General Motors Upfitter Integration







UI Bulletin #137b

Subject: Upfitter Junction Block - Accessory Equipment

Wiring

Models Years Affected: 2016 - Beyond

Chevrolet Express/GMC Savana **Models Affected:** 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.

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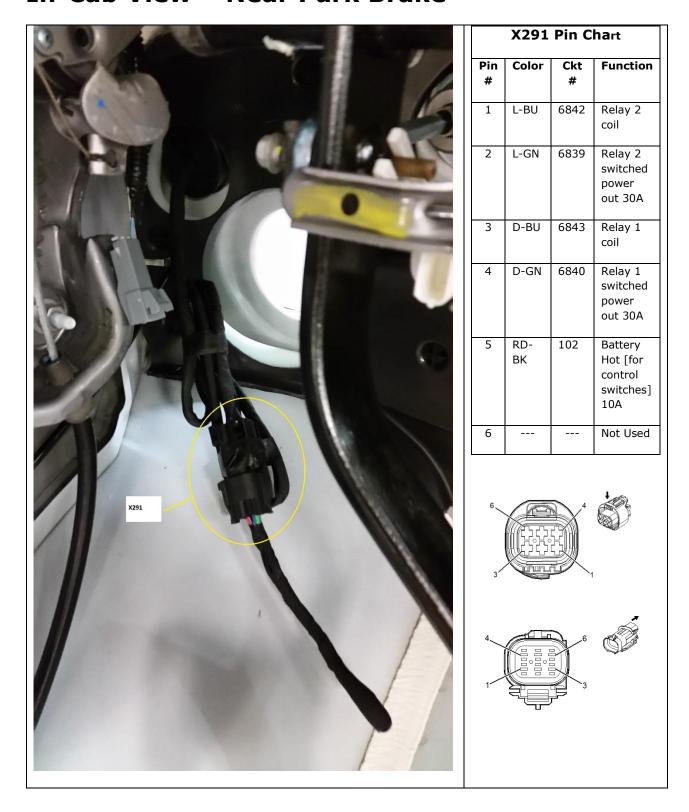








In-Cab View - Near Park Brake



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http://www.gmupfitter.com

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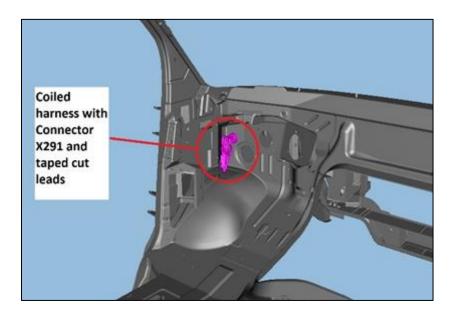




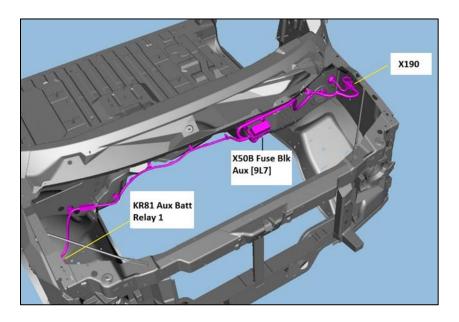




In-Cab View



Under Hood View



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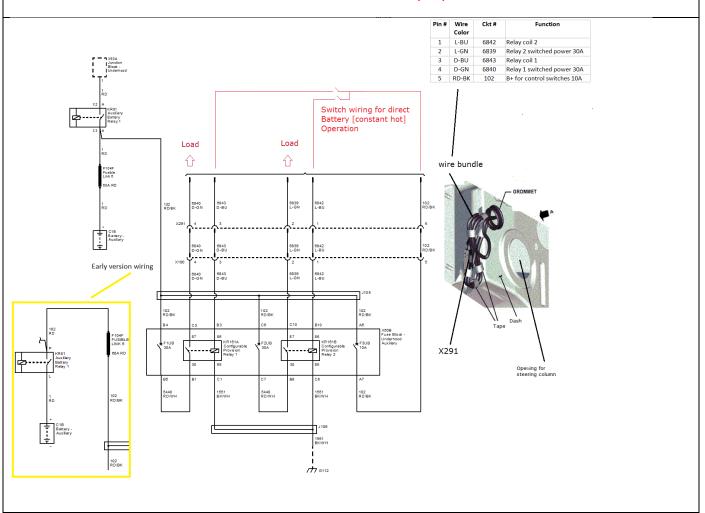








Items show in red must be added by upfitter/customer



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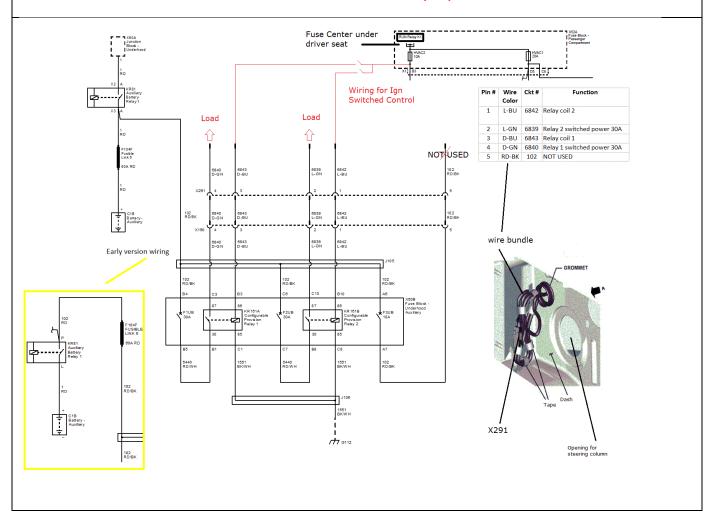






Schematic - Key Switched

Items show in red must be added by upfitter/customer



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