General Motors Upfitter Integration

Subject: Upfitter Junction Block - Accessory Equipment Wiring

Models Years Affected: 2016 - Beyond

Models Affected: Chevrolet Express/GMC Savana Cut-away vans with RPO 9L7

Origination Date: January 12, 2016

Revision Date: November 1, 2017

ADVISORY:

Condition/Concern:

2016 and later Express/Savana cutaway models with RPO 9L7 will have two 30 amp fused power feeds for upfitter use. RPO 9L7 [Wiring junction block equipment accessory] provides the following:

- **Two 30A fused and relay switched power wires.** The default factory wiring provides for continuous power if the control switch is ‘ON.’ [Power does not go ‘OFF’ with key ‘OFF.’] Upfitter equipment loads can be directly attached to these wires. Equipment ground wires are not provided.
- **Two control switch wires** [for relay operation]. Switches are not included.
- **One battery power feed wire 10 A** [B+ for the control switches]
- Easy in-cab access to the harness and connector [located near the Park Brake]. The connector half [with cut/taped leads] can be separated/disconnected for ease of connection/assembly.
- The power source is the Aux Battery. This arrangement protects the cranking battery from run down.
- An additional schematic shows how to accomplish an ignition switched arrangement.

Note:

1. The Aux battery is isolated from the cranking battery during ‘key off’ and connected [for charging] when the engine is running.
2. Schematics below show both ‘standard’ continuous and Key Off connection schemes
3. 2016 9L7 power source was routed to the cranking battery. 2017 [and beyond] power source is routed to the Aux battery.
In-Cab View – Near Park Brake

X291 Pin Chart

<table>
<thead>
<tr>
<th>Pin #</th>
<th>Color</th>
<th>Ckt #</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>L-BU</td>
<td>6842</td>
<td>Relay 2 coil</td>
</tr>
<tr>
<td>2</td>
<td>L-GN</td>
<td>6839</td>
<td>Relay 2 switched power out 30A</td>
</tr>
<tr>
<td>3</td>
<td>D-BU</td>
<td>6843</td>
<td>Relay 1 coil</td>
</tr>
<tr>
<td>4</td>
<td>D-GN</td>
<td>6840</td>
<td>Relay 1 switched power out 30A</td>
</tr>
<tr>
<td>5</td>
<td>RD-BK</td>
<td>102</td>
<td>Battery Hot [for control switches] 10A</td>
</tr>
<tr>
<td>6</td>
<td>---</td>
<td>---</td>
<td>Not Used</td>
</tr>
</tbody>
</table>

In-Cab View – Near Park Brake

General Motors Upfitter Integration
http://www.gmupfitter.com

Disclaimer: GM Upfitter Integration Technical Bulletins are intended for use by professional technicians, NOT a “do-it-yourselfer”. They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service and/or modification of a vehicle. These properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. Contact GM Upfitter Integration for information on whether the information is applicable your vehicle.
In-Cab View

Under Hood View
Schematic – Key Switched

Items show in red must be added by upfitter/customer

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