Upfitter Auxiliary Switches (RPO 9L7)

Subject: Chevrolet Silverado
Model Years: 2014 – 2019
Date: October 7, 2013
Revision Date: February 6, 2019

Subject: GMC Sierra Light Duty Models (1500-3500) *
Model Years: 2014 – 2019
Date: October 7, 2013
Revision Date: February 6, 2019

Subject: GMC Sierra Light Duty Models (1500-3500) * (does not include the new 1500 series body styles)
Model Years: 2014 – 2019
Date: October 7, 2013
Revision Date: February 6, 2019

ADVISORY:

NOTE: THIS BULLETIN SUPERCEDES UI110...PLEASE DISCARD ALL PREVIOUS VERSIONS

Condition/Concern:

For the 2014/15 Full-size trucks (1500 fleet/work 2500/3500HD), built with the regular production option (RPO) 9L7 (auxiliary switch bank), this switch bank replaces the standard switch bank located just below the Climate Controls (refer to figure 1) and is intended specifically for adding controlled features/functions from inside the cab.

These switches are configurable such that they can provide either Battery or Ignition 12v+ outputs. The configuration is accomplished by the RELOCATION of two fuses in the Under-hood Electrical Center (UEC). The configuration, be it for battery or ignition is done in pairs. Fuse placement will provide either the battery or ignition activation of the output relays for switches 1 and 2 or switches 3 and 4, depending on the locations of the two fuses.

NOTE: Vehicles can NOT be retrofitted to include this option if not built with it.

NOTICE: For vehicles equipped with the switches labeled “Aux” built prior to the date(s) shown in the table below, you must contact your local GM dealer to confirm that Customer Satisfaction Campaign (CSC) #14284 has been performed on the vehicle, if not, the vehicle must be taken to a GM dealer to have CSC #14284 performed. This campaign MUST be completed PRIOR to proceeding with any reconfiguration of fuses located in the Under-hood Electrical Center (UEC).

NOTE: refer to Service Update bulletin #15411 for more information if UEC is missing the fuses and relays.

Vehicle Breakpoint Information

<table>
<thead>
<tr>
<th>Model Year</th>
<th>Model</th>
<th>Plant</th>
<th>Plant Code</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>Chevrolet Silverado 1500 GMC Sierra 1500</td>
<td>Fort Wayne</td>
<td>Z</td>
<td>Feb. 2, 2015</td>
</tr>
<tr>
<td>2015</td>
<td>Chevrolet Silverado 1500 GMC Sierra 1500</td>
<td>Silao</td>
<td>G</td>
<td>Feb. 2, 2015</td>
</tr>
<tr>
<td>2015</td>
<td>Chevrolet Silverado 1500 GMC Sierra 1500</td>
<td>Flint</td>
<td>F</td>
<td>Feb. 2, 2015</td>
</tr>
</tbody>
</table>

General Motors Upfitter Integration
http://www.gmupfitter.com • 1-800-875-4742 (Upfitter Hotline)

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.
Switches/Relay outputs:

The outputs form the switches are located inside the cab into the LH IP Junction Block (IECM (X61A)). Refer to Figure 2.
Pin #1, 4, 14 and 20 are used for Upfitter added/configured circuits.

**Connector Part Information:**

- Harness Type: Upfitter
- OEM Connector: 15547108 (This connector and associated component are available through an after-market supplier (http://www.terminalsandconnectors.com/)
- Service Connector: Kit P/N 19328970 (Includes Connector body and Lock Lever)
- Description: 20-Way F 1.5, 2.8 Series (BK)
# UI Bulletin #110N

## General Motors Upfitter Integration

http://www.gmupfitter.com • 1-800-875-4742 (Upfitter Hotline)

<table>
<thead>
<tr>
<th>Terminal Type ID</th>
<th>Terminated Lead</th>
<th>Diagnostic Test Probe</th>
<th>Terminal Removal Tool</th>
<th>Service Terminal</th>
<th>Tray</th>
<th>Core Crimp</th>
<th>Insulation Crimp</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>13575832</td>
<td>J-35616-35 (VT)</td>
<td>J-38125-11A</td>
<td>7116-4112-02</td>
<td>9</td>
<td>C</td>
<td>D</td>
</tr>
<tr>
<td>II</td>
<td>13578892</td>
<td>J-35616-2A (GY)</td>
<td>J-38125-11A</td>
<td>7116-4101-08</td>
<td>9</td>
<td>E</td>
<td>A</td>
</tr>
</tbody>
</table>

Refer to the connector pin-out table for connector and terminal part number information (next page).

Available for order at GM dealers...dealers need to order on a DRO (Daily Replenishment Order)

---

**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 to your vehicle.
## X61A Junction Block - Instrument Panel X7

<table>
<thead>
<tr>
<th>Pin</th>
<th>Size</th>
<th>Color</th>
<th>Circuit</th>
<th>Function/Fuse Rating</th>
<th>Terminal Type ID</th>
<th>Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0</td>
<td></td>
<td>968</td>
<td>Upfitter Provision (30amp) Aux Switch 4 Output</td>
<td>I</td>
<td>9L7</td>
</tr>
<tr>
<td>2-3</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Not Occupied</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td></td>
<td>967</td>
<td>Upfitter Provision (30amp) Aux Switch 3 Output</td>
<td>I</td>
<td>9L7</td>
</tr>
<tr>
<td>5-6</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Not Occupied</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>RD/YE</td>
<td>2340</td>
<td>Battery Positive Voltage (15 amp)</td>
<td>I</td>
<td>-</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>VT/YE</td>
<td>43</td>
<td>Accessory Voltage (10 amp)</td>
<td>II</td>
<td>-</td>
</tr>
<tr>
<td>9</td>
<td>0</td>
<td>GN</td>
<td>5060</td>
<td>Low Speed GMLAN Serial Data</td>
<td>II</td>
<td>-</td>
</tr>
<tr>
<td>10</td>
<td>0</td>
<td>BK</td>
<td>1050</td>
<td>Ground</td>
<td>I</td>
<td>-</td>
</tr>
<tr>
<td>11</td>
<td>0</td>
<td>VT/WH</td>
<td>1939</td>
<td>Run/Crank Ignition 1 Voltage (15 amp)</td>
<td>I</td>
<td>-</td>
</tr>
<tr>
<td>12-13</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Not Occupied</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>14</td>
<td>0</td>
<td></td>
<td>966</td>
<td>Upfitter Provision (30amp) Aux Switch 2 Output</td>
<td>I</td>
<td>9L7</td>
</tr>
<tr>
<td>15-16</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Not Occupied</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>17</td>
<td>0</td>
<td>RD/YE</td>
<td>2340</td>
<td>Battery Positive Voltage (15 amp)</td>
<td>I</td>
<td>-</td>
</tr>
<tr>
<td>18</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Not Occupied</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>19</td>
<td>0</td>
<td>GN/GY</td>
<td>817</td>
<td>Vehicle Speed Signal (4k PPM)</td>
<td>II</td>
<td>-</td>
</tr>
<tr>
<td>20</td>
<td>0</td>
<td></td>
<td>965</td>
<td>Upfitter Provision (30amp) Aux Switch 1 Output</td>
<td>I</td>
<td>9L7</td>
</tr>
</tbody>
</table>

Note: The **yellow** shaded terminals are available signals for Upfitter usage.

---

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 to your vehicle.
Under fuse Block Label

NOTE: The red squared area in Figure 5 reflects the fuses involved in the possible fuse reconfiguration used for the powering of the AUX switches.
Aux Switch Powering/Fuse Configurations

**CAUTION:**
Never populate both fuse locations for either pairing of AUX switches. This is to mean do NOT install fuses in both locations of 22 and 26 or in both locations of 27 and 31.

Figure 6 shows the fuses configured for all switches (1, 2, 3 & 4) for battery powered. This is the default fuse location from vehicle manufacturing (note fuse locations 26 & 31 are unpopulated).

**CAUTION:**
Never populate both fuse locations for either pairing of AUX switches. This is to mean do NOT install fuses in both locations of 22 and 26 or in both locations of 27 and 31.

Figure 7 shows the fuses configured for switches 1 & 2 to be Ignition powered and switches 3 & 4 being battery powered. This configuration is accomplished...
UI Bulletin #110N

by MOVING the fuse from location 22 TO location 26 (leaving locations 22 & 31 unpopulated)

![Figure 8](image)

Figure 8 shows the fuses configured for switches 1 & 2 to be Battery powered and switches 3 & 4 being Ignition powered. This configuration is accomplished by MOVING the fuse from location 27 TO location 31 (leaving locations 26 & 27 unpopulated)

![Figure 9](image)

Figure 9 shows the fuses configured for all switches (1, 2, 3 & 4) to be Ignition powered. This configuration is accomplished by MOVING the fuse from

---

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 to your vehicle.
UI Bulletin #110N

location 22 TO location 26 and MOVING 27 TO 31 (leaving fuse locations 22 and 27 unpopulated)

**Wire Harness Pass-thru location**

Figure 10 shows the location of the upfitter wire harness pass through

---

**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 to your vehicle.
Wiring Schematic

Figure 11