



Thor Motor Coach Recall Repair Instructions

Recall #	19V-609 2019-426		
Description/Title:	BIM/BIR WIRING		
Affected Product Line(s):	Certain Model Year 2020 Chateau, Daybreak, Four Winds, Freedom Elite, Outlaw, Quantum, and Majestic Class C Ford motorhomes		
Service Campaign # :	RC000172	Released Date:	09/30/2019
Repair Code:	TMCRC80486V	Document Date:	09/30/2019
Time Allowed:	0.75	Document Revision:	A

Issue:

It has been discovered that on certain model year 2020 Chateau, Daybreak, Four Winds, Freedom Elite, Majestic, Outlaw, Quantum Motorhomes, a loose connection exists between the Battery Isolation Manager (BIM) or the Battery Isolation Relay (BIR) and attached battery cables. BIM/BIR are attached to battery cables and torqued per the specifications. During mounting of the BIM/BIR in the motorhome and connection of the other end of the cables to the chassis battery, there is a possibility of the battery cable becoming loose on the BIM/BIR side depending on the orientation of the BIM when mounted and the ring connectors to bend. The loose connection not only causes premature failure of the BIM/BIR, but it can also create arcing, which can lead to a fire and property damage.

Parts Required:

TMC Recall Part #0454899

Shop Supplies:

- (3) ¼" self-tapping screw
- (4) #8 self-tapping pan head screws
- (1) ¼" star washer

Tools Required:

- ½" socket for torque wrench (for battery cables)
- 3/8" screw gun bit (for ¼" self-tapping screws)
- 5/16" socket (to remove overflow bottle)
- Electrical Tape
- Heat gun
- Screw Gun

- Square head screw gun bit (for #8 self-tapping screws)
- Torque Wrench
- Wire cutters
- Wire Crimpers



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YouTube Video Instructions Found Here: <https://youtu.be/P5JIXUf7H6g>

Instructions:

1. Disconnect battery cable on the negative post of the house battery located in the step well.



2. Disconnect battery cable from negative post of the chassis battery located under the hood.



3. Remove the coolant overflow bottle – keep the screws – set the coolant overflow bottle out of the way.

Leave hoses connected.



Thor Motor Coach
1-877-500-1020
NHTSA Recall # 19V-609
Transport Canada Recall # 2019-426



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4. Locate BIM/BIR mounted on driver's side inside fender.



5. Remove the screws holding the BIM/BIR to the inside fender.



6. Remove ground wire





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7. Open the loom for the dash switch, locate the white and white with black tracer. Cut both wires.

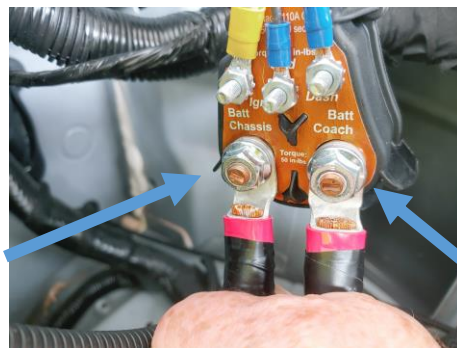


8. Open the loom for the ignition power, locate the yellow wire and cut.



9. Remove the chassis battery cable and the house battery cable from the BIM/BIR and remove BIM/BIR.

Note: The BIM/BIR needs to be returned to Thor Motor Coach for payment of the recall repairs.



10. Measure 5 ½" up and 2 ½" in from the fender well. This is the location to mount the Trombetta solenoid.
11. Start a ¼" self-tapping hex head screw at the 5 ½" and 2 ½" mark on the fender wall. Slide Trombetta solenoid bracket into place on the self-tapping hex head screw and secure.

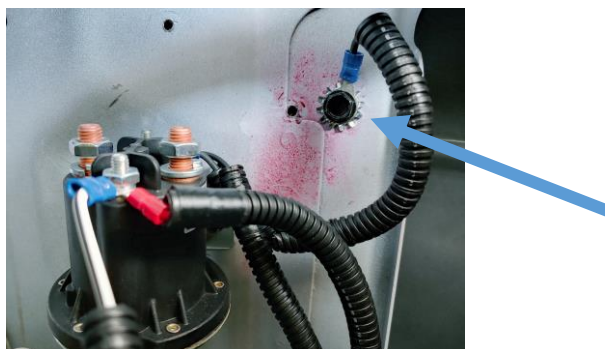


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12. Install a ¼" self-tapping hex head on the other side of the bracket of the Trombetta solenoid.
13. Install ground wire, black wire with ring terminal, above Trombetta solenoid on the inside of the fender by using a ¼" self-tapping hex head using a 3/8" bit.

NOTE: Must use a star washer between the ring terminal and fender.



14. Mount the Isolater Relay Delay (IRD) beside the Trombetta solenoid and along the seam of the fender with 2 - #8 self-tapping pan head screws.



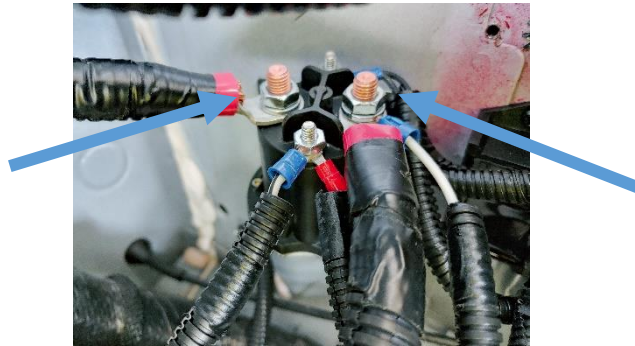


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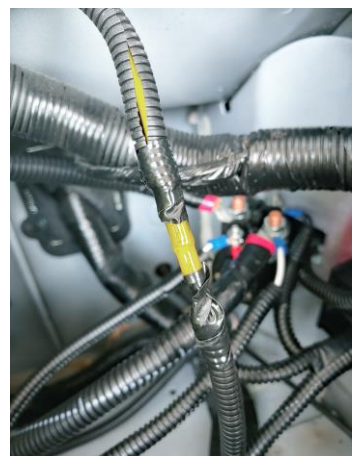
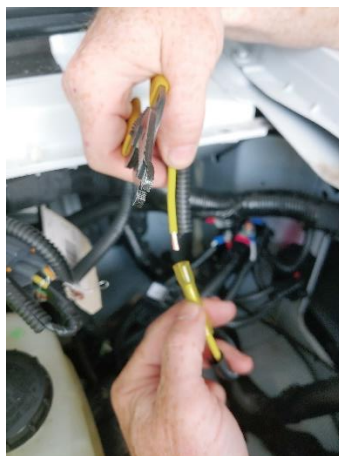
15. Verify which cable is coming from the chassis battery by tracing it back to the chassis battery. Remove the washer and nut from the Trombetta solenoid and secure the chassis battery cable to the large terminal post of the Trombetta solenoid closest to the firewall with the washer and nut.

Note: If either battery cable ring terminal is bent – straighten before securing.

16. Secure the house battery cable to the other large terminal post (towards the front) of the Trombetta solenoid – this house battery is to be secured together with the white wire of the emergency start switch. Put the battery cable on the post first, then place the white wire on top and secure with washer and nut.
17. Tighten nuts on both battery cables using a torque wrench to 45" lbs.



18. Locate and cut yellow ignition power wire, strip back, and connect to yellow wire w/ yellow butt connector from the fuse holder. Crimp and heat shrink using a torch or electric heat gun. Using electrical tape, tape both ends of the yellow wires.



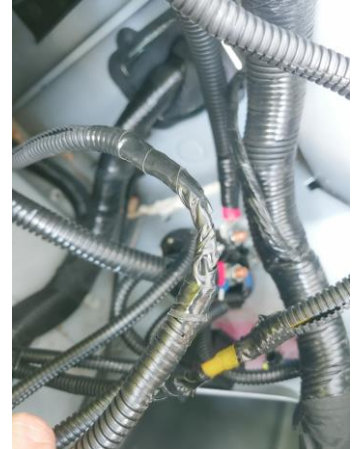
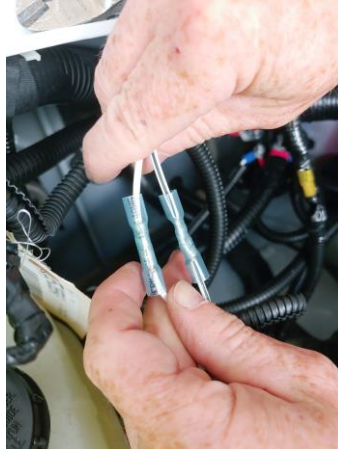


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19. Locate cut white wire and white with black tracer from the emergency start switch and strip back both wires.

Connect white wires with white butt connector and white with black wires white with black butt connector.

Crimp both wires and heat shrink. Use electrical tape to tape both ends of the wires.



20. Mount both fuse holders to inside fender in a location where accessible with coolant overflow bottle in place.

Mount using #8 self-tapping pan head screws.



21. Set coolant overflow bottle back in place – do not secure until you test system to see if all is working properly.

22. Reconnect house battery cable in the step well.

23. Reconnect chassis battery cable under the hood.



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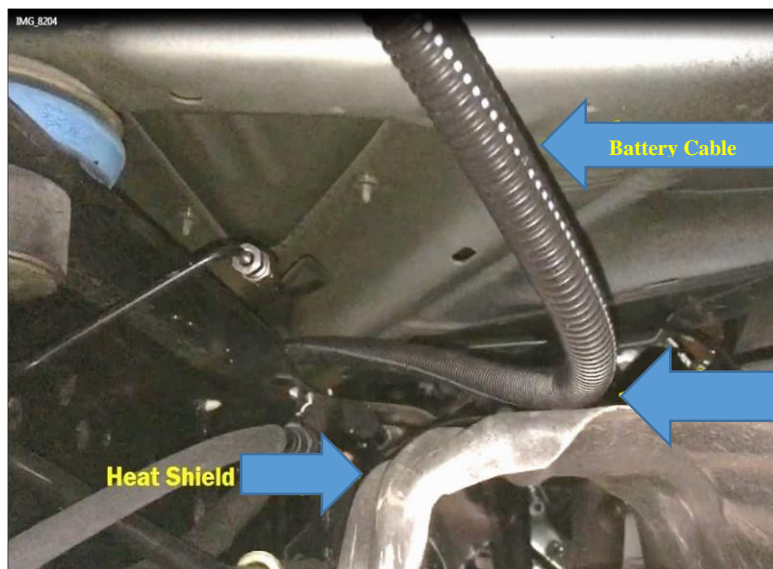
24. Test the emergency start switch by pushing the switch and listen for an audible clicking noise. This indicates the connection is proper. If you do not hear the clicking noise, check fuse holder and wire connections (white & white with black wires).
 25. Start the engine, after 15-20 seconds, you should hear an audible clicking noise. This indicates the connection is proper. If you do not hear the clicking noise, check fuse holder and yellow wire connections.
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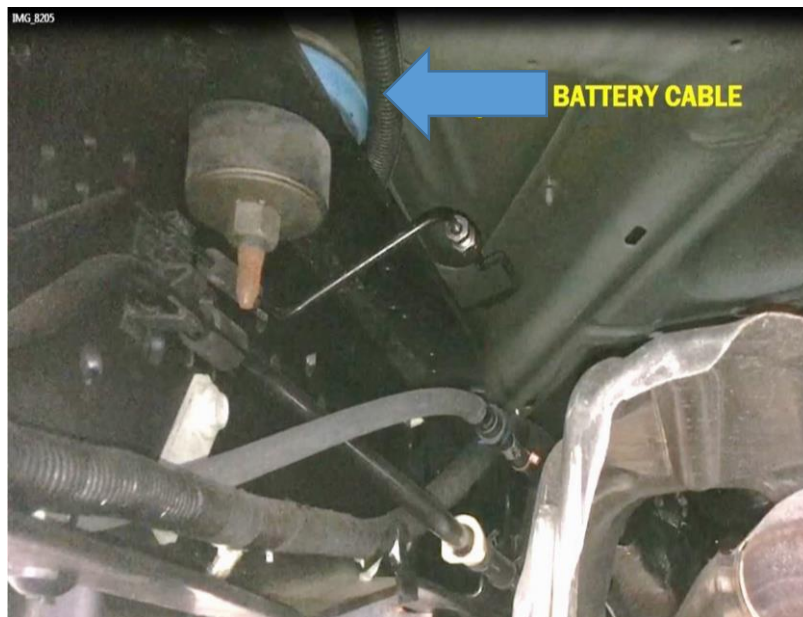
Verify the 2 gauge cable that runs from the Trombetta is supported away from the engine exhaust manifold and the rest of the exhaust, covering the area under the hood to the rear of the cab. If the 2 gauge cable is not secured away from the exhaust manifold or the rest of the exhaust, secure as indicated in the following image.



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**NOT
PROPERLY
SECURED!**

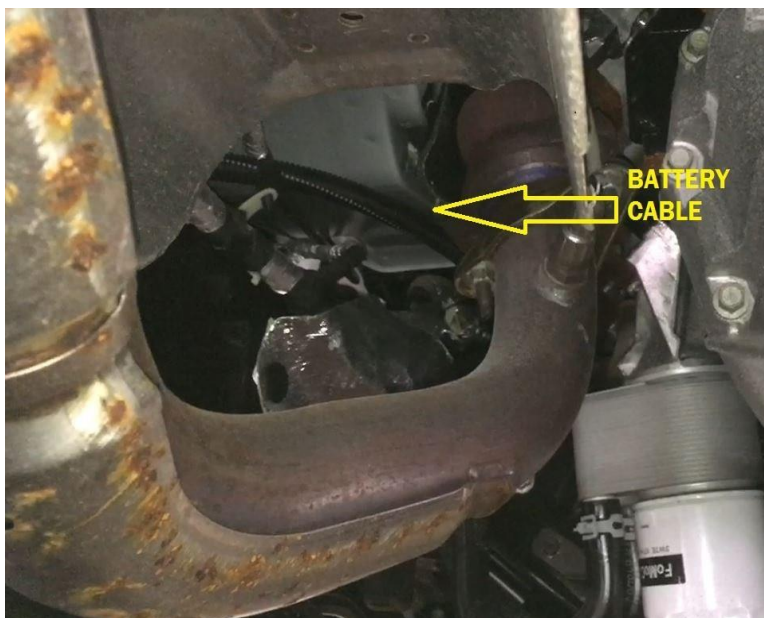


**PROPERLY
SECURED!**

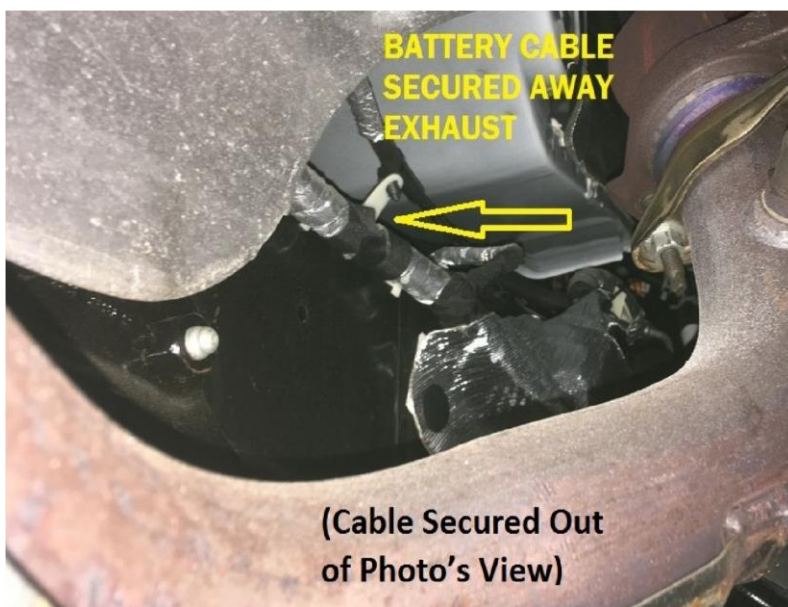


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Secure battery cables tight to the chassis frame. Keep battery cable away from exhaust and manifold.



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