

 NGDV – Technical Bulletin	Title: Battery Cable Routing Guidance	
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Exceeding Customer Expectations through Continuous Improvement

NGDV Technical Bulletin

Battery Cable Routing Guidance

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INTRODUCTION

Initial Concern

Improper routing and securing of the battery (Negative and Positive) cables can lead to the potential for the cables to rub on areas of the unibody. This document describes the proper routing for these cables and a procedure to follow if an improper condition is observed.

Suspect Population

All ICE and BEV NGDV's prior to assets:

6A02574

6B00477

6C03582

Procedure and Material List

See process outlined below.

Frequently Asked Questions

Q: Are all NGDV's affected and in need of this procedure?

A: All early production NGDV (BEV, ICE and AWD) have the potential to benefit from this rerouting but this condition is not seen across the entire fleet as some trucks have the correct routing of these cables where there is no risk of rubbing against the unibody.

Q: What happens if the outlined steps are not followed?

A: The conditions for cables to rub on the unibody will remain and long-term exposure could necessitate swapping the cables that exhibit rub marks.

REWORK TOOLS AND MATERIAL LIST

Tools

- Diagonal cutters to remove Zip Tie

Consumables

- PN 5201HX – Zip Tie 10.20 X .200 Nylon

Personnel Requirements

- Procedure: .16 hours (10 minutes) Total Man Hours
- 1 person will be required for this job.

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PROCEDURE

Inspect the routing of the battery cables (Negative & Positive) in the battery well near the A-pillar on the Road Side of the vehicle. Verify the Red Cable (Positive) is positioned inboard, toward the vehicle interior and does not contact, rub against or is pinched by the unibody edge as seen below in *Image 1*.



Image 1

If the routing does not look like *Image 1* or the “Good” picture below in *Image 2*, then the existing cable tie (refer to *Image 3*) must be removed and the red cable positioned inboard and secured with a new cable tie to position the red cable away from the unibody.



Image 2

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Image 3

When the red cable is secured inboard to the black cable as seen in *Image 1*; the rework is complete and a warranty claim can be submitted for the time and materials listed at the beginning of this Technical Bulletin. There still may be “twist” in the cables due to routing variations which is acceptable.

Revision	Date	Description	Requestor
-	7/29/26	Initial Version	USPS



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Contact Information

NGDV Product Support Line - 1 (800) 830-3554