



Product Change Notification

Current Date: 06-Aug-2026

TE Connectivity

Product Change Notification: P-26-030969

PCN Date: 03-AUG-26

TE would like to inform you of the following change(s) to the listed TE Connectivity Product. In case of any further questions about this change(s), please contact your TE Connectivity Sales Engineer. Affected part, drawing and/or specification numbers are listed on the attached sheet(s).

General Product Description:

Multiple Parts Numbers

Description of Changes

To improve the fit and retention of the ISL during shipping, prior to terminal installation a lower alignment rib has been added in the housing that prevents the ISL from over rotation. The housings 2x ISL guiding side walls have also been tightened 0.10 mm per side to reduce overall ISL displacement and movement during transit.

Other attachments:

[Presentation](#)

Reason for Changes:

Product improvement. Male Housing X-2482012-X and ISL X-2482016-X fit and alignment has been improved to eliminate any ISL shifting during shipping, prior to terminal installation.

Estimated Dates:

Last Order Date (Obsolete Parts Only):

First Date To Ship (Changed Parts Only):

07-AUG-2026

Last Ship Date (Obsolete Parts Only):

Last Date for Mixed Shipments: (Changed Parts Only):

No Mixed Shipments

Part Number(s) being Modified:

Part Number	Part Discontinued per PCN	Customer Drawing	Alias Part Number(s)	Substitute Part Number	Substitute Alias Part Number(s)	Description Of Difference
1-2479934-1	NO					
1-2479934-2	NO					
2479934-1	NO					
2479934-2	NO					

ISL Lock position low resistance

PN = 2479934 – 2POS,MQS,TAB HSG ASSY,SLD,COD A

Internal issue

Key Contact:
Donnet



Rev. 7.13.26

Description:

During SL inspection, multiple cases of unexpected lock activation were identified, showing an approx. 1.5% fallout rate associated with this failure mode.

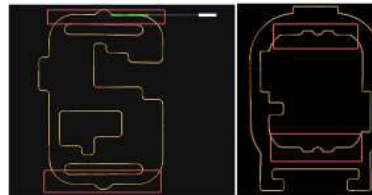
Visual reference:



Background:

An initial evaluation identified a noticeable gap between the housing and the ISL. A rattle effect is present, indicating excessive clearance between mating components. This condition may be contributing to the unwanted lock activation.

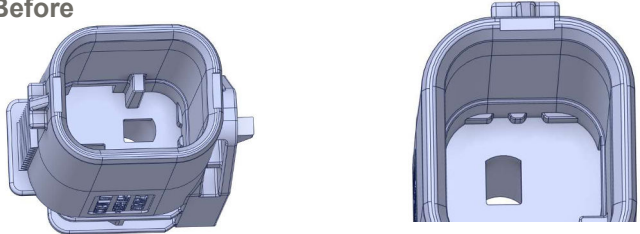
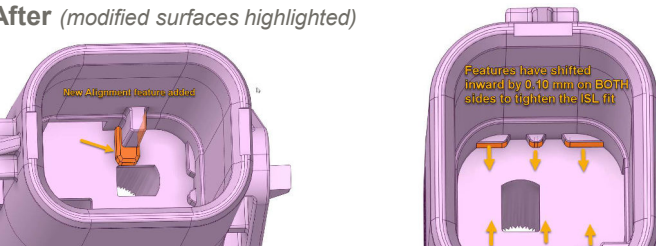
AMPD performed an initial analysis and according to their feedback, they didn't find any significant deviation on the CT Scan of both parts (HSG and TPA) comparing latest scan vs CAD. They indicated that everything seem to be close to nominal walls.



Task	Responsible	Description	Target Date	Actual Completion Date
Issue contained	N/A	Not applicable = No Containment action required. Parts are buildable and functional. Deviation submitted to Tesla for awareness of the case.	N/A	N/A
Root Cause identified	Hugo C. / Cristian N.	Review if CAD assembly tolerance indicated clearance that is allowing TPA to move on the lock position.	N/A	N/A
Corrective Action Identified	1) Paul R. 2) Paul R. 2.1) Paul 3 & 3.1) Donnet 4) Zoran / Paul	1) Initial Design change proposal required to increase bumps to improve interface 2) Lab analysis to confirm if the retention is adequate + Share recommended design changes to APMD 2.1) Final design Change proposal post-lab analysis. 3) Mold Tool design/Machining 3.1) Sampling 4) CT Scan report + PE Analys of samples	1) 4/22/26 2) 5/13/26 2.1) Est. 7/22/26 3) Est. 7/31/26 3.1) Est. 8/3/26 4) Est. 8/14/26	1) 4/22/26 – Closed 2) 5/13/26 – Closed 2.1) Complete 3) Planned 3.1) Planned 4) Planned
Corrective Action Implemented	HMO OPS	Start of production post-tooling correction	Depending on outcome of action #4.	-

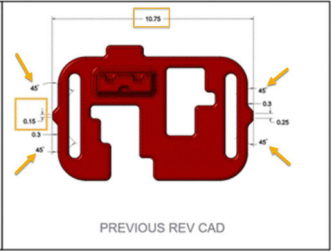
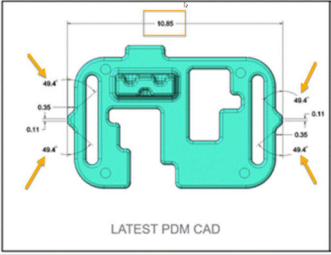
MALE HSG / ISL FIT IMPROVEMENT

Process	
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CHANGE SUMMARY	BEFORE AND AFTER COMPARISON	CHANGE EXPLANATION
Male Housing p/n 2482012 and ISL p/n 2482016 fit and alignment has been improved to eliminate any ISL shifting during shipping, prior to teminal installation.	Before  After (<i>modified surfaces highlighted</i>)  <i>Features have shifted inward by 0.10 mm on BOTH sides to tighten the ISL fit</i>	- To improve the fit and retention of the ISL during shipping, prior to terminal installation a lower alignment rib has been added in the housing that prevents the ISL from over rotation. - The housings 2x ISL guiding side walls have also been tightened 0.10 mm per side to reduce overall ISL displacement and movement during transit.

MALE HSG / ISL FIT IMPROVEMENT

Process
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CHANGE SUMMARY	BEFORE AND AFTER COMPARISON	CHANGE EXPLANATION
Male Housing p/n 2482012 and ISL p/n 2482016 fit and alignment has been improved to eliminate any ISL shifting during shipping, prior to teminal installation.	Before  PREVIOUS REV CAD After <i>(modified surfaces highlighted)</i>  LATEST PDM CAD	- To improve the fit and retention of the ISL during shipping, prior to terminal installation, ISL detent angle has been changed to 49.4 deg. - To improve the fit and retention of the ISL during shipping, prior to terminal installation, ISL detent engagement has been increased to 10.85 overall.

ASSEMBLY 2479934

