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Viewed:	13		

Less Info

Title: **Alternate Entrance Door Skirt Light Non-Functioning Repair**

Applies To: **Next Gen Bus**

CHANGE LOG

Please refer to the change log text box below for recent changes to this article:

03/27/2025 - Initial Article Release

DESCRIPTION

- Due to an incorrect power source signal, the left Alternate Entrance Door Skirt light only comes ON when the Right Entrance Door is opened.

SYMPTOM(s)

Diagnostic Trouble Code(s) & Dashboard Indicator Light(s):

- Not Applicable.

DTC/Light	Description
N/A	N/A

Customer Observations or Concerns:

- The skirt light for the left alternate entrance door will not turn on when the left door is open.

SPECIAL TOOL(s) / SOFTWARE

Tool Description	Tool Number	Comments	Instructions
Wire Strippers	ZTSE4282	Suitable equivilant acceptable	

Ratcheting Criming Tool	CK90-66	Suitable equivilant acceptable	
Wire Cutters	Not Applicable		
Soldering Iron	Not Applicable		
Heat Gun	Not Applicable		

SERVICE PARTS INFORMATION

Kit Description	Part Number	Quantity Required	Notes
Heat Shrink Sleeve	2644000R1	1	
Terminal Butt Splc 12-10awg	3517501C1	1	
Terminal Butt Splc 14-16awg	3517502C1	1	
Electrical Harness Tape	7096462C1	1	

DIAGNOSTIC STEP(s)

- Not Applicable.

REPAIR STEP(s)

WARNING! To prevent property damage, personal injury, and / or death, park vehicle on a hard, flat surface, turn the engine off, set the parking brake, and install wheel chocks to prevent the vehicle from moving in either direction.

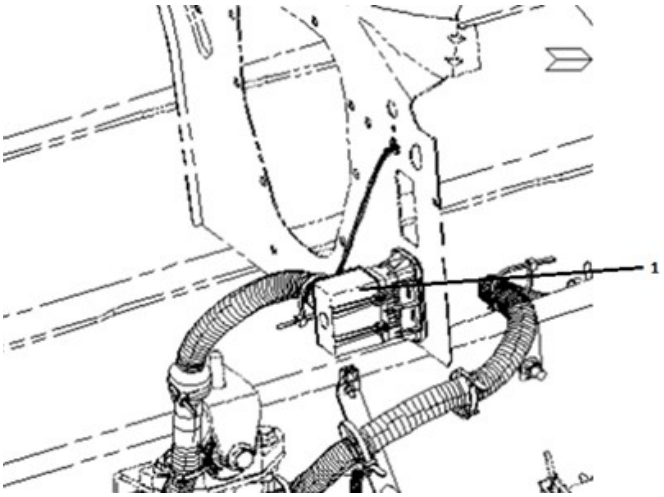
WARNING! To prevent property damage, personal injury, and / or death, if the vehicle must be raised, do not work under the vehicle supported only by jacks. Jacks can slip or fall over.

WARNING! To prevent personal injury and / or death, always wear safe eye protection when performing vehicle maintenance.

WARNING! To prevent property damage, personal injury, and / or death, keep flames or sparks away from vehicle and do not smoke while servicing the vehicle's batteries. Batteries expel explosive gases.

WARNING! To prevent property damage, personal injury, and / or death, remove the ground cable from the negative terminal of the battery box before disconnecting any electrical components. Always connect the ground cable last.

1. Open the hood.
2. Disconnect the 76-way connector (1) from the IP/Center Chassis harness.



3. Starting at the IP connector, remove the wire loom from the harness to approximately 12” back from the connector.

4. Locate the A04-131-AAD wire from terminal 9 on the Center Chassis/IP connector. Using wire cutters, cut the wire approximately 10.5” or 270 mm away from the connector body. On the wire leading to the IP connector, strip the wire insulation back ¼”. Take the other cut end of the wire and fold it over. Slide on a heat shrink tube and shrink to cover the open end of the wire.

5. Locate the A04-131-ABA wire from terminal 4 on the Center Chassis/IP connector. Cut the wire approximately 10.5” or 270 mm from the connector body and strip the insulation back ¼” on both ends of the cut wire.

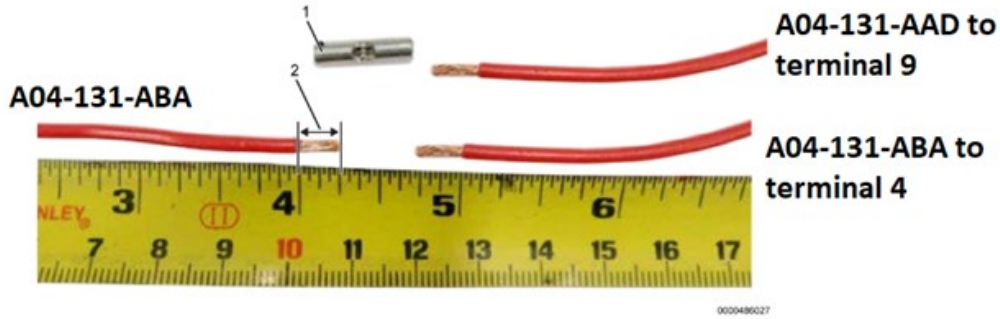


Figure: Insulation Stripped 1/4 inch

1. Crimp splice
2. Insulation stripped back 1/4 inch

6. Slide a 2-inch piece of heat shrink tube over the cut wires. Twist together the stripped ends of the A04-131-AAD wire from terminal 9 and A04-131- ABA wire from terminal 4. Splice them together with solder, followed by heating the shrink tube to cover the splice joint. Using a barrel style crimp splice of appropriate size for the wire, insert both ends of the wires into the crimp splice until conductor hits the wire stop.

NOTE: Do not use pre-insulated crimp splices (1) as they can attract corrosion and moisture. Always use non-insulated crimp splices (1) and dual wall heat shrink.

Figure: Crimp Splice Crimped on Both Wires

1. Wire stop

7. Using the CK90-66 crimping tool, crimp splice onto the wire. Ensure all the individual wire strands are inside the crimp splice. Lightly pull on both ends of the wire to ensure a tight and secure connection exists.

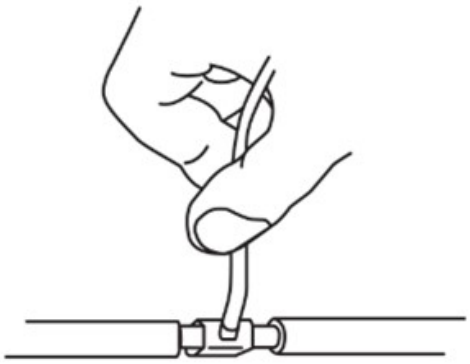


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Figure: Solder Flowing onto Splice and Wires

8. Using rosin core 60/40 solder, begin tinning the solder to the crimp splice and allow it to flow into the crimp splice and fill all voids.

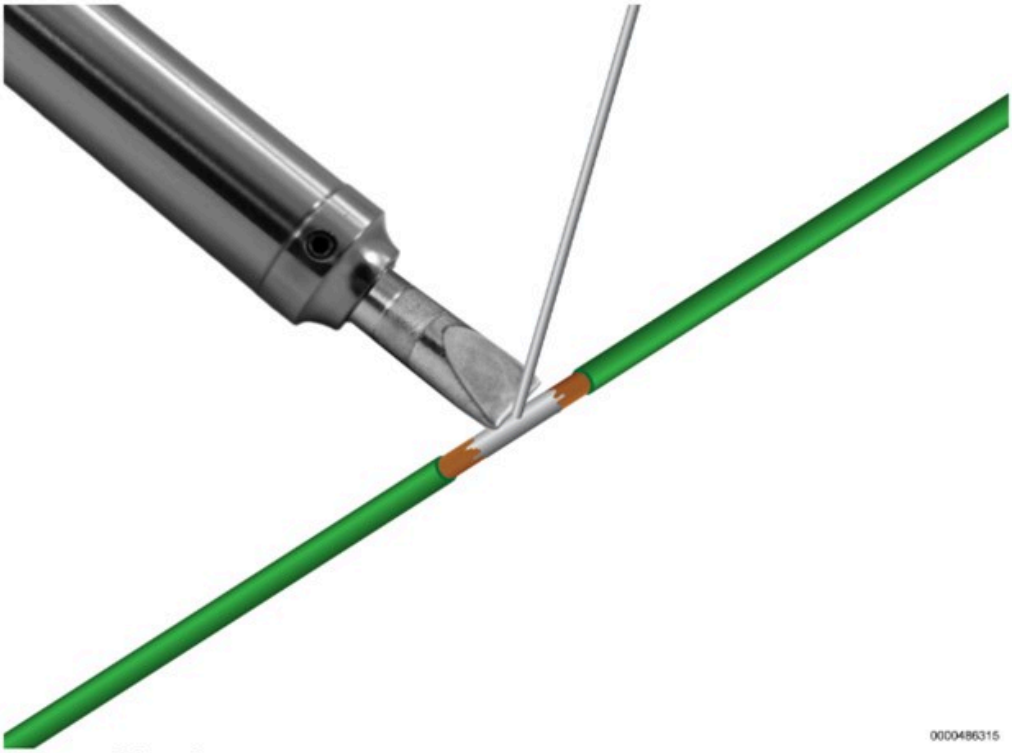

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Figure: Solder Joint

NOTE: Create a good solder joint by applying heat to the crimp splice, not to the wire conductors or the solder. Once the splice is hot enough to melt the solder on contact, the solder will flow over and into the crimp connector as well as flow into the individual strands of the wire. If the solder joint is shiny and smooth, then the proper temperature was obtained for successful soldering. If the solder is dull, then the operation has produced a cold solder joint and it should be reheated until the solder flows properly.

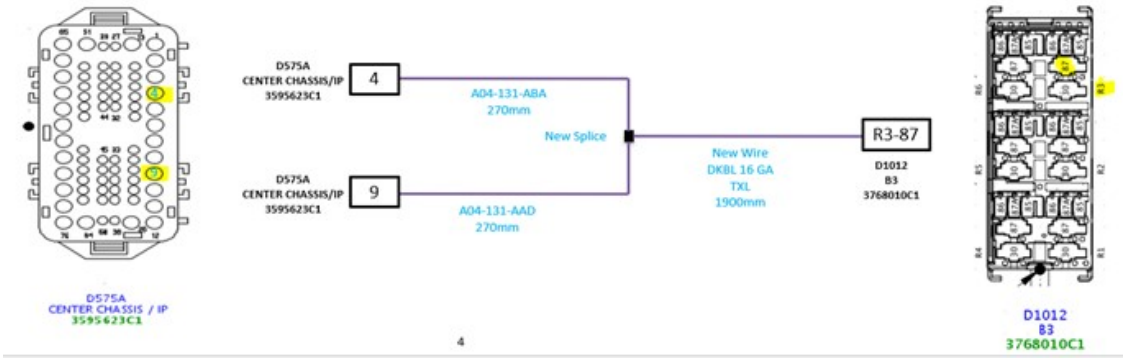
9. Slide the heat shrink over the splice and apply sufficient heat using a heat gun to shrink the tubing over the splice and wires (1). The adhesive should start to seep out of the ends, completely sealing the repaired area.

Figure: Dual Wall Heat Shrink Sleeve Over Splice

1. Adhesive on both sides

10. Re-cover the wire loom and reconnect the IP/Connector.

11. The completed wiring will reflect the diagram below.



WARRANTY INFORMATION

Warranty Claim Coding:

Refer to the Warranty Coding Manual for Group and Noun Codes.

Standard Repair Time(s):

Refer to the SRT Manual for Repair Times

OTHER RESOURCES

Master Service Information Site

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