



TECHNICAL SERVICE BULLETIN

SB-17-021 COE ABS HARNESS CHAFE

GROUP: 0-GENERAL

BULLETIN NO: SB-17-021

DATE: 7-14-2017

REFERENCE: HMM-170710-J1

SUBJECT VEHICLES: 13MY-14MY Cab Over Engine (COE) Trucks

Note: This technical service bulletin is provided as technical information and is not authorization for a warrantable repair.

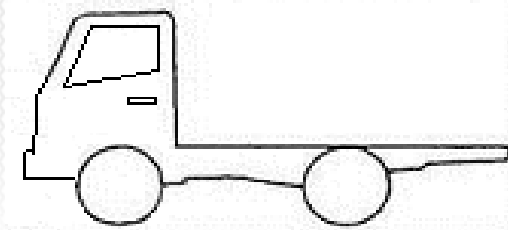
OVERVIEW:

Due to manufacturing variances, subject vehicles may exhibit chafing of the ABS wiring harness between the ABS harness and the stabilizer link nut on the driver's side of the vehicle. If the vehicle exhibits this condition, it is recommended to repair the wire harness and tie the harness back using zip ties to prevent interference between the harness and the stabilizer link nut.



VEHICLE PREPARATION:

1. Park the vehicle on a level and solid surface.



2. Confirm the engine is stopped, the ignition switch is in the off (LOCK) position, and the key is removed.



3. Apply the parking brake.

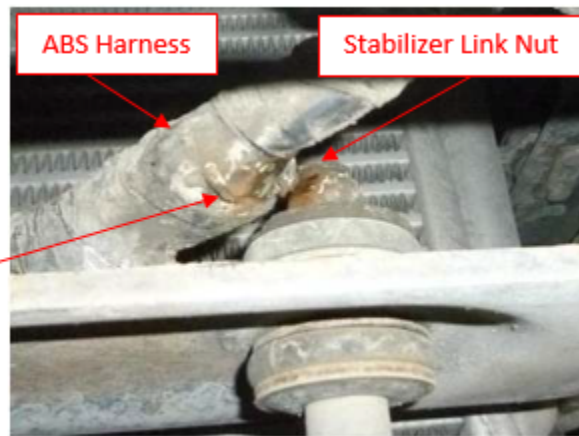


4. Chock all of the wheels.



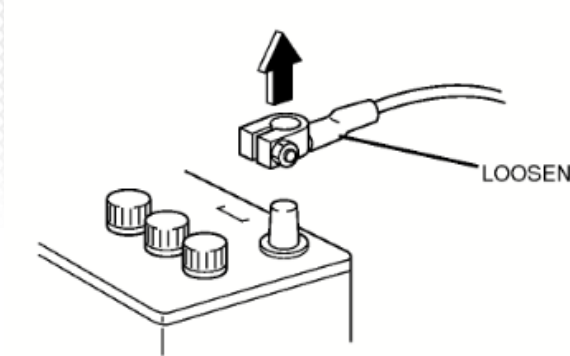
INSPECTION PROCEDURE

1. Inspect the ABS harness above the drivers side front stabilizer link nut. If the harness is chafing on the stabilizer link nut, the harness will require repair. Proceed to the repair procedure, below.



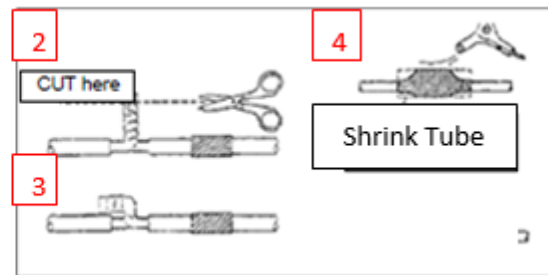
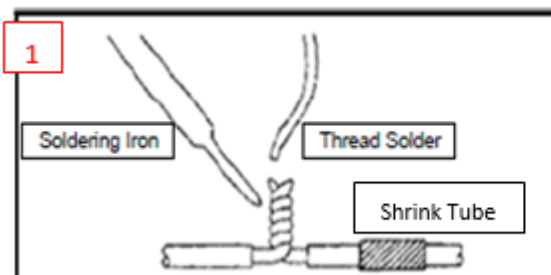
REPAIR PROCEDURE

1. Disconnect the negative terminal of the 12 volt battery. **NEVER** proceed to Step 2 unless the cable to the negative terminal has been disconnected.

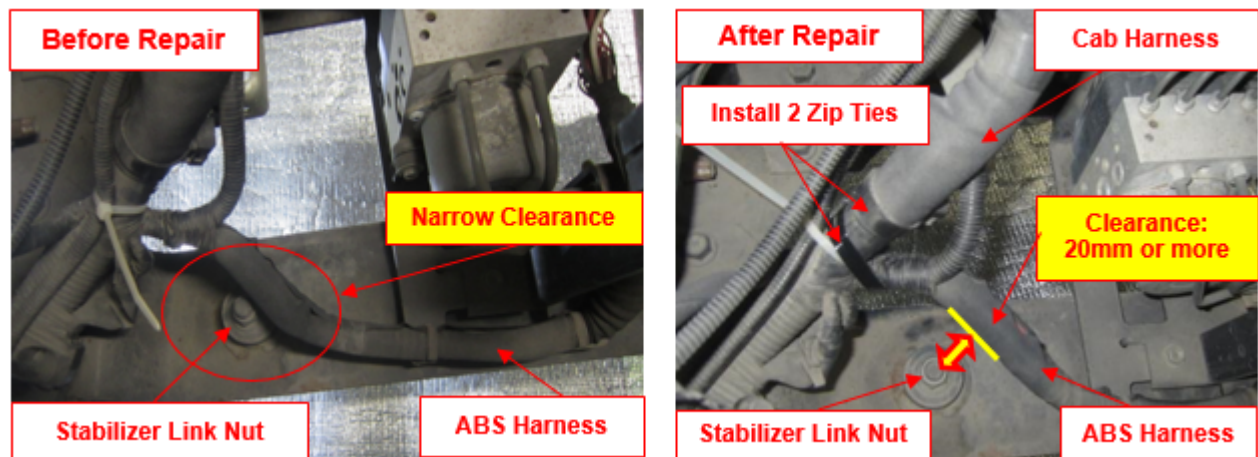


2. Repair any damaged wires in the ABS harness by soldering in new sections of wire in the chafed area. In preparation for soldering, strip the wire insulation off of the end of each damaged wire. Install a piece of heat shrink tube over one of the wire ends. Refer to the images below for the recommended soldering procedure. Once the joint is soldered, use a heat gun to shrink the shrink tube. Re-tape the harness once wire repairs are complete.

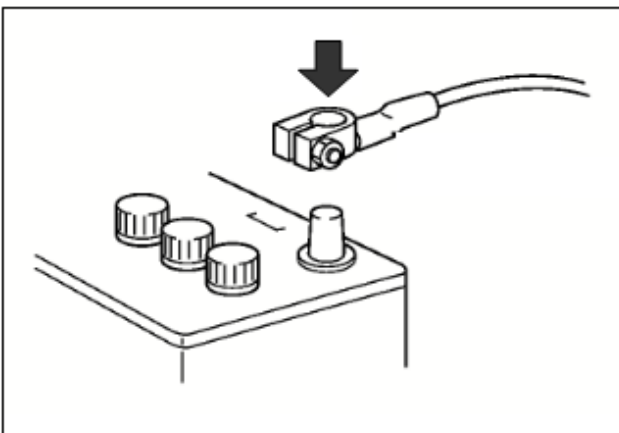
NOTICE: If repairing multiple circuits, it is recommended to stagger the repair areas of each circuit so that the repair areas do not stack up upon each other. This can be achieved by cutting the wires at various different lengths.



3. Pull the harness up and away from the stabilizer link nut and use 2 zip ties to tie the ABS harness to the cab harness as shown in the photograph, below. Provide at least 20mm of clearance between the harness and the stabilizer link nut.



4. Reconnect the cable to the negative terminal of the 12 volt battery.



5. Use the Hino Diagnostic Explorer II (Hino DX2) to clear any diagnostic trouble codes set in control modules as a result of the damaged wiring. Proceed to the final inspection procedure, below.



FINAL INSPECTION PROCEDURE

1. To complete this Technical Service Bulletin, review the bulletin and confirm the following:

- Any wires repaired have been soldered and covered with shrink tubing following the guidelines provided in this TSB.
- There is at least 20mm of clearance between the ABS harness and the stabilizer link nut.
- DTC's have been cleared from all control modules.
- No warning lamps are on after driving the vehicle.

CLAIM APPLICATION

*** Reimbursable in accordance within the terms and policies of the Hino Truck limited warranties.**

Harness Repair

a) Labor Charge: 0.5 Hr

*Additional time may be claimed for repairing more than one wire

- b) Warranty Code: 88614
- c) Trouble Code: 43
- d) Operation Code: 88650AOT
- e) Part Number: 9999999999

