

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

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.

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.

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

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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

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.

- 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.
- The VMRS Component Code is **032-001-003** and the Cause Code is **A1 - Campaign**.

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 its 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

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

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.

Ground Inspection and Airbag Removal Procedure

1. 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

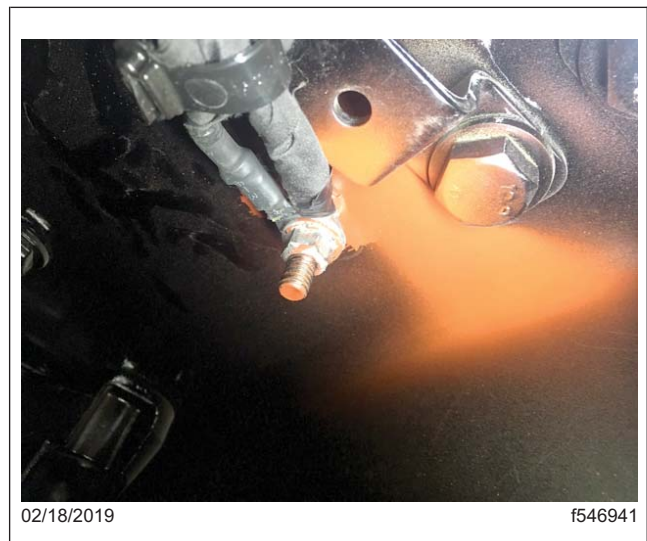


Fig. 2, GNDP Frame Rail Stud

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- 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.

- Inspect the GNDP cab skin stud. See **Fig. 3** and **Fig. 4**. The left cab splash shield will need to be removed for this inspection. Verify that the GNDP skin stud on the underside of the cab is clean and torqued correctly. Do not over torque this stud. If the stud is stripped or spinning, in its mount, contact the district service manager for further instructions and include pictures. This skin stud is a critical grounding point for the cab. Disassemble and inspect the stud for overspray on the flat surfaces. Torque the stud 14 lbf-ft (19N·m). Repaint the connection as necessary.
- Inspect the GNDE pass-through stud on the engine side of the frontwall. See **Fig. 5** . 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 14 lbf-ft (19 N·m). Repaint the connection as necessary.

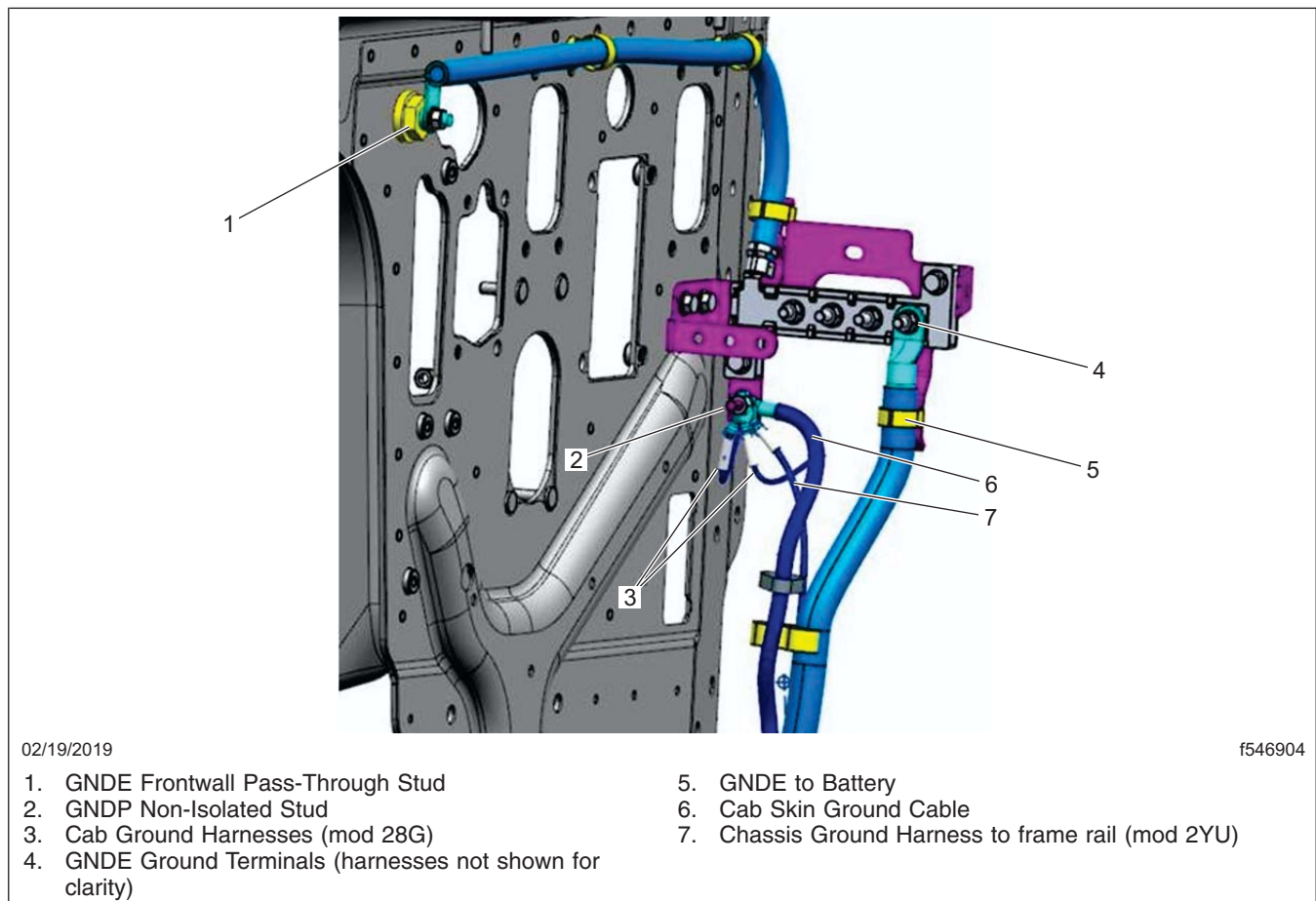


Fig. 3, MGJB and Frontwall Grounds

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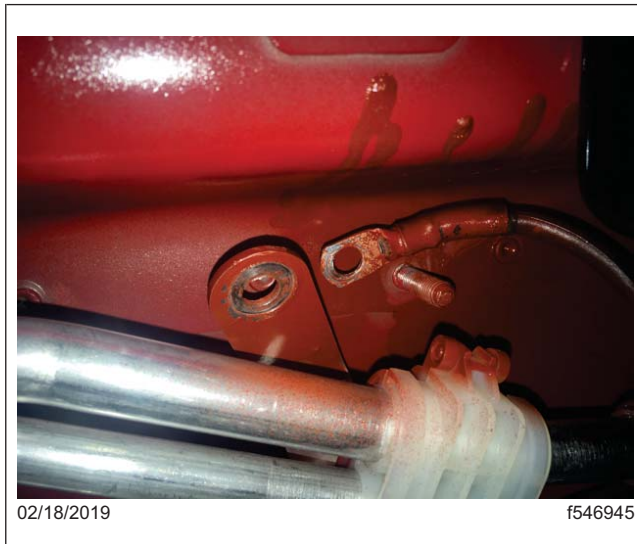


Fig. 4, GNDP Cab Skin Stud



Fig. 5, 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.

11. 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.

12. 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.
13. 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.

14. Inspect the GNDE pass-through stud on the cab side of the frontwall. See [Fig. 6](#) and [Fig. 7](#). Wiggle the cable to check for movement, and service if loose. Torque the stud 14 lbf-ft (19 N·m).

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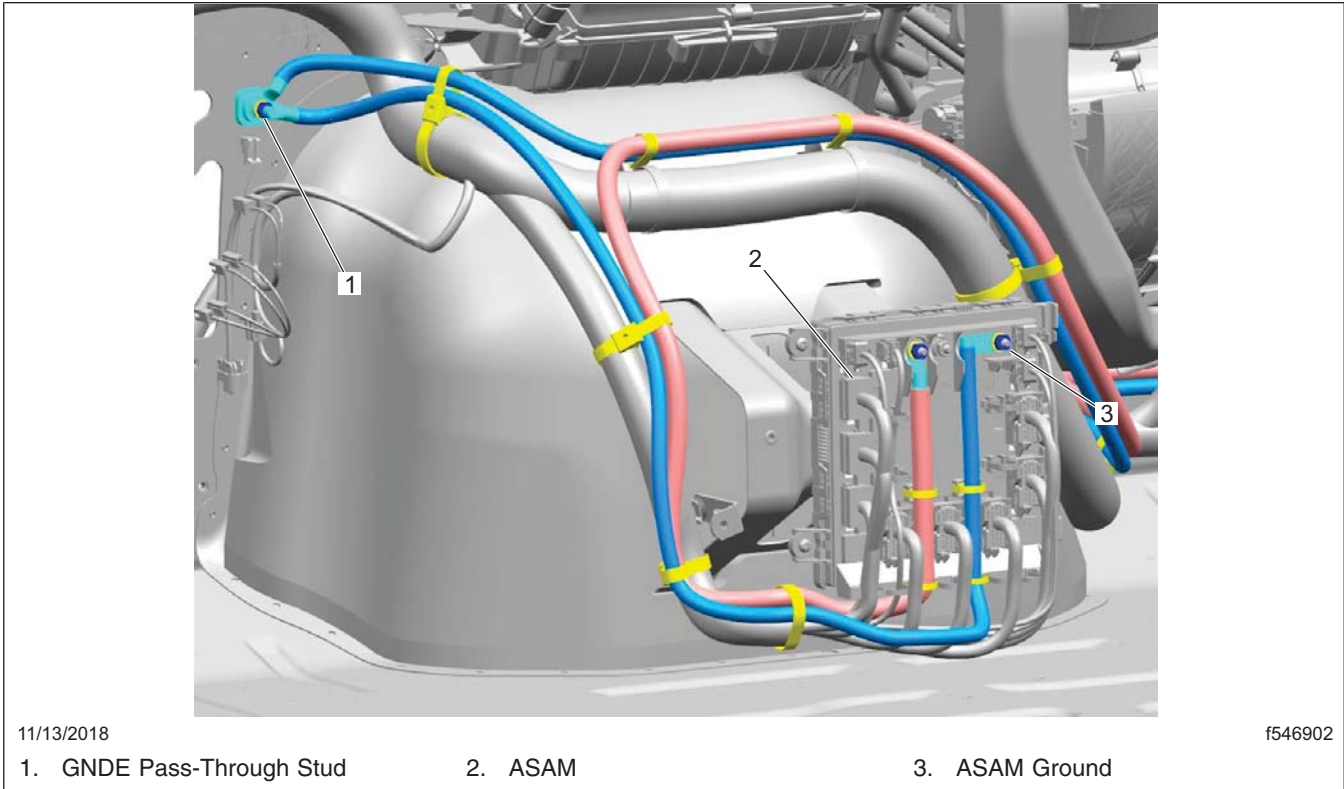


Fig. 6, Ground Locations Inside the Cab

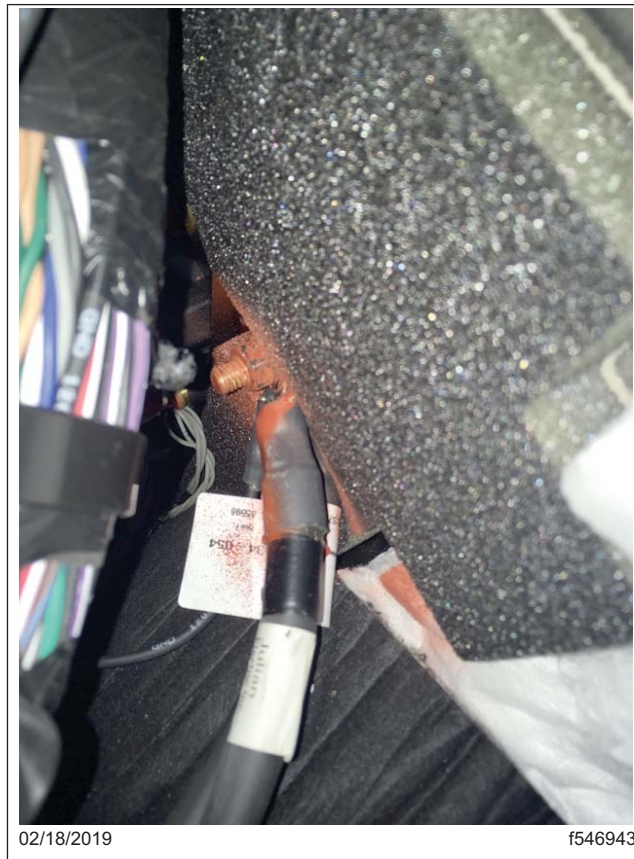


Fig. 7, Cab Side GNDE Pass-Through Stud

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15. 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 LifeGuard Technologies (1-866-765-5835) 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.

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

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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**.

15.2 Remove the airbag, and place it into a storage container pending shipping instructions from DTNA Warranty. Use the following guidelines when storing the airbags:

- 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. 8**.
- 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.

15.3 Disconnect the clockspring connector from the right hand (RH) switch pod. See **Fig. 9**.



Fig. 8, Steel Drum with Bolted Ring Assembly

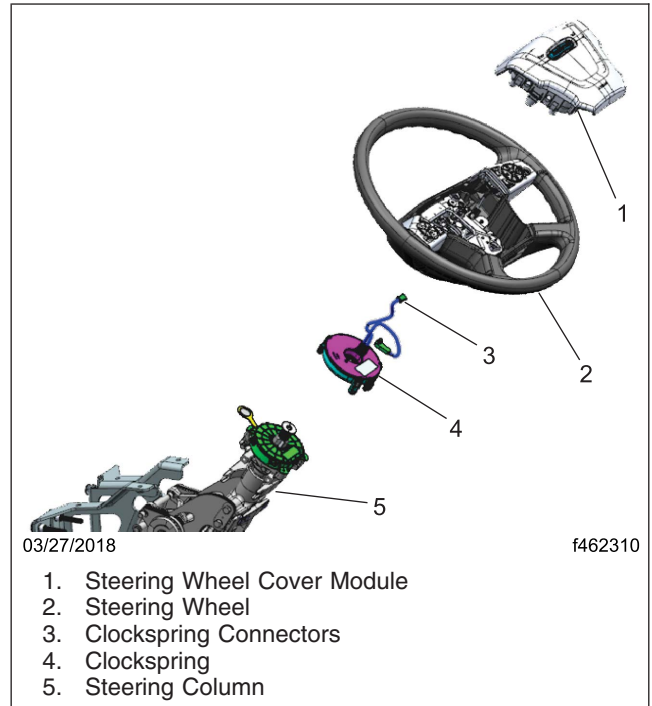


Fig. 9, Steering Wheel Cover Module, Steering column and Clockspring.

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- 15.4 Use a 10 mm hex driver to remove the steering wheel bolt. Retain the bolt.
- 15.5 Remove the steering wheel.
- 15.6 Remove the clockspring capscrews.
- 15.7 Remove the clockspring.
- 15.8 Install the new clockspring and connect it to the dash wiring.
- 15.9 Tighten the clockspring capscrews to 10 lbf-in (113 N-cm) +/- 1 lbf-in (11 N-cm).
- 15.10 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.
- 15.11 Make sure that the steering wheel is oriented as straight as possible.
- 15.12 Apply Loctite® 242 to the steering wheel bolt, then install the bolt and tighten 52 to 66 lbf-ft (70 to 90 N-m).
- 15.13 Install the new non-airbag steering wheel cover assembly.
16. Disconnect the airbag ECU.
 - 16.1 Locate the airbag ECU, located beneath the driver's-side seat.
 - 16.2 Raise the seat to the highest position.
 - 16.3 Remove the B-pillar trim to access the connectors on the airbag ECU.
 - 16.4 Unplug all connectors from the airbag ECU pigtail to the B-pillar harness.
 - 16.5 If the seat is equipped with a lower seat shroud, remove the fasteners and lift the shroud to access the airbag sensor module.
 - 16.6 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.
 - 16.7 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. 10](#).
 - 16.8 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. 10](#).

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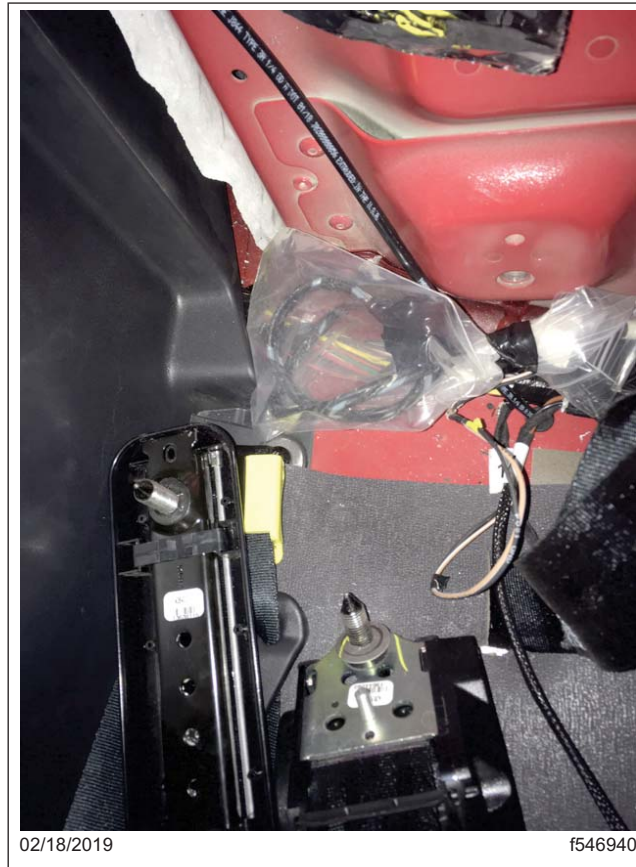


Fig. 10, Harness Secured Behind the Seat

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

- 16.9 Install the B-pillar trim.
17. 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 19.
18. Disconnect the Rolltek module.
 - 18.1 Remove the access panel from the back of the RollTek module.
 - 18.2 Unplug the yellow 2-pin connector.
 - 18.3 Insert terminating resistor A66-17222-000 into the Rolltek connector, as shown on page 3 of D66-16484-000.
 - 18.4 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.
 - 18.5 Install the B-pillar lower trim.
 - 18.6 Install the plastic cover harness connection cover plate on the RollTek ECU.
19. 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 21.

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20. 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.

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

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

20.3 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. 11.
- **ICUC:** "PID 0x43 (FTL Config)" "paramSRS" change parameter to 041 447 50 21, and verify value is changed to "not available." See Fig. 12.

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

20.5 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			
GVCDData	A0254470127-001	GVC Write: 6x4, DTNA	
GVCDData_1	A0274476227-001	GVCDData_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	

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Fig. 11, Modifying the CGW Parameter

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Parameter	Part	Value	Units
☰ PID 0x43 (FTL config)	A0414479021-001	Default PID 0x4303 (DTNA)	
paramSpeedSource	(from parent)	ENGINE	
paramEcoRoll	A0404479521-001	available	
paramIdleSpeed	A0404479721-001	available	
paramDASMenu	(from parent)	not available	
paramDASMenuHysteresis	(from parent)	not available	
paramEngineOilTemp	(from parent)	available	
paramSeatBeltDetection	(from parent)	not available	
paramSpeedSensor	A0414470621-001	not available	
paramEngineModel	(from parent)	HDEP	
paramTurboBoostPressure	(from parent)	psi	
paramAxleOilTempGauge	(from parent)	*F	
paramAxleOilTempRA1	A0414471621-001	available	
paramAxleOilTempRA2	A0414471821-001	available	
paramCompassHeading	(from parent)	not available	
paramInteriorLightTimer	(from parent)	available	
paramFollowMeHome	(from parent)	not available	
paramTransOilTemp	A0414472621-001	available	
paramTransOilTempGauge	(from parent)	*F	
paramAppAirPressure	A0414473021-001	available	
paramAcousticFeedback	(from parent)	not available	
paramGaugePos1	A0414476421-001	1	
paramGaugePos2	A0414473321-001	2	
paramGaugePos3	A0414473721-001	3	
paramGaugePos4	A0414474021-001	4	
paramGaugePos5	A0414474221-001	5	
paramGaugePos6	A0414476221-001	6	
paramGaugePos7	(from parent)	0	
paramGaugePos8	(from parent)	0	
paramGaugePos9	(from parent)	0	
paramGaugePos10	(from parent)	0	
paramGaugePos11	(from parent)	0	
paramGaugePos12	(from parent)	0	
paramAllisonDriveMode	(from parent)	0	
paramTurboBoostPressureHMI	A0414474721-001	available	
paramOptimizedIdle	(from parent)	not available	
paramSRS	(from parent)	not available	
paramACCDistanceMode	(from parent)	Distance	
☰ PID 0x45 (FTL config)	A0444470821-001	Default PID 0x4503 (DTNA) LG2	

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Fig. 12, 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.

21. 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 FL806."

NOTE: This sticker was printed prior to the decision of the RollTek not being disabled on equipped vehicles. Since this sticker is being applied to Non-RollTek vehicles, that portion of the statement does not apply.

RollTek vehicles - "STEERING WHEEL AIRBAG REMOVED PER RECALL FL806." See [Fig. 13](#).

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Fig. 13, Installing the Stickers on the Sun Visor

22. Install the dash panels. Refer to Section 60.06, Subject 100 in the *New Cascadia Workshop Manual* for instructions.
23. Close the hood.
24. Connect the batteries.
25. 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.
26. 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.