

TSB:	26-003: M920029	Product:	Lineage M-Series 25FW
Date:	5/13/2026	Repair Time:	0.5h

Purpose

This bulletin describes the procedure to relocate the LP solenoid power source from the chassis battery to the house battery on Lineage M-Series 25FW units equipped with an LP solenoid. The relocation uses retrofit harness EL-0189.

NOTE: Actual color and finish of components may differ from those depicted in this document.

Safety

This document provides general instructions. Many variables can change the circumstances of any procedure, including the degree of difficulty involved in the service operation and the ability level of the individual performing the operation. In the event the skill level required is too advanced or the procedure too difficult, a certified technician should be consulted before performing the operation. Failure to correctly install, remove, or service the system may result in voiding the warranty, inflicting injury, or even death.

WARNING

The "WARNING" symbol indicates a procedure has a safety risk involved and may cause death, serious personal injury, or severe product and/or property damage if not performed safely and within the parameters set forth in this document.

WARNING

ELECTRICAL HAZARD. Disconnect the chassis battery and turn all house battery breakers OFF before opening the DCD panel or working on any 12 V circuits. Working on energized circuits can cause arc-flash, burns, or component damage.

CAUTION

The "CAUTION" symbol indicates a procedure has a safety risk involved and may cause personal injury or product and/or property damage if not performed safely and within the parameters set forth in this document.

CAUTION

TORQUE SPECIFICATION. The AUX breaker ring terminal screw must be torqued to 15 in-lbs. Over-torquing can damage the breaker terminal; under-torquing can cause loose connection, arcing, or intermittent operation.

CAUTION

WIRE ROUTING AND RETENTION. After the harness is installed, all wires must be properly secured so they cannot fall, chafe, or shift during transit. Unsecured wiring can cause insulation damage, short circuits, or LP system failure.

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Affected Units

This procedure applies to Lineage M-Series 25FW units that ship with an LP solenoid powered from the chassis battery. Confirm unit eligibility by checking the build date or by verifying that the LP solenoid power feed is present at the 5A fuse holder inside the driver's seat (see Fig. 1).

Affected model: Lineage M-Series 25FW with LP solenoid

Affected serial range: MM2613TFF01108 through MM2613TFF01359

Affected build dates: 10/21/2025 – 4/7/2026

Resources Required

The following tools are required to complete this procedure:

- Wire cutters
- Wire strippers
- Crimping tool (for butt connectors)
- Heat gun (for heat-shrink butt connectors, if used)
- Torque screwdriver, capable of 15 in-lbs
- Phillips screwdriver
- Wire ties
- Wire end caps (for capping abandoned harness wires)

Required Components

Callout	Part #	Qty	Description
A	Call GDRV Parts	1	Retrofit harness, LP solenoid power relocation
B	Shop Supply	2	Butt connectors (for splicing harness to LP switch wires)
C	Shop Supply	AR	Wire end caps (AR = as required to cap abandoned 5A fuse holder wires)
D	Shop Supply	AR	Wire ties (AR = as required for harness retention)

**Part images not to scale relative to each other.*

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Preparation

Step 1 — Position the unit on a level surface and chock the wheels.

Step 2 — Disconnect the chassis battery and turn all house battery breakers OFF before beginning work.

Instructions — Remove Existing Chassis Battery Feed

Step 1 — At the driver's seat, locate the existing 5A fuse and fuse holder for the LP solenoid, located just inside the driver's seat base.

Step 2 — Pull the fuse holder out from beneath the driver's seat as far as possible to gain working access.

Step 3 — Cut the fuse holder wires just behind the fuse holder.

Note: Cut close enough to the fuse holder that adequate wire length remains in the harness to cap and secure the abandoned ends.



Fig. 1-3 — Location of the 5A fuse

Step 4 — Discard the fuse holder.

Step 5 — Cap the wires that remain in the harness using approved wire end caps.

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Note: Both abandoned wires must be individually capped and secured. Do not leave any conductor exposed.



Fig. 4-6 — Cap off both wires separately and discard the fuse.

Instructions — Splice New Harness at LP Switch

Step 1 — Remove the LP shut-off switch from its panel.

Step 2 — Pull the existing wire and route the new EL-0189 harness out through the switch hole.

Step 3 — Locate the light blue wire on the existing switch harness. Cut this wire several inches after the QD (quick-disconnect) female connector.

Step 4 — Butt-connect the two leads of the new EL-0189 harness to the two cut ends of the light blue wire.

Note: Connector orientation does not matter for this splice.

Step 5 — Re-install the LP shut-off switch in the switch hole. Secure all wires so they cannot fall or shift during transit.

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Fig. 3 — LP shut-off switch removed from access panel.

Fig. 4 — Pull existing wire and the new harness through the switch hole.

Fig. 5 — Butt-connect splice between EL-0189 harness and the cut light blue wire.

Instructions — Route Harness to DCD and Connect

Step 1 — Remove the entry step cover to access the under-step compartment.



Fig. 6 — Entry step cover removed for access to the DCD panel.

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Step 2 – Confirm that the chassis battery is disconnected and all house battery breakers are OFF, then remove the DCD panel screws to gain access behind the panel.

Step 3 – Route the new harness down the passenger side of the frame and into the step box, passing through the spare rubber grommet in the side of the step box.

Note: Use the existing spare grommet – do not drill a new opening through the step box wall.

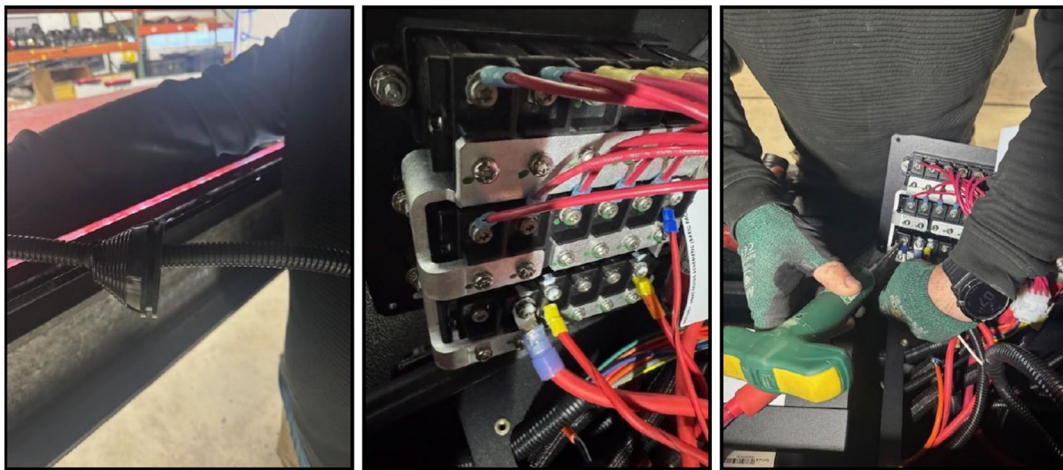


Fig. 7 – Harness routed through spare rubber grommet in step box wall.

Fig. 8 – Route & secure as necessary up to DCD

Fig. 9 – Ring terminal connected to AUX breaker, torqued to 15 in-lbs.

Step 4 – Route the harness up to the DCD panel, securing it with wire ties as needed along the way.

Step 5 – Attach the harness ring terminal to the AUX breaker on the DCD panel.

Step 6 – Torque the AUX breaker terminal screw to 15 in-lbs using a calibrated torque screwdriver.

Note: Do not over-torque. Exceeding 15 in-lbs can damage the breaker terminal.

Instructions – Reassembly and Test

Step 1 – Re-install the DCD panel.

Step 2 – Wire-tie the in-line fuse holder on the new EL-0189 harness to existing cables in any accessible location to keep it secured during transit.

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Step 3 — Re-install the entry step cover.

Step 4 — Reconnect the chassis battery and turn all house battery breakers ON.

Step 5 — Test the LP shut-off switch. Confirm the LP solenoid energizes and de-energizes as the switch is cycled.

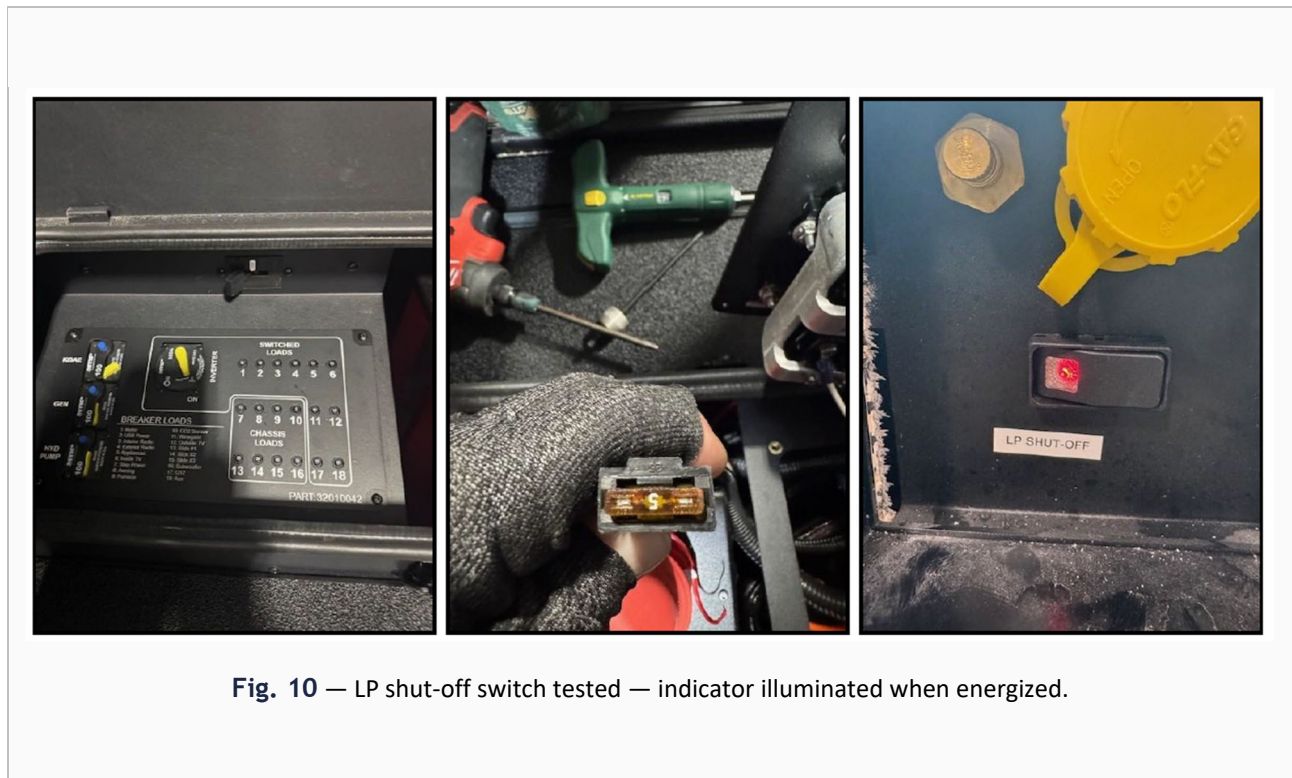


Fig. 10 — LP shut-off switch tested — indicator illuminated when energized.

Verification

Before returning the unit to service, verify the following:

- All abandoned chassis-battery feed wires are capped and secured with no exposed conductors.
- EL-0189 harness butt-splices at the LP switch are properly crimped and insulated.
- Harness is routed through the existing rubber grommet (no new openings drilled).
- AUX breaker terminal screw is torqued to 15 in-lbs.
- All harness sections are wire-tied so no wire can fall, chafe, or move during transit.
- DCD panel and entry step cover are reinstalled with all original fasteners.
- LP shut-off switch operates correctly and the LP solenoid responds to switch input.