

 HARBINGER	Technical Service Bulletin
Bulletin Number: TSB-02-00007	
Date: 8/28/2026	
Subject: AC Connector Removal	
Applicability: All 2025/2026 MY Stripped Chassis	
Service Category: Electrical Harnesses and Connectors	
Section: HV Electrical	
Market: USA	

INTRODUCTION

Due to a supplier quality issue with the AC connector in the charge port harness (Part # W-00046405), some AC connectors may incur thermal damage to their conductor pins, causing overall failure to charge or reduced performance. This Technical Service Bulletin (TSB) contains instructions to repair the charge port harness by removing and bypassing that AC connector, which is simply a convenience disconnect and unnecessary for vehicle charging.

The DC charging system and vehicle operation are unaffected by this issue.

This condition does not pose a risk to motor vehicle safety.

Vehicle Applicability:

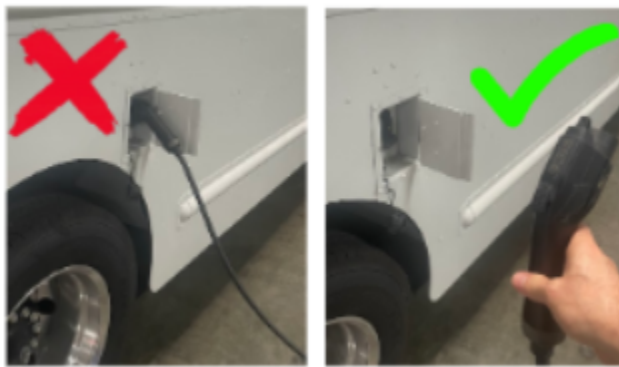
Model Year	Model
2025/2026	Stripped Chassis

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INSTRUCTIONS

Request the repair kit by opening a support ticket in the Harbinger Service Portal. For Service Portal access, email an access request to service@harbingermotors.com. Techline will confirm whether the vehicle has already been updated and initiate the parts delivery if necessary. The support ticket will be advanced to “Authorized”.

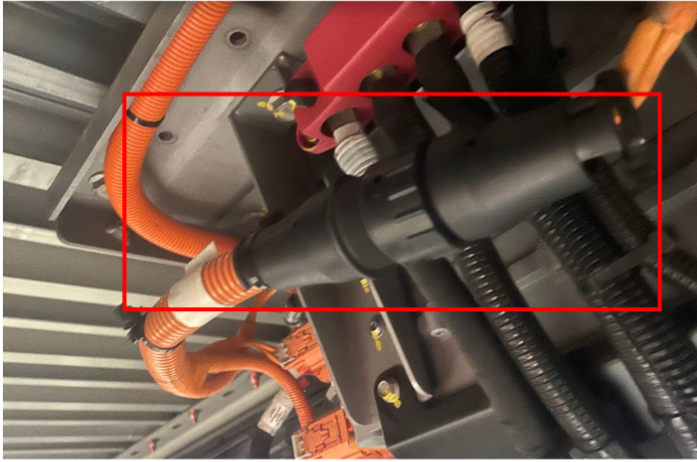
Technician Note: This repair is categorized as HV Electrical, however the AC branch of the charge port harness is not part of the vehicle’s DC high voltage system. This repair addresses the AC supply line to the on-board charger (OBC), so it cannot be energized unless the truck were plugged into an AC charger (EVSE). The OBC is not bi-directional and thus cannot energize the AC side of the cable from the vehicle.



Standard Rate Time (SRT) is 1 hr (labor time)

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Instructions to remove the AC barrel connector



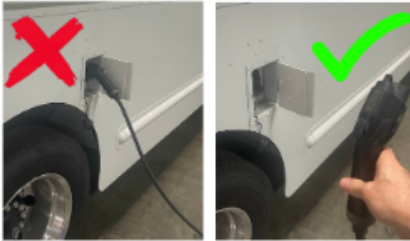
Remove the PCU cover



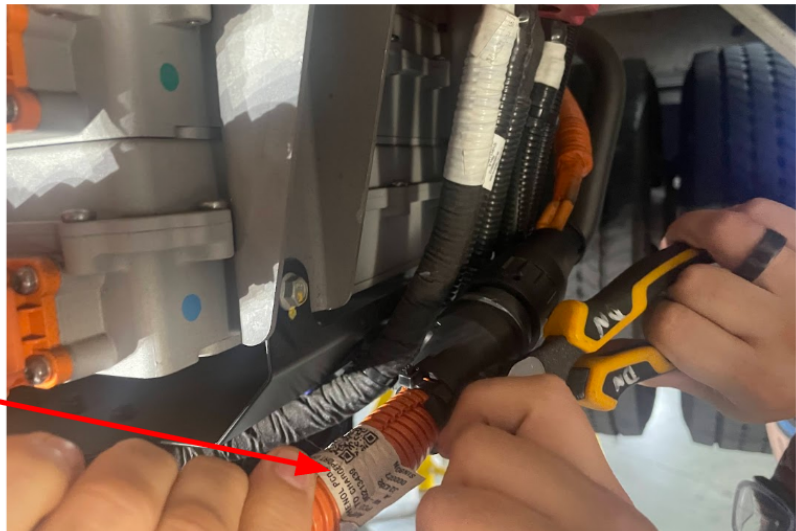
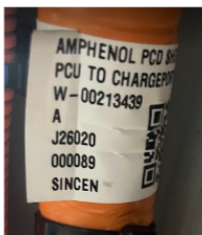
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Cut and remove the zip ties holding the wire loom in place

Technician Note: This repair is categorized as HV Electrical, however it is not part of the vehicle's DC high voltage system. This repair is to the AC supply line to the on board charger, so it cannot be energized unless the truck were plugged into an AC charger (EVSE). The OBC is not bidirectional and therefore cannot energize the AC side of the cable from the vehicle.



Please note or photograph the serial number from the PCU harness label and the charge port harness label for the case, and link that info to the removed connector for RMA (Return Material Authorization)



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Pull back the split loom to expose the wires

If there is visible thermal damage to the wires, identify how far back you need to cut to leave only clean good condition wire remaining

Do not cut further back than ½” before the Y splices

Y- Splice



Cut out the connector including any thermally damaged length of wire

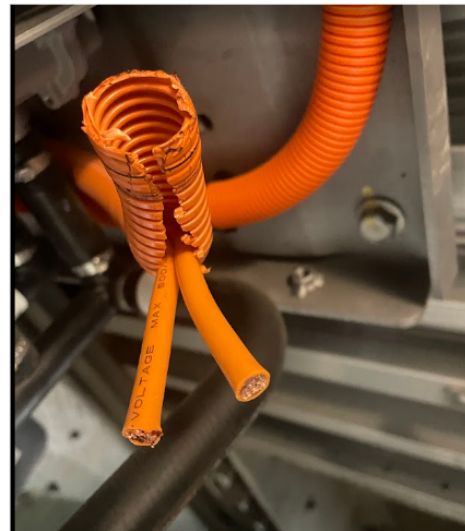
Save it for the RMA and tag with the Case number or RMA number



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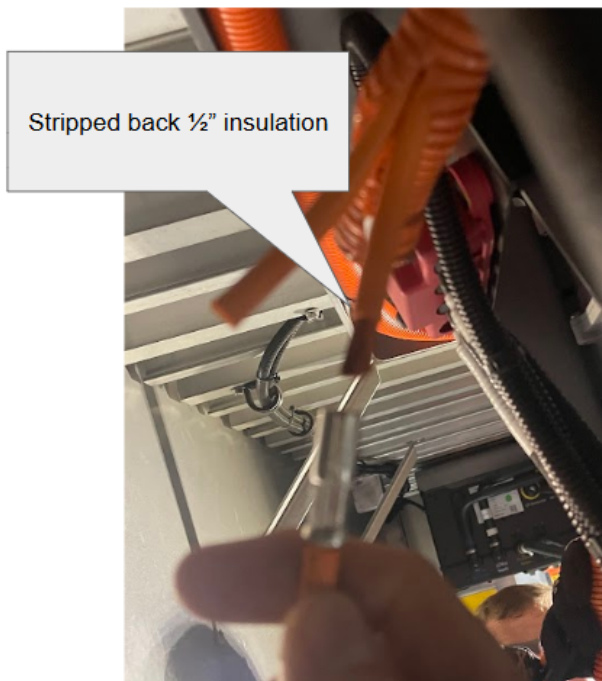
Pull back the split loom to expose the wires on the other side

If there is visible thermal damage to the wires, identify how far back you need to cut to leave only clean good condition wire remaining



Strip back ½ inch of insulation on all 4 wires while being careful not to cut any of the wire strands

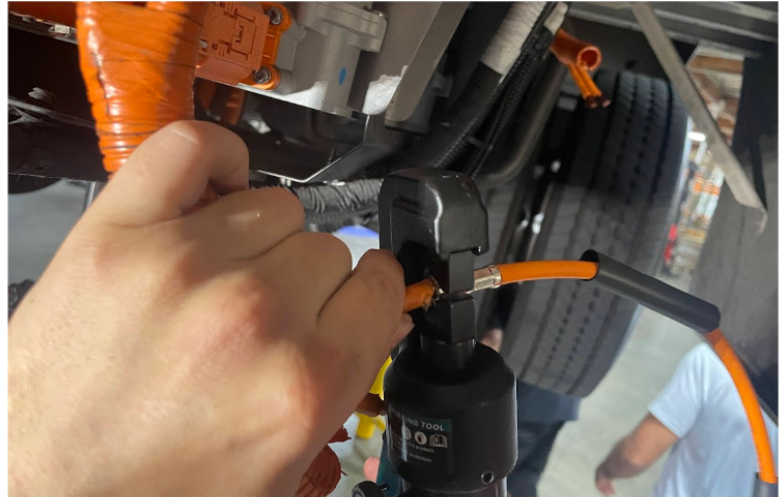
Twist and organize the conductor strands so they can **ALL** fit inside the crimp connector, then crimp



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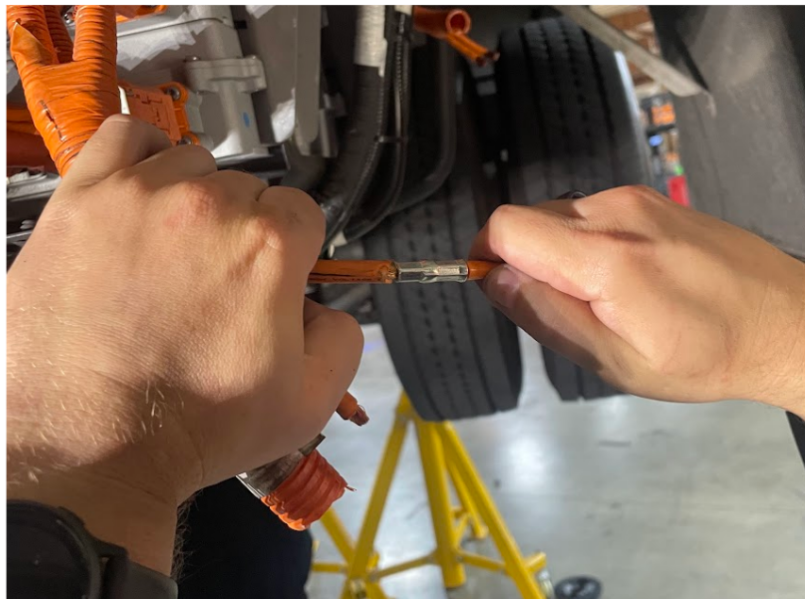
Crimp using the 2awg jaws from the [HF hydraulic crimp tool](#)

Be sure the shrink wrap pieces are in place before doing both ends as they cannot be slipped into place after



[HF hydraulic crimp tool](#) link

Once all 4 crimps are done do a pull test to be sure they are secure



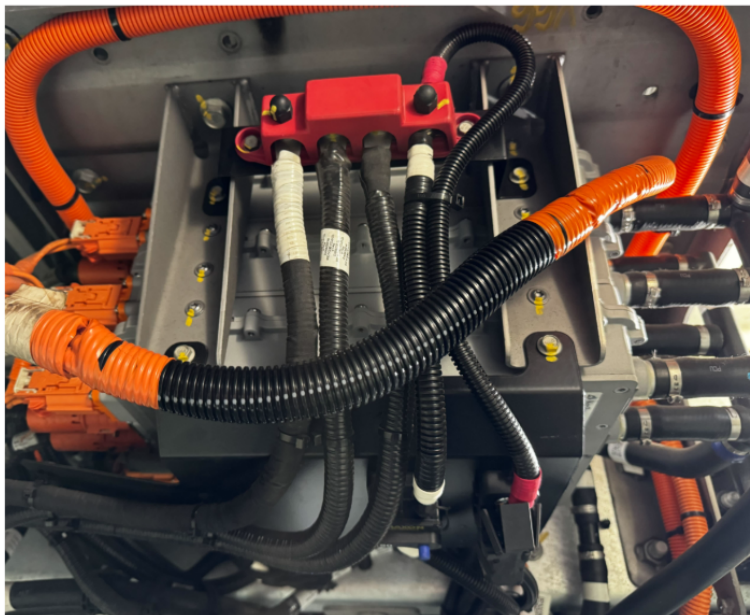
***next step- use a heat gun not flame**

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Then heat the shrink wrap to shrink it

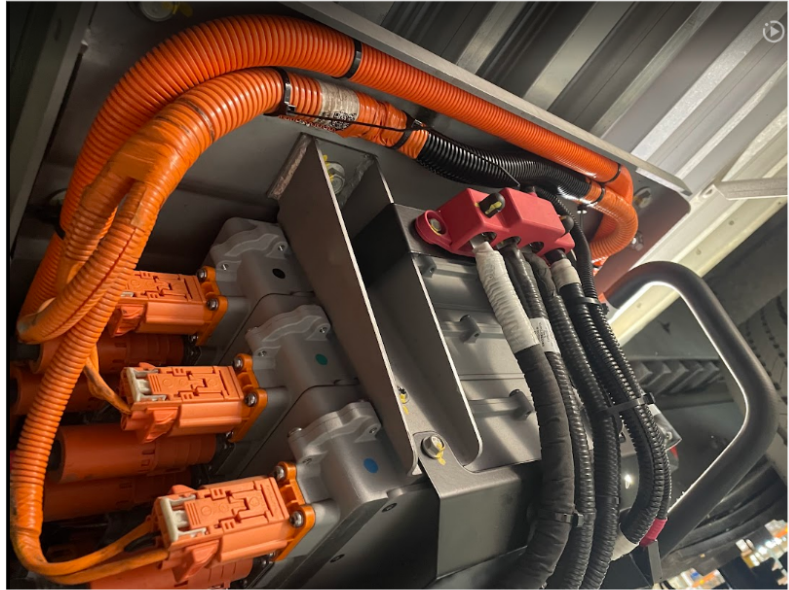


Install New Split loom
over the wire



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Put the anchors back in place and secure the assembly



Reinstall the PCU cover and test the AC charging system



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Use a permanent paint pen and mark the PCU cover or HPS cover if equipped with “ACR”



Document Version History:

Version	Change descriptions	Author
1.0	Initial release	David TenHouten
1.1	Formatting and review feedback incorporation	David TenHouten
1.3	Added post work marking	David TenHouten
1.4.2	Final review adjustments	David TenHouten

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