SAFETY RECALL
INTERNATIONAL

Turn Signal Lever Latch

Reference: A1B

FCA US LLC

RAM Remedy available for

2023-2024 (DT) RAM 1500 Pickup

Template Version 1.8

Revision	Edition	Detail
1	October 2024	Added Verification test as final step.

SYMPTOM DESCRIPTION

The Steering Column Control Module (SCCM) on about 10,570 of the above vehicles may have been built with mechanisms within the turn signal lever that experience an interference condition that disables the self-cancelling function. A turn signal which does not self-cancel and remains active after a completed turn may cause surrounding drivers to misunderstand the intent to change vehicle direction which can cause a vehicle crash without prior warning.

The condition described above does not comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 571.108 S9.1.1 requires that "The turn signal operating unit must be self-canceling by steering wheel rotation and capable of cancellation by a manually operated control." A SCCM with an interference condition may not allow the self-canceling feature to function correctly.

SCOPE

This recall applies only to the above vehicles.

NOTE: Some vehicles above may have been identified as not involved in this recall and therefore have been excluded from this recall.

IMPORTANT: Some of the involved vehicles may be in dealer new vehicle inventory. Dealers should complete this recall service on these vehicles before retail delivery. Dealers should also perform this repair on vehicles in used vehicle inventory and those vehicles in for service. Involved vehicles can be determined by using the VIP inquiry process.

REPAIR TO BE PERFORMED

Inspect and if necessary, replace the SCCM.

COMPLETION REPORTING / REIMBURSEMENT

Claims paid will be used by FCA US LLC to record recall service completions and provide dealer payments.

Use the following labor operation numbers and time allowances:

Labor Description	Number	Hrs
Inspect Steering Column Control Module (SCCM)	08-A1-B1-81	0.2
Inspect and Replace Steering Column Control Module (SCCM)	08-A1-B1-82	0.5

Add the cost of the recall parts package plus applicable dealer allowance to your claim.

NOTE: See the FCA International Warranty Policy and Procedure Manual, Claim Entry Section – Recall Claims for claim processing instructions.

PARTS INFORMATION

Part No.	Qty.	Part Name
CSBR33B1AA	1	MULTIFUNCTION (SWITCH) with NHS
CSBR33B3AA	1	HEX LOCK (M16X1.50)

PARTS RETURN

No parts return required for this campaign.

Render the recalled part unusable and discard.

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SPECIAL TOOLS

Number	Description
NPN	wiTECH MicroPod II / MDP
NPN	Laptop Computer
NPN	wiTECH Software
2050200100	Remover, Driver's Air Bag
C-4755	Trim Stick

OWNER NOTIFICATION / SERVICE SCHEDULING

All involved vehicle owners should be notified of the service requirement by their Dealer. Owners are requested to schedule appointments for this service. A sample copy of the owner notification letter is attached.

VEHICLE LISTS, GLOBAL RECALL SYSTEM, VIP AND DEALER FOLLOW UP

All involved vehicles have been entered into the Global Recall System (GRS) and Vehicle Information Plus (VIP) for Dealer inquiry as needed.

GRS provides involved Dealers with an updated VIN list of their incomplete vehicles. Completed vehicles are removed from GRS within several days of repair claim submission.

Dealers must perform this repair on all unsold vehicles before retail delivery. Dealers should also use the VIN list to follow up with all owners to schedule appointments for this repair

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SERVICE PROCEDURE

A. Test SCCM

NOTE: Please perform this test with a vehicle interior temperature above 0*C / 32*F.

1. Start the vehicle.
2. Center the steering wheel
3. Pull the turn signal lever forward (Flash to Pass), to assure that lever is **NOT** in the high beam position.
4. Activate the left turn signal and wait 60 seconds.

   NOTE: Do not touch the lever or rotate the steering wheel during this 60 second waiting period.
5. After the 60 second waiting period, place both hands on the steering wheel, with your right hand at the 3 o'clock position and your left hand at the 9 o'clock position.
6. Within the duration of 5 blinks of the T/S indicator: turn the steering wheel counterclockwise until your left hand reaches the 6 o'clock position and slowly return it to the 9 o'clock position.
7. Repeat steps 4 through 6 two more times.
8. Did the turn signal cancel each of the 3 times you tested it?

   • **YES** – The SCCM is functioning as designed. Return the vehicle to the owner and close the recall.
   • **NO** – Replace the SCCM using the steps below.

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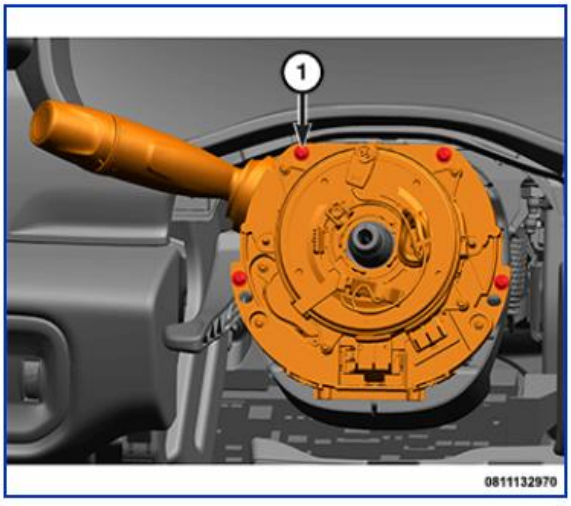
SERVICE PROCEDURE

B. 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, airbags, airbag curtains, knee blocker, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect the Intelligent Battery Sensor (IBS)/negative battery cable assembly from the negative battery post, 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.

CAUTION: Always turn the steering wheel until the front wheels are in the straight-ahead position. Then, prior to disconnecting the steering column from the steering gear, lock the steering wheel to the steering column. If clockspring centering has been compromised for ANY reason, the entire Steering Column Control Module (SCCM) and clockspring unit MUST be replaced with a new unit.

1. Place the front wheels in the straight-ahead position and inhibit the steering column shaft from rotation.
2. Extend the steering column to the fully extended position and lower it to its lowest (down) position.
3. Disconnect and isolate the negative battery cable(s) (Refer to 08 - Electrical/Battery System/Standard Procedure).
4. Remove the steering wheel (Refer to 19 - Steering/Column/WHEEL, Steering/Removal and Installation).
5. Remove the outer shroud from the steering column (Refer to 19 - Steering/Column/SHROUD, Steering Column/Removal and Installation).
6. Remove the fasteners (1) from the SCCM (Figure 3).
7. Release the integral retainers for the inner shroud and push the inner shroud toward the instrument panel as far as it will go.



1 - Fastener

Figure 3 – SCCM Fasteners

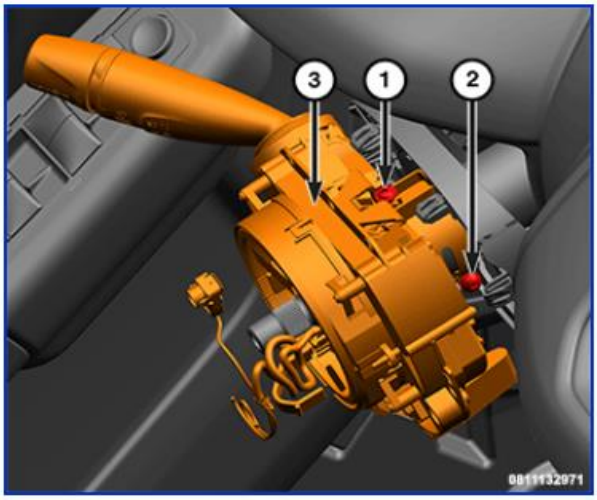
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8. Loosen the centering attachment fastener (1) on the top, rear of the SCCM. Do not remove the fastener completely (Figure 4).

9. Loosen the clamp fastener (2) to allow the SCCM to be removed. Do not remove the fastener completely (Figure 4).

10. Pull the SCCM (3) away from the steering column inner shroud far enough to disconnect the instrument panel wire harness connectors (Figure 4).

11. Remove the SCCM from the steering column.



1 - Attachment Fastener
2 - Clamp Fastener
3 - SCCM

Figure 4 – SCCM Fasteners

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SERVICE PROCEDURE

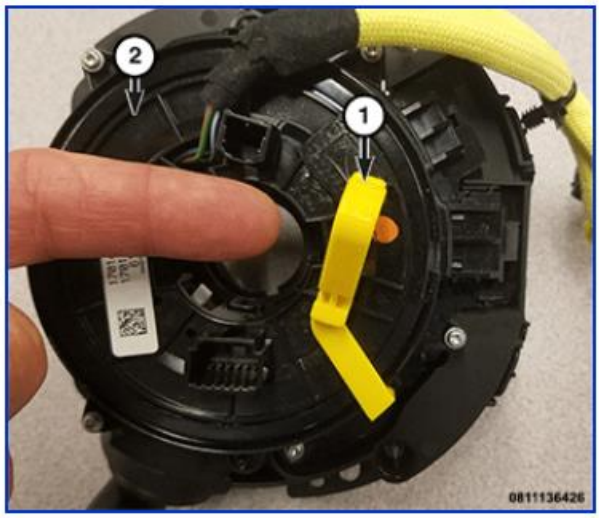
C. Install SCCM

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, airbags, airbag curtains, knee blocker, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect the Intelligent Battery Sensor (IBS)/negative battery cable assembly from the negative battery post, 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.

CAUTION: Always turn the steering wheel until the front wheels are in the straight-ahead position. Then, prior to disconnecting the steering column from the steering gear, lock the steering wheel to the steering column. If clockspring centering has been compromised for ANY reason, the entire Steering Column Control Module (SCCM) and clockspring unit MUST be replaced with a new unit.

Follow the removal procedure in reverse for general reassembly of the components on the vehicle. The steps listed below are calling out specific procedures that should be followed during installation.

- A service replacement SCCM is shipped with the clockspring centered and with a molded plastic lock (1) installed. This lock should not be broken off until the SCCM has been installed on the steering column (Figure 5).
- Tighten the fasteners securely.
- Engage the integral inner shroud retainers with the SCCM. Be certain all integral inner shroud retainers are engaged with the SCCM.
- If a new SCCM is being installed, break off the plastic lock (1) that secures the clockspring rotor (2) to the SCCM housing to maintain clockspring centering (Figure 5).

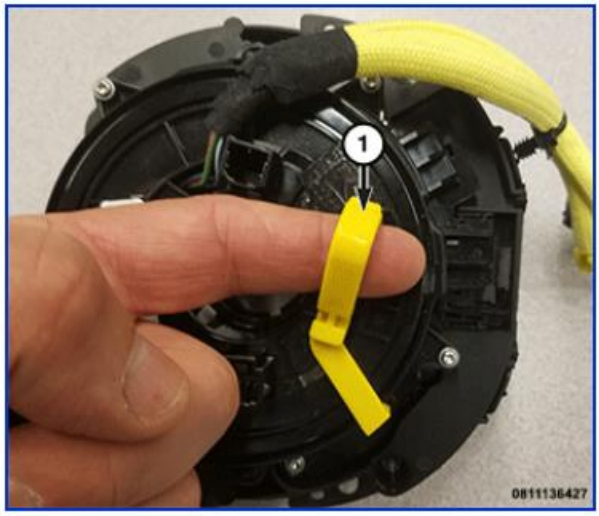


1 - Lock
2 - Clockspring Rotor

Figure 5 – SCCM

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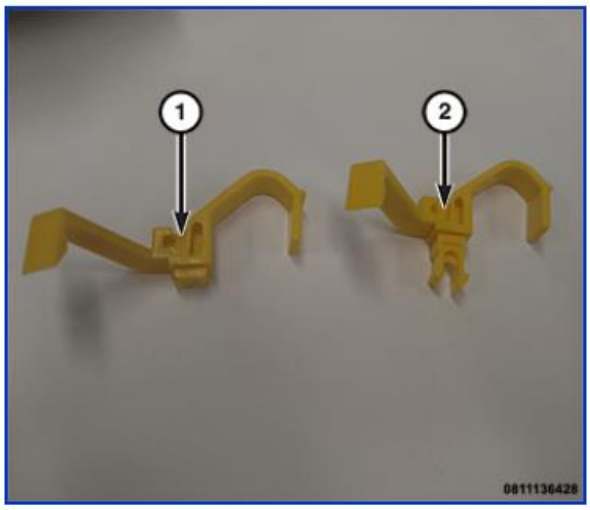
- Rotate the lock (1) towards the center of the SCCM to break it off in the SCCM housing (Figure 6).



1 - Lock

Figure 6 – SCCM Lock

- When the lock has been broken off properly, both legs will be missing (1) when compared to the original lock (2) (Figure 7).
- Tighten the **NEW** steering wheel nut to 45 N·m (33 Ft. Lbs.).
- After installation of the air bag, but before reconnecting the battery negative cable, perform the Supplemental Restraint System Verification Test. See 10 - Restraints / Standard Procedure / Supplemental Restraint System Verification Test.



1 - Lock Legs
2 - Original Lock

Figure 7 – SCCM Locks

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