

# EQUIPMENT SAFETY RECALL – NORTH AMERICA

## Malfunctioning SCCM - Equipment



Reference: B3A / NHTSA 23E-092

FCA US LLC

**Parts Recalled** MOPAR Steering Column Control Modules 68508697AB, 68508699AB, 68508698AB, 68508700AB, 68508701AF, 68508702AF and 68508704AF intended for use on some 2023-2024 (D2) RAM 3500 Pickup, 2023-2024 (DD) RAM 3500 Cab/Chassis, 2023 (DF) RAM 3500 10K LB. Cab/Chassis, 2023-2024 (DJ) RAM 2500 Pickup, 2023-2024 (DP) RAM 4500/5500 Cab Chassis and 2023 (DS) RAM 1500 Pickup vehicles

Template Version 1.8

| Revision | Edition       | Detail           |
|----------|---------------|------------------|
| 0        | December 2023 | Initial Version. |

### SYMPTOM DESCRIPTION

About 1,200 of the above Steering Column Control Modules (SCCM) may have been built with a turn signal self-cancelling anti-jam component out of specification or an internal short circuit on the SCCM printed circuit board (PCB).

Federal Motor Vehicle Safety Standard ("FMVSS") 571.108.9.1.1 requires that "The turn signal operating unit must be self-cancelling by steering wheel rotation and capable of cancellation by a manually operated control." The suspect SCCMs, when installed in a vehicle, may not allow the self-cancelling feature to function correctly. FMVSS 571.108.6.1.5 requires that "only those light sources intended for meeting lower beam photometrics are energized when the beam selector switch is in the lower beam position, and that only those light sources intended for meeting upper beam photometrics are energized when the beam selector switch is in the upper beam position." The suspect SCCMs, when installed in a vehicle, may cause the high beams to activate when using the turn signal, or the turn signal to activate when using the high beams.

A turn signal which remains active after a completed turn may cause surrounding drivers to misunderstand the intent to change vehicle direction. High beam activation when the turn signal switch is activated may result in reduced visibility of oncoming drivers. Either of these conditions may cause a vehicle crash without prior warning.

### REPAIR TO BE PERFORMED

This recall is applicable only to **MOPAR replacement parts**.

Inspect the module part number:

Part number 68508697AB, 68508699AB, 68508698AB, 68508700AB, 68508701AF, 68508702AF and 68508704AF – Module suspect, exchange or repurchase the module.

Dealer should add part (reimbursement) to claim when using LOP.

**If the recalled SCCM part number listed above has been installed into a vehicle covered under recall B2A, complete the repair according to the B2A dealer instructions.**

**If the recalled SCCM part number listed above has been installed into a vehicle NOT covered under recall B2A, complete the repair according to the instructions below, and claim the appropriate B3A LOPs.**

### COMPLETION REPORTING / REIMBURSEMENT

Claims for vehicles that have been serviced must be submitted on the DealerCONNECT Claim Entry Screen located on the Service tab. Claims paid will be used by FCA to record recall service completions and provide dealer payments.

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Use the following labor operation numbers and time allowances:

| Labor Description        | Number      | Hrs |
|--------------------------|-------------|-----|
| Inspect SCCM Part Number | 08-B3-A1-81 | 0.0 |

| Related Labor Description                      | Number      | Hrs |
|--|-------------|-----|
| █ Handling Fee for Equipment Safety Recall B3A | 95192750    | █   |
| Replace SCCM (D2, DD, DF, DJ, DP Only)         | 08-B3-A1-51 | 0.5 |
| Replace SCCM (DS Only)                         | 08-B3-A1-52 | 0.6 |

**NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.**

**PARTS RETURN**

No parts return required for this campaign.

Render the recalled part unusable and discard.

**SPECIAL TOOLS**

No special tools required for this campaign.

**DEALER NOTIFICATION**

To view this notification on DealerCONNECT, select “Global Recall System” on the Service tab, then click on the description of this notification.

**OWNER NOTIFICATION / SERVICE SCHEDULING**

All involved vehicle owners known to FCA are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A generic copy of the owner letter is attached.

**ADDITIONAL INFORMATION**

If you have any questions or need assistance in completing this action, please contact your Service and Parts District Manager.

Customer Services / Field Operations  
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## SERVICE PROCEDURE – DS AND DX LIGHT DUTY

### A. Removal

**WARNING:** To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

**WARNING:** To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the Driver AirBag (DAB), or becoming entrapped between the DAB cushion and the DAB trim cover. Failure to observe this warning could result in occupant injuries upon airbag deployment.

**CAUTION:** If the clockspring is not properly centered in relation to the Steering Angle Sensor (SAS), steering wheel, steering shaft and steering gear, it may be damaged or Diagnostic Trouble Codes (DTC) may be set in the SAS. Service replacement clocksprings are shipped pre-centered and with a locking pin installed. This locking pin should not be removed until the clockspring has been installed on the steering column.

1. Place the front wheels in the straight-ahead position.
2. Disconnect and isolate the negative battery cable. If equipped with an Intelligent Battery Sensor (IBS), disconnect the IBS connector first before disconnecting the negative battery cable.
3. From below the steering column, remove the two outboard screws within the recess areas (2) that secure the upper shroud (1) to the lower shroud (3) (Figure 1).

**NOTE:** There are snap connections near the instrument cluster and between the shroud and the steering wheel that secure the upper and lower shroud.

4. Remove the upper shroud (1) by pushing gently inward and upward on both sides of the upper shroud above the parting line of the lower shroud to release the snap features that secure the two shroud halves to each other (Figure 1).
5. Release the steering column tilt lever and lower the column to its most downward position for easiest driver airbag removal access.

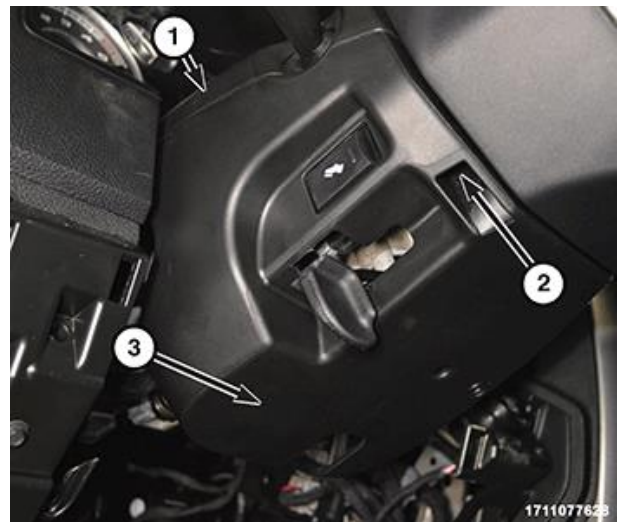
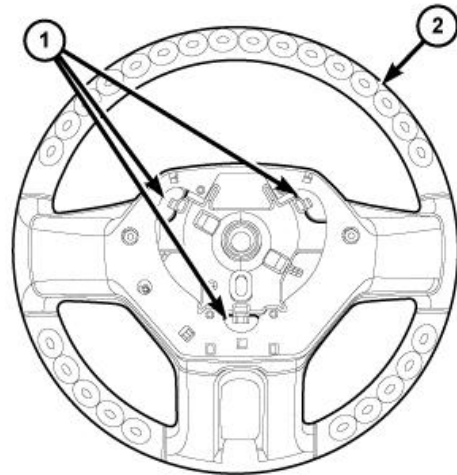


Figure 1 – Steering Column Upper Shroud

**NOTE: It may be helpful to use a small mirror to aid visibility during the initial attempt to remove the Driver AirBag (DAB) from the steering wheel.**

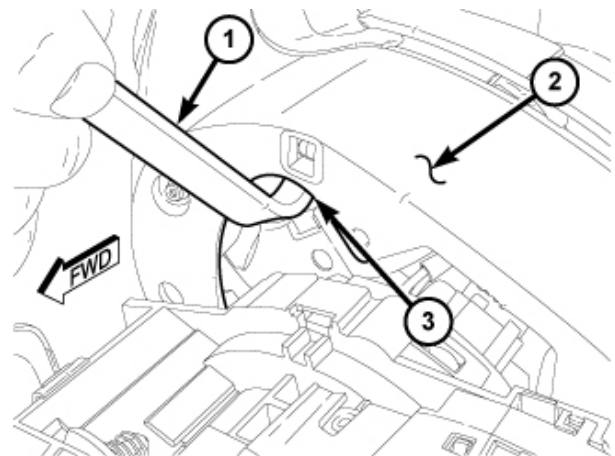
- There are three airbag retainer access holes (1) on the instrument panel side of the hub of the steering wheel (2), located at the two o'clock, six o'clock and ten o'clock positions. The steering wheel must be rotated to bring each of these access holes up to the twelve o'clock position of the steering column one at a time for removal access (Figure 2).



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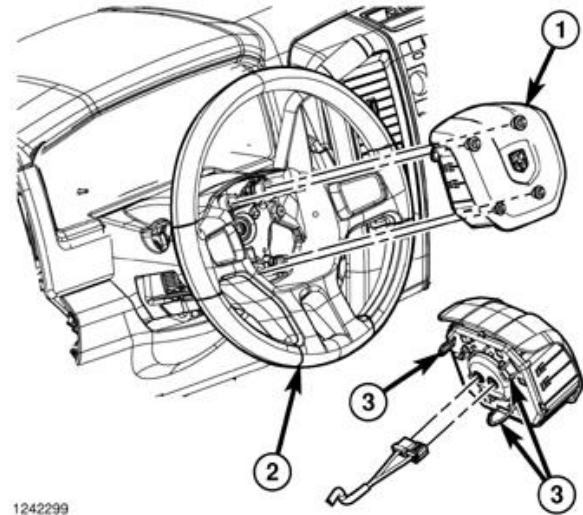
**Figure 2 – Airbag Retainer Access Holes**

- Insert the short blade (Tip A) of the DAB Removal Tool (Special Tool Number 10187 ) (1) or the blade of an equivalent prying tool into either of the upper (two o'clock or ten o'clock) access holes (3) of the steering wheel hub rear trim cover (2), being certain to place the blade of the tool on the inboard (steering wheel hub) side of the airbag snap retainer wire loop (Figure 3).



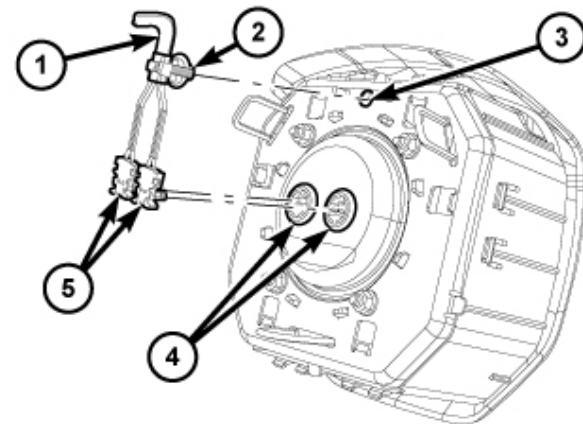
**Figure 3 – DAB Removal Tool 10187**

8. Push the handle of the tool downward for the blade to pry the snap retainer wire loop (3) upward far enough to disengage the loop from the hook of the steering wheel armature. At the same time, gently pull the DAB (1) away from the steering wheel (2) to prevent the retainer from snapping back into place over the hook once it is disengaged (Figure 4).
9. Repeat Steps 7 and 8 at the other upper (two o'clock or ten o'clock) access hole to disengage the other upper snap retainer wire loop.
10. Repeat Steps 7 and 8 at the lower (six o'clock) access hole to disengage the lower snap retainer wire loop. The lower snap retainer wire loop has a distinctive V-shape and must always be installed onto the six o'clock hook of the steering wheel armature.



**Figure 4 – Airbag Removal**

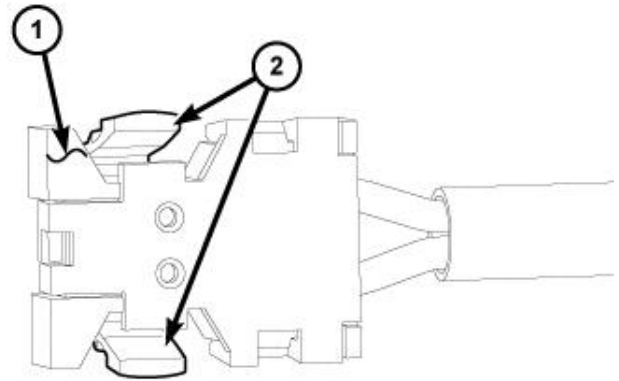
11. Pull the DAB away from the steering wheel far enough to access and disengage the plastic push-in retainer (2) of the clockspring pigtail wire harness (1) from the locator hole (3) at the 12 o'clock position on the back of the airbag housing (Figure 5).



**Figure 5 – Pigtail Wiring Harness Retainer**

**CAUTION: Do not pull on the clockspring pigtail wires or pry on the connector insulator to disengage the connector from the driver airbag inflator connector receptacle. Improper removal of these pigtail wires and their connector insulators can result in damage to the airbag circuits or connector insulators.**

12. The clockspring DAB pigtail wire connector insulators (1) are secured by integral latches (2) to the airbag inflator connector receptacles, which are located on the back of the airbag housing. Pinch both latches firmly, then pull the insulators straight out from the airbag inflator to disconnect them from the connector receptacles (Figure 6).
13. Remove the DAB from the steering wheel.
14. Remove the steering wheel bolt and **DISCARD**.



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Figure 6 – Connector Insulator Latches

15. Disconnect the wire harness connectors (1) and (2) (Figure 7).
16. Remove the steering wheel.

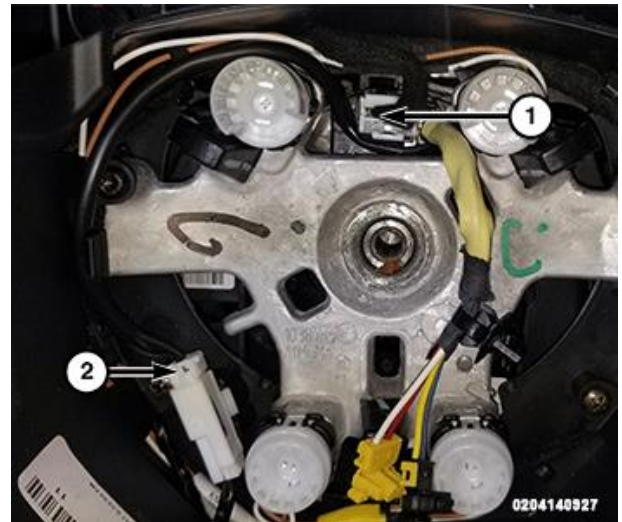
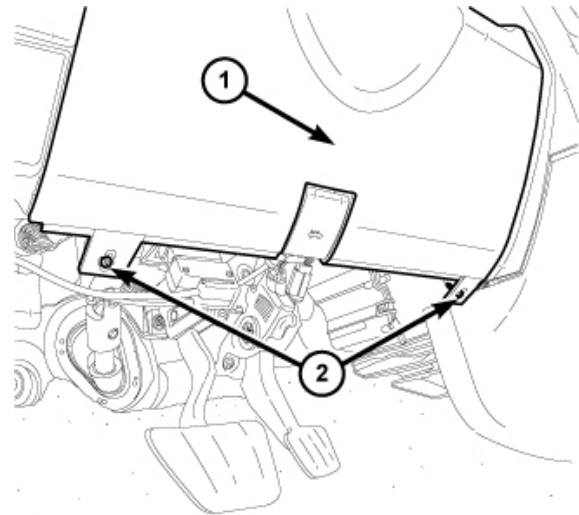


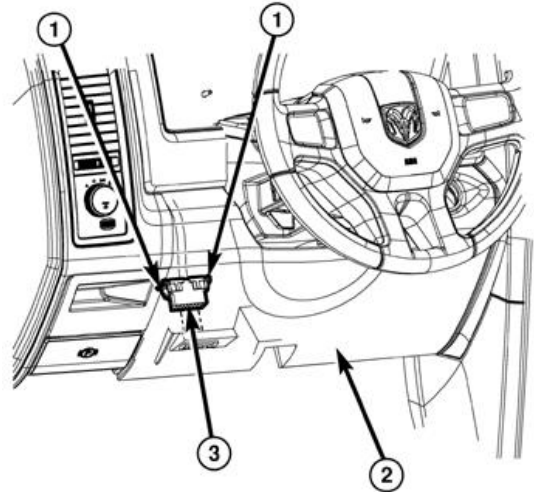
Figure 7 – Wire Harness Connectors

17. Using a trim stick C-4755 or equivalent, disengage the retainer clip that secures the hood release to the steering column opening cover, and remove the hood release handle from the cover (Figure 8).
18. Remove the two fasteners (2) that secure the bottom of the steering column opening cover (1) to the instrument panel (Figure 8).



**Figure 8 – Steering Column Opening Cover**

19. Remove the Data Link Connector (3) from the steering column opening cover (2) by pressing in the tabs (1) and pushing the connector through the opening on the back side of the cover (Figure 9).



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**Figure 9 – Data Link Connector**

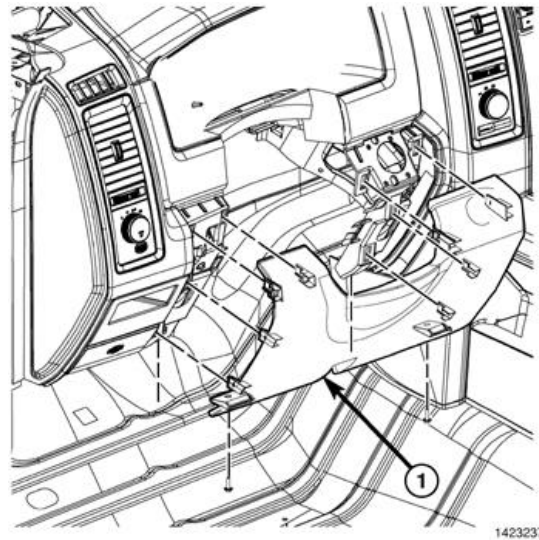
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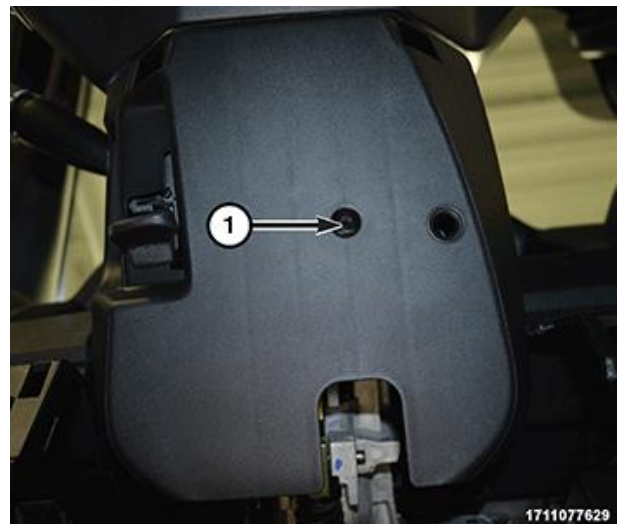
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- 20. Using a trim stick C-4755 or equivalent, release the retainer clips that secure the steering column opening cover (1) to the instrument panel and remove the cover (Figure 10).
- 21. Disconnect necessary wire harness connectors.



**Figure 10 – Steering Column Opening Cover**

- 22. Remove the lower shroud to column retaining screw (1) and carefully move the lower shroud over the steering column tilt lever and off the steering column (Figure 11).

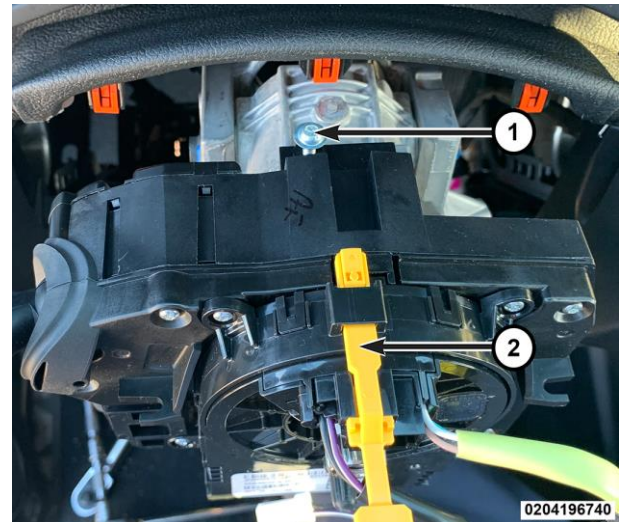


**Figure 11 – Steering Column Lower Shroud**

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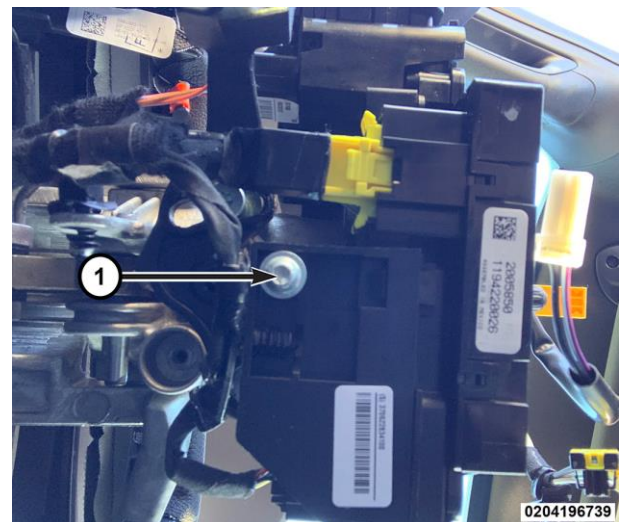


- 23. Remove the screw (1) (Figure 12).



**Figure 12 – SCCM Screw**

- 24. Remove the screw (1) (Figure 13).
- 25. Pull the SCCM slightly away from the steering column and disconnect the pedal adjustment wire harness connector, if equipped.



**Figure 13 – SCCM Screw**

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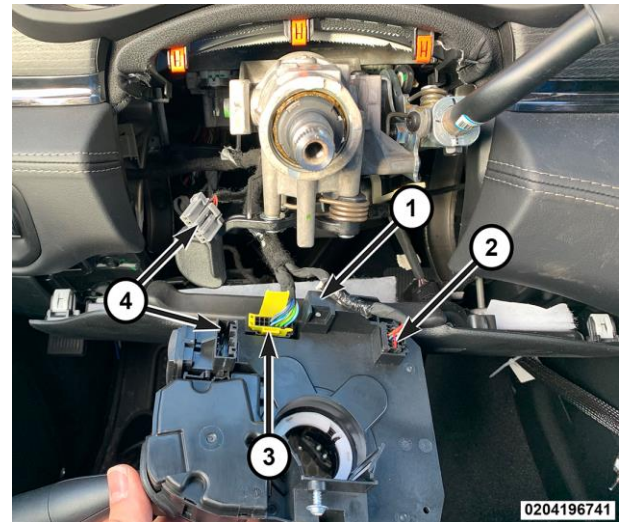
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26. Remove the SCCM from the steering column (Figure 14).
27. Disengage the wire harness routing clip (1) (Figure 14).
28. Disconnect the wire harness connectors (2 & 3) (Figure 14).
29. Remove and DISCARD the SCCM from the vehicle.



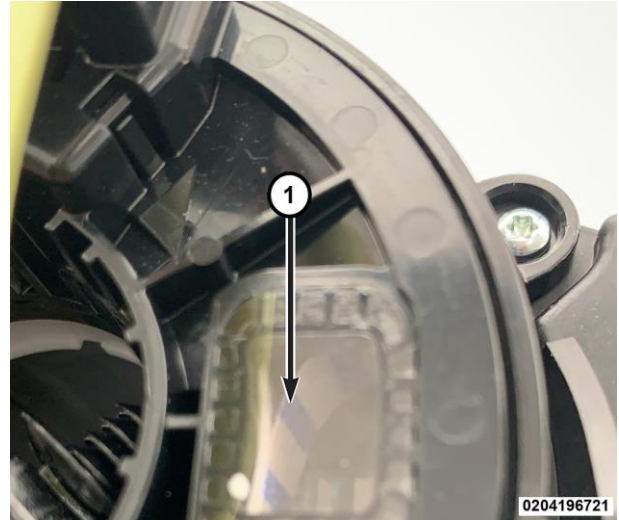
**Figure 14 – SCCM Removal**

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## **B. Installation**

**NOTE: The Steering Column Control Module (SCCM) centering can be verified by visually confirming the blue striped ribbon is present in the sight glass (Figure 15).**

1. Connect the wire harness connectors (2&3) (Figure 14).
2. Secure the wire harness routing clip (1) (Figure 14).
3. While sliding the SCCM over the steering column connect the pedal adjustment wire harness connector, if equipped.
4. Install and securely tighten the screws (1) (Figures 12 & 13).
5. Remove the lock tab or any other device that is being used to secure the SCCM rotor to the SCCM case to maintain SCCM centering.



**Figure 15 – Blue Stripe Ribbon**

6. Install the lower shroud, shroud to column retaining screw (1) and tighten securely (Figure 11).

**NOTE: If the vehicle is equipped with an automatic transmission, be certain to engage the gearshift lever boot into the opening in both shroud halves.**

7. Lift the steering column opening cover into position. Connect necessary wire harness connectors.
8. Align the retainer clips that secure the steering column opening cover (1) to the instrument panel and install the cover (Figure 10).
9. Install the Data Link Connector (3) to the steering column opening cover (2) through the opening on the back side of the cover (Figure 9).
10. Install the two fasteners (2) that secure the bottom of the steering column opening cover (1) to the instrument panel and tighten securely (Figure 8).
11. Engage the retainer clip that secures the hood release to the steering column opening cover (Figure 8).

**NOTE: Do not reuse the old steering wheel bolt (a new bolt must be used)**

12. Align the steering column control module (SCCM) lug and install steering wheel to the column.

**NOTE: Be certain that the steering wheel mounting bolt is tightened to the proper torque specification to ensure proper clockspring operation.**

13. Install the **NEW** steering wheel bolt. Tighten the bolt to 61 N·m (45 ft. lbs.).
14. Connect the wire harness connectors (1) and (2) (Figure 7).

15. Position the Driver AirBag (DAB) close enough to the steering wheel to reconnect the two clockspring DAB pigtail wire (1) electrical connections (5) to the inflator connector receptacles (4) on the back of the airbag housing (Figure 5).
16. Reconnect the wire connectors to the airbag inflator connector receptacles by pressing straight in on the connector insulator. Be certain to engage each keyed and color-coded connector to the matching connector receptacle. You can be certain that each connector is fully engaged in its receptacle by listening carefully for a distinct, audible click as the connector latches snap into place.
17. Be certain to fully engage the plastic push-in retainer (2) of the clockspring pigtail wires into the locator hole (3) at the 12 o'clock position on the back of the airbag housing (Figure 5).
18. Carefully position the DAB (1) into the hub cavity of the steering wheel (2). Be certain that the clockspring pigtail wires and the steering wheel wire harness are not pinched between the DAB and the horn switch, the steering wheel armature or, on vehicles equipped with a diesel engine, the steering wheel damper weight (Figure 4).
19. Engage the lower airbag snap retainer wire loop (3) onto the lower hook of the steering wheel armature. The lower snap retainer wire loop has a distinctive V-shape and must always be installed onto the six o'clock hook of the steering wheel armature (Figure 4).
20. Roll the DAB upwards and press firmly and evenly over the two upper snap retainer wire loop locations simultaneously until they snap into place over the two upper hooks of the steering wheel armature.

**NOTE: If the vehicle is equipped with an automatic transmission, be certain to engage the gearshift lever boot into the opening in both shroud halves.**

21. Position the upper shroud (1) onto the steering column over the lower shroud (3) (Figure 1).
22. Align the snaps features on the upper and lower shroud halves and apply hand pressure to snap together.
23. From below the steering column, install the two outboard screws within the recess areas (2) that secure the upper shroud (1) to the lower shroud (3) (Figure 1).

**NOTE: Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component.**

**NOTE: The following procedure should be performed using a diagnostic scan tool to verify proper Supplemental Restraint System (SRS) operation following the service or replacement of any SRS component. Refer to the appropriate diagnostic procedures.**

24. During the following test, the negative cable remains disconnected and isolated from the battery, as it was during the Supplemental Restraint System (SRS) component removal and installation procedures.

## SERVICE PROCEDURE – DP, DJ, DF, DD AND D2

### G. Remove SCCM

**WARNING:** To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

**WARNING:** To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the Driver AirBag (DAB), or becoming entrapped between the DAB cushion and the DAB trim cover. Failure to observe this warning could result in occupant injuries upon airbag deployment.

**CAUTION:** If the clockspring is not properly centered in relation to the Steering Angle Sensor (SAS), steering wheel, steering shaft and steering gear, it may be damaged or Diagnostic Trouble Codes (DTC) may be set in the SAS. Service replacement clocksprings are shipped pre-centered and with a locking pin installed. This locking pin should not be removed until the clockspring has been installed on the steering column.

1. Place the front wheels in the straight-ahead position.

**NOTE:** If the vehicle is equipped with an auxiliary battery, when disconnecting and isolating the negative battery cable for the 12-volt system, both batteries will need to be disconnected to power down the vehicle.

2. Disconnect the Intelligent Battery Sensor (IBS) wire harness connector (1) (Figure 16).

**NOTE:** Failure to disconnect the IBS wire harness connector can lead to damage of the IBS wire harness connector.

3. Loosen the ground terminal nut (2) and remove the negative battery cable with IBS from the battery and isolate it.

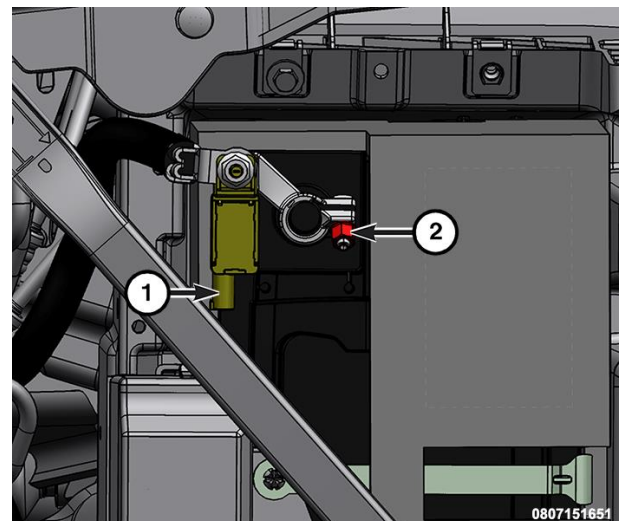


Figure 16 – IBS Connector

4. If the vehicle is equipped with an auxiliary battery, Loosen the clamp (1) and remove the clamp from the battery and isolate.

**NOTE: If the vehicle is equipped with an auxiliary battery, install the negative clamp on the negative battery post and tighten to the proper torque specifications prior to connecting the IBS.**

5. Wait 2 minutes for capacitor discharge.
6. Locate the access hole dimples (1) in the lower surface of the steering wheel hub rear trim cover near each of the two horizontal spokes.
7. Using the Remover, Driver Air Bag 2050200100, pierce the trim cover at the dimple and insert it through one of the steering wheel access holes. A guide and notch integral to each side of the steering wheel hub rear trim cover and the mounting/horn switch plate will assist in directing the tool to the ends of the retainer spring (Figure 17).



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**Figure 17 – DAB Removal**

8. When the tool makes contact with the retainer spring, push inward (toward the steering column) on the tool far enough to disengage the retainer spring from under the hook of the steering wheel armature.
9. Pull the released side of the DAB away from the steering wheel far enough to insert a trim stick or another long and thin obstacle between the released spoke of the DAB trim cover and the steering wheel spoke hub cavity. This will help to prevent the released end of the retainer spring from becoming accidentally engaged again while the opposite end of the retainer spring is being released.
10. Repeat Steps 6 and 7 for the opposite end of the retainer spring.

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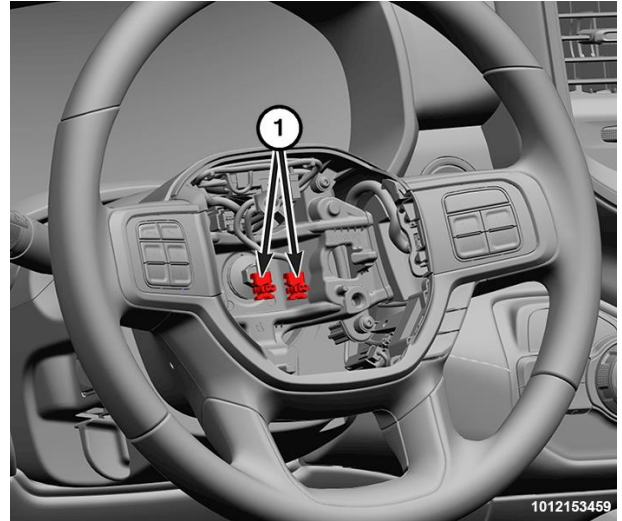


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11. Pull the DAB away from the steering wheel far enough to access the steering wheel wire harness connector to the DAB inflator initiators (1) (Figure 18).

**CAUTION: Do not pull on the clockspring pigtail wires or pry on the connector insulators to disengage them from the Driver AirBag (DAB) inflator initiator connector receptacles. Improper removal of these pigtail wires and their connector insulators can result in damage to the airbag circuits or the connector.**

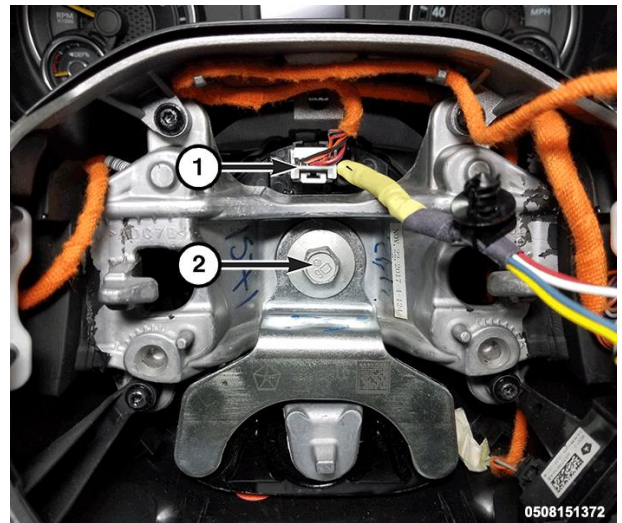


**Figure 18 – Steering Wheel Wire  
Harness Connectors**

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12. The clockspring DAB pigtail wire connector insulators are secured by integral latches and a Connector Position Assurance (CPA) lock to the airbag tether cutter and inflator connector receptacles, which are located on the back of the floating horn switch plate and the DAB housing. Pull the lock straight away from the connector insulator, then pull the insulators straight away from the connector receptacles to disengage and disconnect them (Figure 18).
13. Remove the DAB and floating horn switch plate from the steering wheel as a unit.
14. Disconnect the steering wheel wire harness connectors (1) (Figure 19).
15. If equipped, disconnect the heated steering wheel wire harness connectors.
16. Remove and **DISCARD** the steering wheel bolt (2) and retain the damper if equipped (Figure 19).

**NOTE:** If the steering wheel cannot be removed by hand, a commercially available puller may be used to remove the steering wheel.



**Figure 19 – Steering Wheel Wire Harness Connectors**

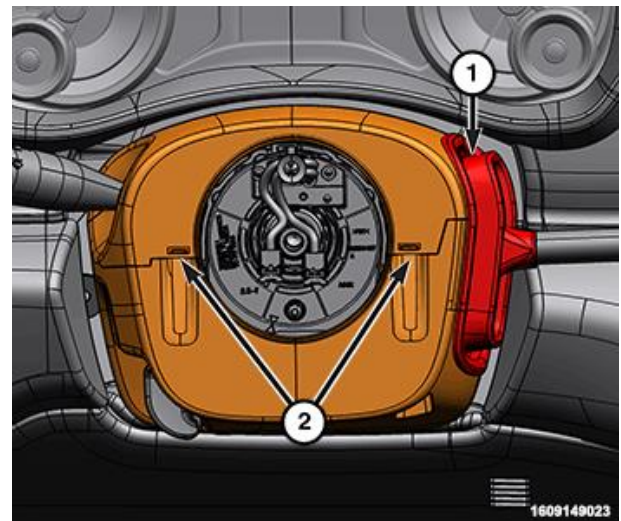
17. Remove the three steering column shroud screws (Figure 20).



**Figure 20 – Steering Column Shroud Screws**



- 18. If equipped, release the shifter boot (1) from the steering column shroud (Figure 21).
- 19. Disengage the upper steering column shroud tabs (2) from the lower steering column shroud (Figure 21).



**Figure 21 – Steering Column Shroud**

- 20. Disengage the gap hider (1) from the upper steering column shroud (2) and remove the upper steering column shroud (Figure 22).



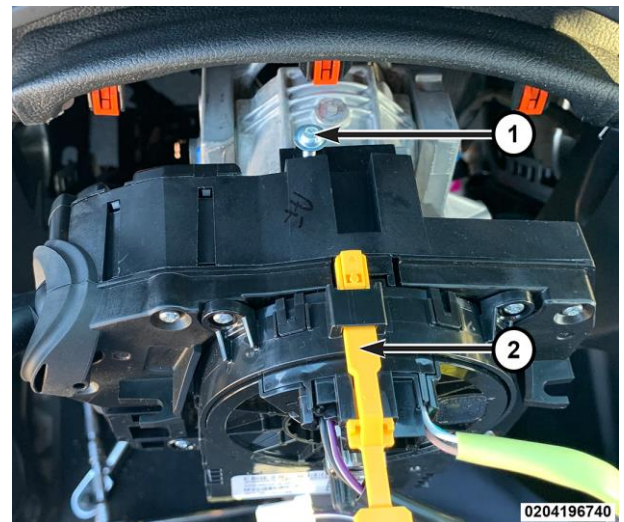
**Figure 22 – Gap Hider**

21. Remove the lower steering column shroud screws (2), then the shroud (1) (Figure 23).

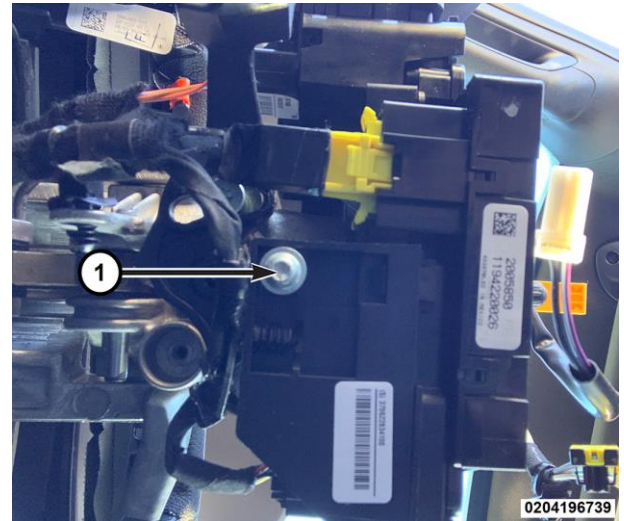


**Figure 23 – Lower Steering Column Shroud**

22. Secure the SCCM in the straight-ahead position.  
23. Remove the screws (1) (Figure 24 and 25).

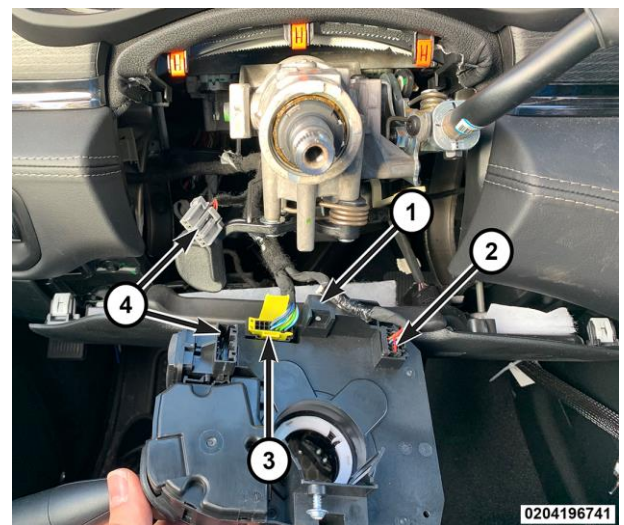


**Figure 24 – SCCM**



**Figure 25 – SCCM**

24. Pull the SCCM slightly away from the steering column and disconnect the pedal adjustment wire harness connector (4), if equipped (Figure 26).
25. Remove the SCCM from the steering column.
26. Disengage the wire harness routing clip (1) (Figure 26).
27. Disconnect the wire harness connectors (2 & 3) (Figure 26).

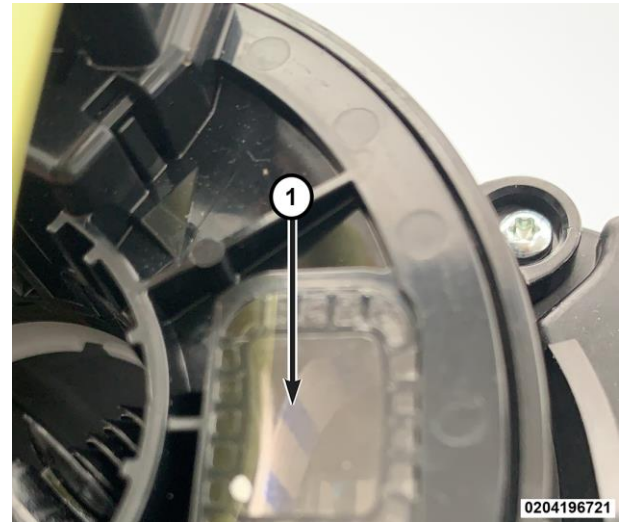


**Figure 26 – SCCM**

## H. Install SCCM

**NOTE: The Steering Column Control Module (SCCM) centering can be verified by visually confirming the blue striped ribbon is present in the sight glass (Figure 27).**

1. Connect the wire harness connectors (2 & 3) (Figure 26).
2. Secure the wire harness routing clip (1) (Figure 26).
3. While sliding the **NEW** SCCM over the steering column connect the pedal adjustment wire harness connector.
4. Install and securely tighten the SCCM screws (1) (Figure 24 and 25).
5. Position the lower steering column (1) shroud to the steering column (Figure 23).
6. Engage the upper steering column shroud (2) to the gap hider (1) (Figure 24). **Verify that the top shroud is properly secured to the gap hider. Move the tilt column up and down to ensure the gap hider stays connected to the upper shroud.**
7. Install the upper steering column shroud to the lower steering column shroud (Figure 21).
8. If equipped, install the shifter boot (1) to the steering column shroud (Figure 21).
9. Install and securely tighten the three steering column shroud screws (2) (Figure 20).
10. If equipped, connect the heated steering wheel wire harness connectors and secure the steering wheel wire harness.
11. Install the steering wheel to the steering column.
12. If equipped, position the damper to the steering wheel, then install a **NEW** steering wheel bolt and tighten the nut to 61 N·m (45 ft. lbs.) (Figure 19).
13. Connect the two steering wheel wire harness connectors (Figure 18).
14. Position the DAB close enough to the steering wheel to connect the steering wheel wire harness connectors to the DAB inflator initiators (1) (Figures 18 and 19).
15. Connect the clockspring pigtail wire connectors to the airbag inflator initiator connector receptacles by pressing straight in on the connector insulator. Be certain to engage each keyed and color-coded connector to the matching connector receptacle. Be certain that each connector is fully engaged in its receptacle, then push the connector lock straight into the connector to lock it in place.



**Figure 27 – Blue Stripe Ribbon**

16. Carefully position the DAB to the steering wheel hub cavity while tugging lightly upward on the clockspring pigtail wires for the airbag and tucking the wires in the upper hub cavity of the steering wheel. Be certain that none of the steering wheel wiring is pinched between the airbag housing or the horn switch and the steering wheel armature.
17. Using both hands, push firmly and evenly on both sides of the DAB trim cover until both ends of the spring retainer have snapped in place under the hooks within the hub cavity of the steering wheel.
18. Do not connect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component.

**NOTE: The following procedure should be performed using a diagnostic scan tool to verify proper Supplemental Restraint System (SRS) operation following the service or replacement of any SRS component. Refer to the appropriate diagnostic procedures.**

19. During the following test, the negative cable remains disconnected and isolated from the battery, as it was during the Supplemental Restraint System (SRS) component removal and installation procedures.
20. Be certain that the diagnostic scan tool contains the latest version of the proper diagnostic software. Connect the diagnostic scan tool to the 16-way Data Link Connector (DLC). The DLC is located on the driver side lower edge of the instrument panel, near the steering column opening cover and outboard of the steering column.
21. Check to be certain that there are no occupants in the vehicle, then connect the negative battery cable. If equipped with an Intelligent Battery Sensor (IBS), connect the IBS connector.
22. If the vehicle is equipped with Keyless Go, follow the warning below.

**WARNING: After disconnecting the 12-Volt battery wait two minutes before proceeding. Remove the ORC fuses, connect the 12-Volt battery, wait two minutes before proceeding. Cycle the ignition to the on position, then reconnect the orc fuses. Failure to follow these instructions may result in possible serious or fatal injury.**

23. For vehicles with a standard ignition follow the warning below.

**WARNING: Turn the ignition on, then reconnect the 12-Volt battery. Failure to follow these instructions may result in possible serious or fatal injury.**

24. Exit the vehicle with the diagnostic scan tool.
25. Using the diagnostic scan tool, read and record the active (current) Diagnostic Trouble Code (DTC) data.
26. Next, use the diagnostic scan tool to read and record any stored (historical) DTC data.
27. If any DTC is found in **Step 25** or **Step 26**, refer to the appropriate diagnostic information.
28. Use the diagnostic scan tool to erase the stored DTC data. If any problems remain, the stored DTC data will not erase. Refer to the appropriate diagnostic information to diagnose any stored DTC that will not erase. If the stored DTC information is successfully erased, go to **Step 29**.

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Reference: B3A / NHTSA 23E-092

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29. Turn the ignition switch **OFF** for about 15 seconds, and then back to **ON**. Observe the airbag indicator in the instrument cluster. It should light from four to six seconds, and then go out. This indicates that the SRS is functioning normally and that the repairs are complete. If the airbag indicator fails to light, or lights and stays ON, there is still an active SRS fault or malfunction. Refer to the appropriate diagnostic information to diagnose the problem.
30. If equipped with Steering Assist Module (SAM) perform the reset steering angle calibration standard procedure, **Steps 31 and 32**.
31. With the vehicle parked on level ground, center the steering wheel.
32. Using the scan tool, under Steering Assist Module (SAM) select "**Miscellaneous Functions**" and perform the "**Steering Angle Calibration**" routine.

**NOTE: Proper SCCM installation must also be confirmed by viewing the SAS menu item, Data Display function using a diagnostic scan tool.**