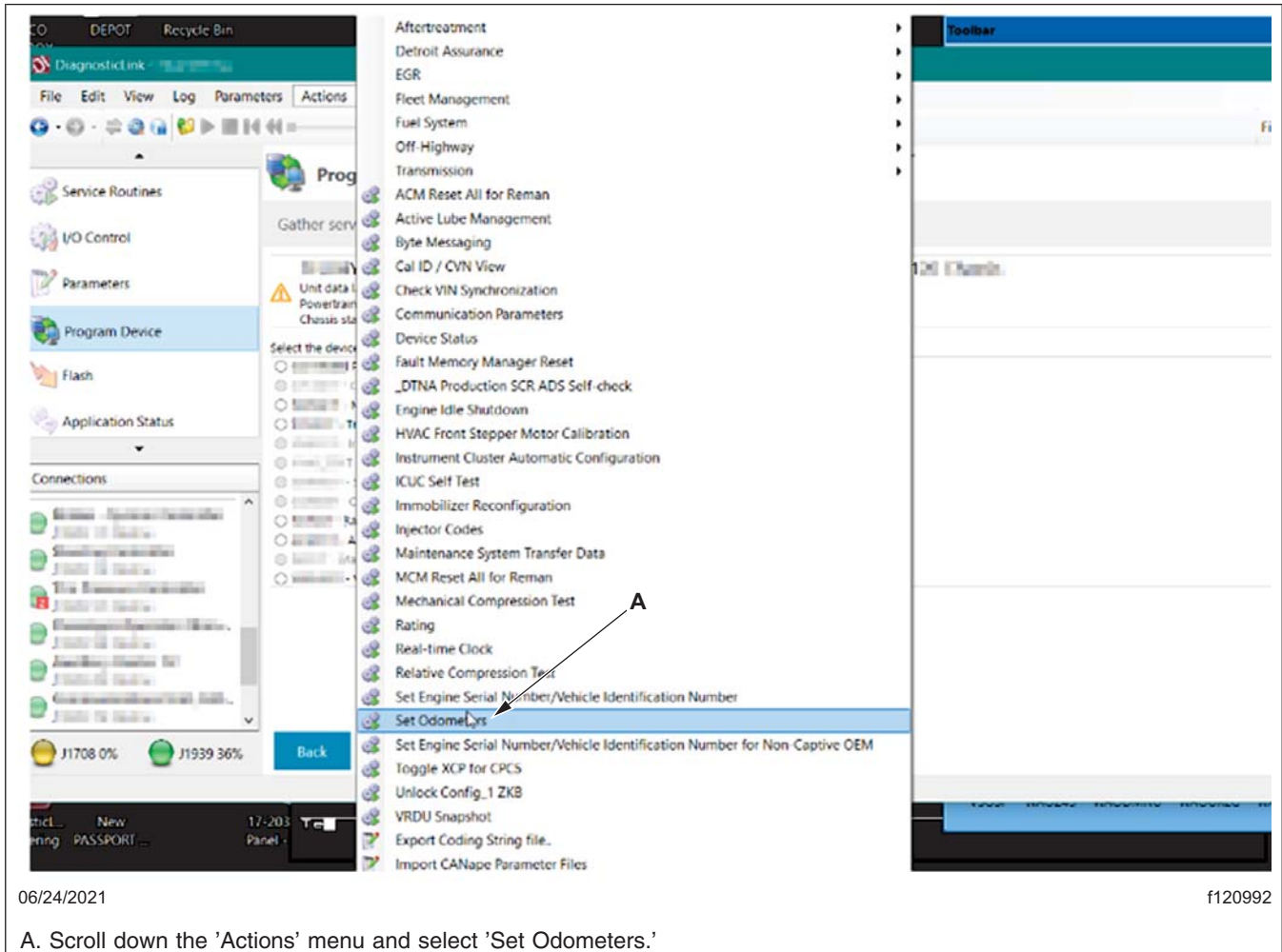


Fig. 15, Setting the Odometer

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NOTE: For vehicles addressed in this campaign, the 'Instrument Cluster Odometer' value will probably display as '0' before the system is synchronized with the CPC.

20. Select 'Sync System to CPC' to set the odometer on the new ICUC. See [Fig. 16](#). After syncing, the values in the 'CPC Odometer' and 'Instrument Cluster Odometer' will match (rounded to the second decimal place).

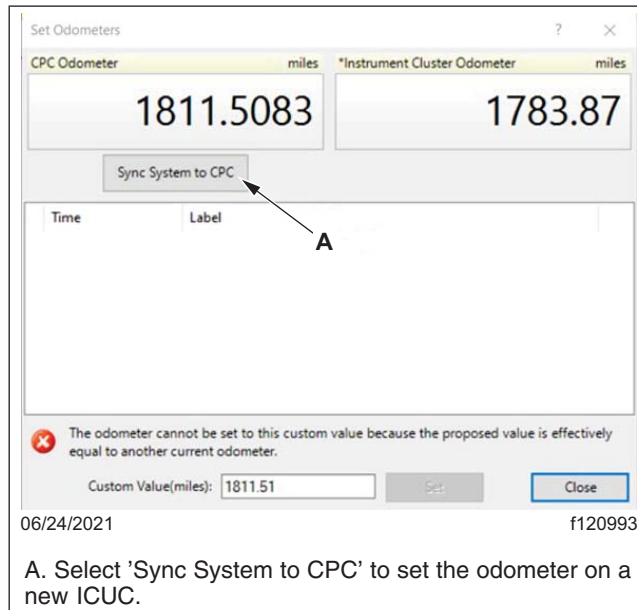


Fig. 16, Setting the Odometer on the New ICUC

21. Turn the ignition to the OFF position, unplug from the diagnostic port, and close DiagnosticLink.
22. Clean a spot on the base label (Form WAR259), and attach a completion sticker for SF615 (Form WAR261) to indicate the work has been completed.