ADAISORY:

Condition/Concern:
Upfitters may inquire on the new 2014-2015 LD Full-size trucks and for the 2015 HD series as to where to access commonly used circuit for adding aftermarket equipment.

Recommendation:
Commonly utilized circuits are available for use in the ICEM (formally referred to as the Mid-BEC or MBEC) which is located in the LH foot well, near or below the parking brake mechanism (see figure 1)
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.

Refer to connector pin-out table for connector and terminal part number information (next page).
X61A Junction Block Top View
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Wire Harness Pass-thru location

To prevent damage to electronic components from voltage spike, use of a diode as shown below is recommended. Components damaged by voltage spikes from added after-market equipment is not covered by the vehicle warranty.

Use GM Diode P/N 12112422 or equivalent
Vehicle Speed Signal Circuit

If your device to which you are providing a Vehicle Speed signal to requires a pulse high you will need to add the mechanization above. The EBCM will pull a high low, but does not provide any high signal. The above will give the high for the EBCM to pull low and when release will provide the upfitter device a high signal when the EBCM releases the circuit. This “pulse” occurs at a rate of 4000 pulses per mile (4k PPM).