

FLA COE  
FLB COE  
> FLD Conventional  
Business Class

FLC 112 Conventional  
> Century Class Conventional  
> Argosy COE  
Cargo

> Columbia  
> Coronado  
Business Class M2  
Cascadia

**Freightliner  
Service Bulletin**

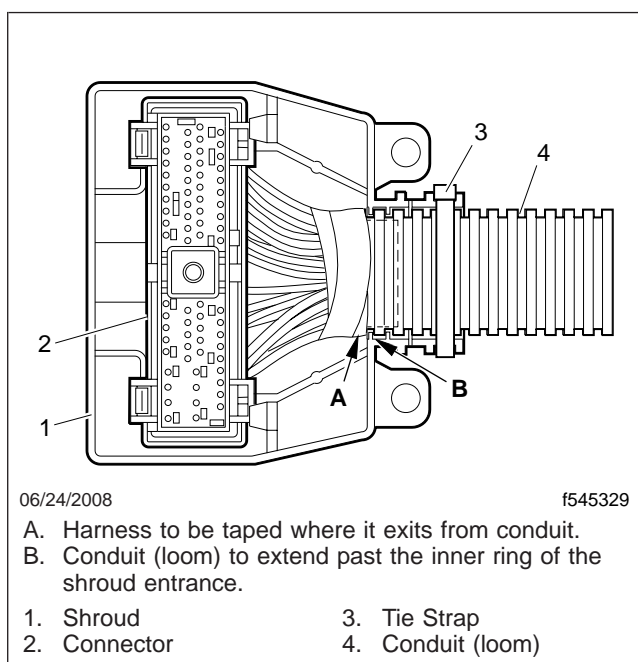
## General Information

On vehicles equipped with Detroit Diesel Series 60 engines and DDEC V, incorrect harness installation can result in damage to the wiring, which can cause erroneous fault codes to be displayed, as well as gauge fluctuations. Most of this damage is caused by the wiring rubbing against the ridges at the base of the shroud.

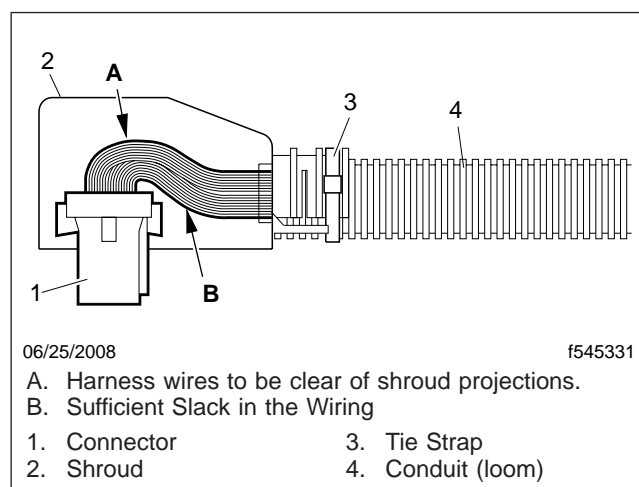
Before troubleshooting a DDEC V-related issue, check the ECU harness connections to make sure the wiring is not damaged. Use the procedure in this bulletin.

## Checking the Engine Harness Connections

1. If not already done, shut down the engine, apply the parking brakes, and chock the tires.
2. Disconnect the batteries at the negative terminals.
3. If not already done, raise the hood or tilt the cab, as applicable. For complete information and warnings on cab tilting, see the *Argosy Driver's Manual*.
4. Find the ECU on the left side of the engine.
5. Disconnect the engine and vehicle-interface connectors and shrouds from the ECU.
6. Check the wiring at each connector as follows. See [Fig. 1](#) and [Fig. 2](#).



**Fig. 1, ECU Connector and Shroud**



**Fig. 2, Side View**

- 6.1 Check for damage to or breakage of the individual wires. Remove the connectors from the shrouds and, if applicable, make the necessary wiring repairs.
- 6.2 With the connectors removed from the shrouds, check all unused cavities in each connector for missing plugs. Install new plugs if needed.
- 6.3 Check that all the wires have seals to keep out moisture. Install new seals if needed.

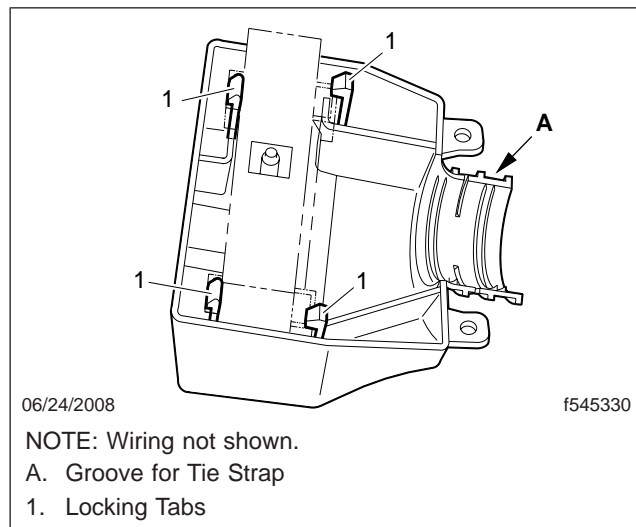
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- 6.4 Make sure each harness is taped to the end of the conduit (loom). If needed, attach the harness(es) to the end of the conduit(s) with heavy electrical tape.
- 6.5 Make sure each conduit (loom) extends all the way into the rear of the shroud. It must extend past the inner ring of the shroud inlet. Most of the damage to the wiring has been from the wires rubbing against the ridges at the base of the shroud.
- 6.6 Check each harness to make sure the wires are not pinched between the connector and any protrusions inside the shroud. Also, make sure there is sufficient slack in the wiring. Arrange the wires as needed.
- 6.7 Install both harness connectors in the shrouds. Make sure each connector is firmly latched in the shroud at the four locking tabs. See [Fig. 3](#).  
If any of the tabs are missing, replace the shroud.
- 6.8 Make sure both conduits are secured to the shroud inlets with a tie-strap. Install tie straps as needed.



**Fig. 3, Correct Connector Installation in the Shroud**

7. When all of the above requirements are met, connect the harnesses and the shrouds to the engine ECU. Tighten the connector center-screws 50 lbf-in (565 N-cm). Tighten the shroud locknuts 30 lbf-in (340 N-cm).
8. Connect the batteries at the negative terminals.
9. If applicable to the original troubleshooting procedure, close the hood or lower the cab; otherwise, go to the next step.  
If lowering the cab, see the *Argosy Driver's Manual* for complete information and warnings on cab tilting.
10. Continue the troubleshooting procedure.

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## Warranty

Normal warranty applies. See [Table 1](#) for damage code and labor allowance information, and refer to this bulletin by number in the story of the claim.

Damage Code and Labor Allowance					
VMRS CK33	VMRS CK18	Damage Code	SRT Code	Description	Time: hours
045-021-007	76	286-001085940	286-5075A	Harness, ECU, Repair	0.5

**Table 1, Damage Code and Labor Allowance**