



# UI Bulletin #115f

## Subject: **Upfitter Circuit Provisions**

**Models Affected:** Chevrolet Silverado

GMC Sierra

**Model Years:** 2014 and Beyond

**Date:** March 20, 2014

**Revision Date:** January 12, 2018

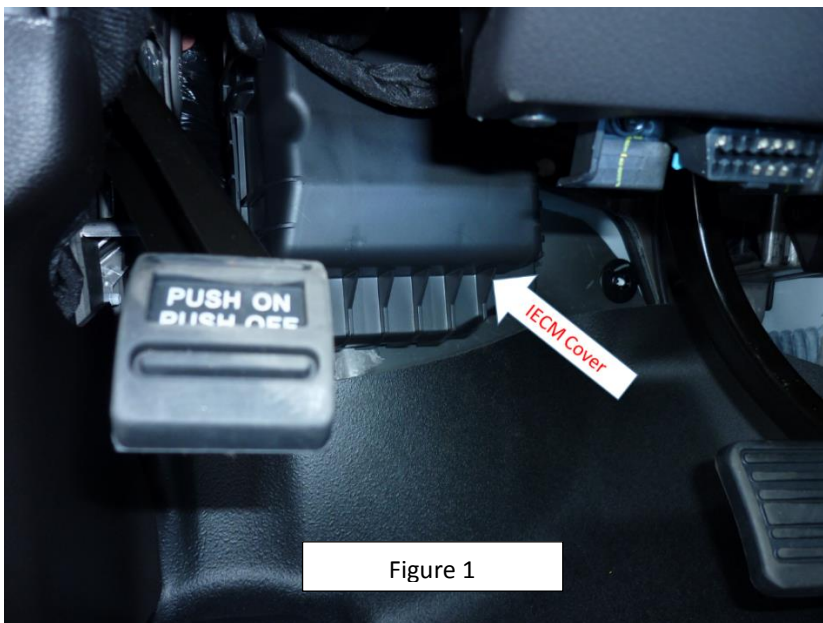
## **ADVISORY:**

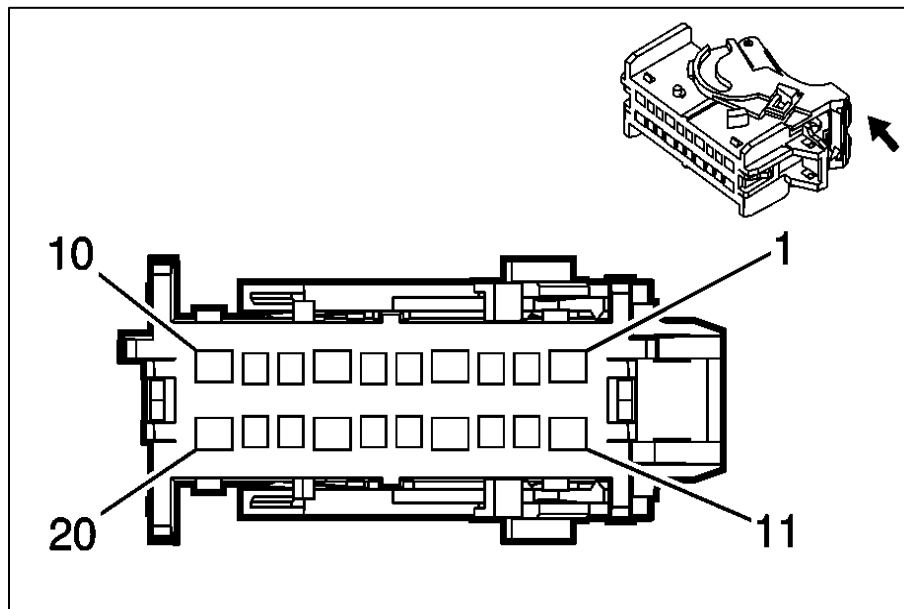
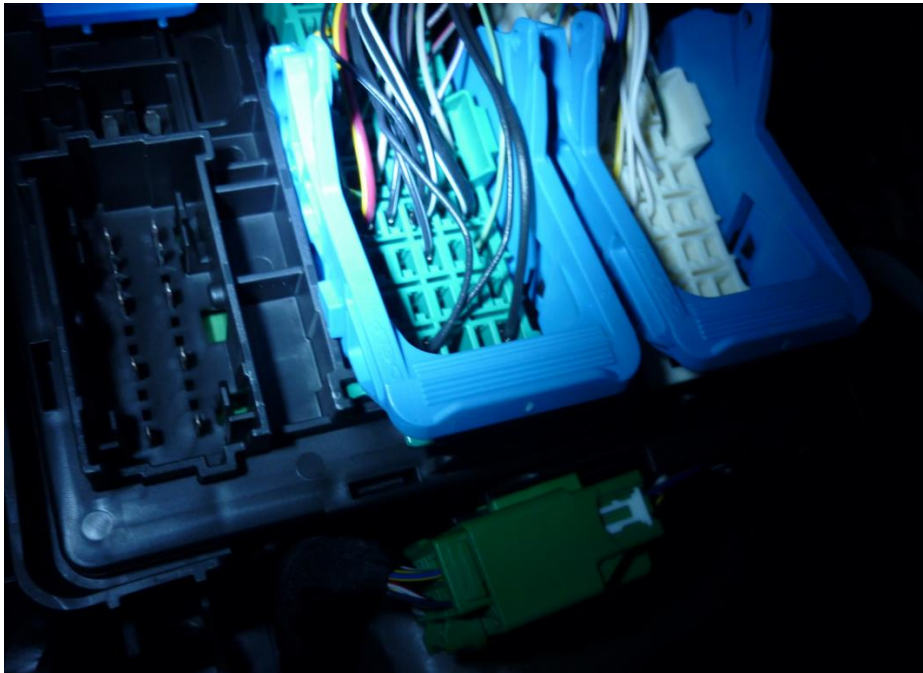
### **Condition/Concern:**

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)

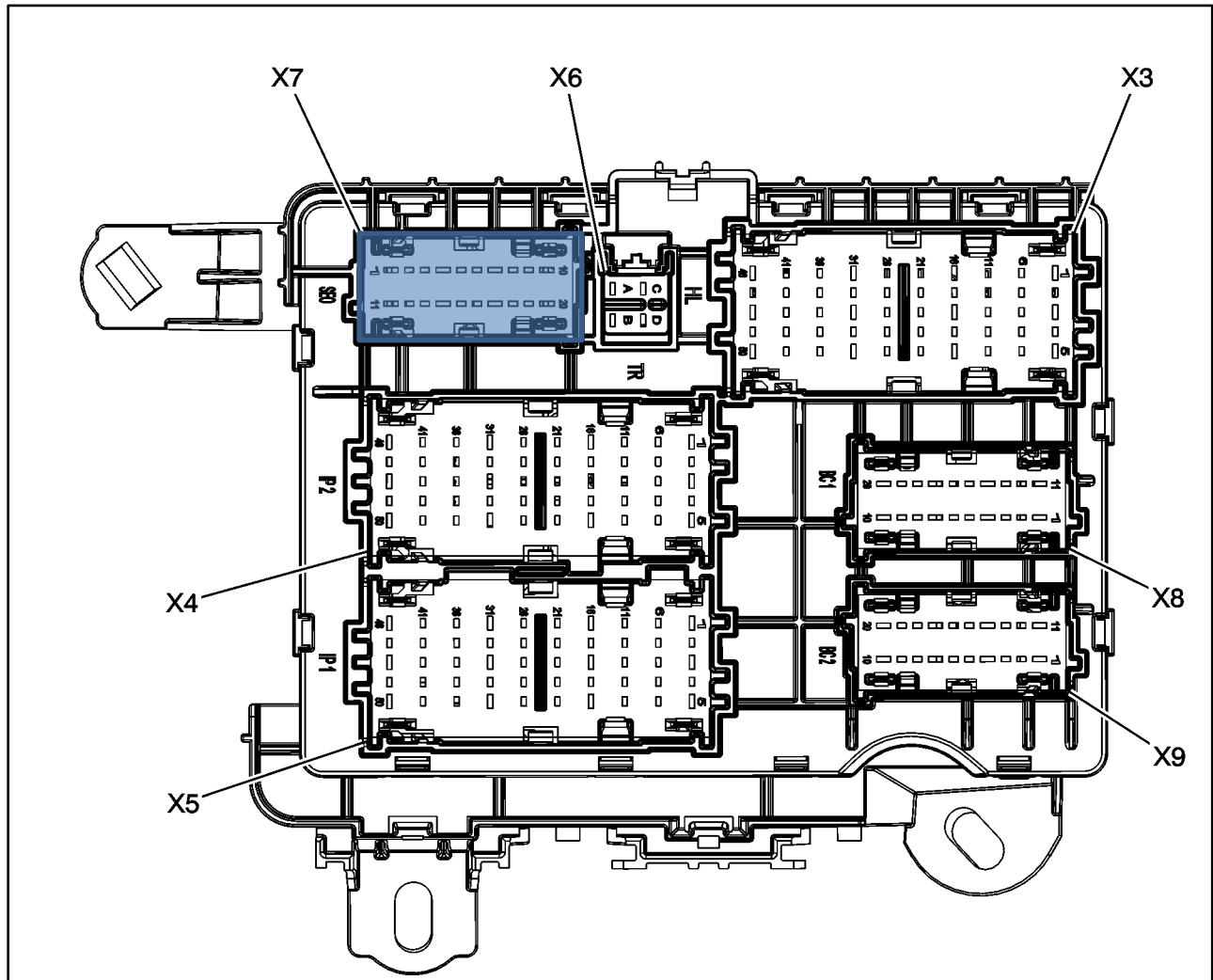




Refer to connector pin-out table for connector and terminal part number information (next page).



## X61A Junction Block Top View





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**Connector Part Information**

- Harness Type: Upfitter
- OEM Connector: 15547108 (available from [www.terminalsandconnectors.com](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)

Also now available for order at GM dealers

Terminal Part Information							
Terminal Type ID	Terminated Lead	Diagnostic Test Probe	Terminal Removal Tool	Service Terminal	Tray	Core Crimp	Insulation Crimp
I	13575832	J-35616-35 (VT)	J-38125-11A	7116-4112-02	9	C	D
II	13578892	J-35616-2A (GY)	J-38125-11A	7116-4101-08	9	E	A

X61A Junction Block - Instrument Panel X7

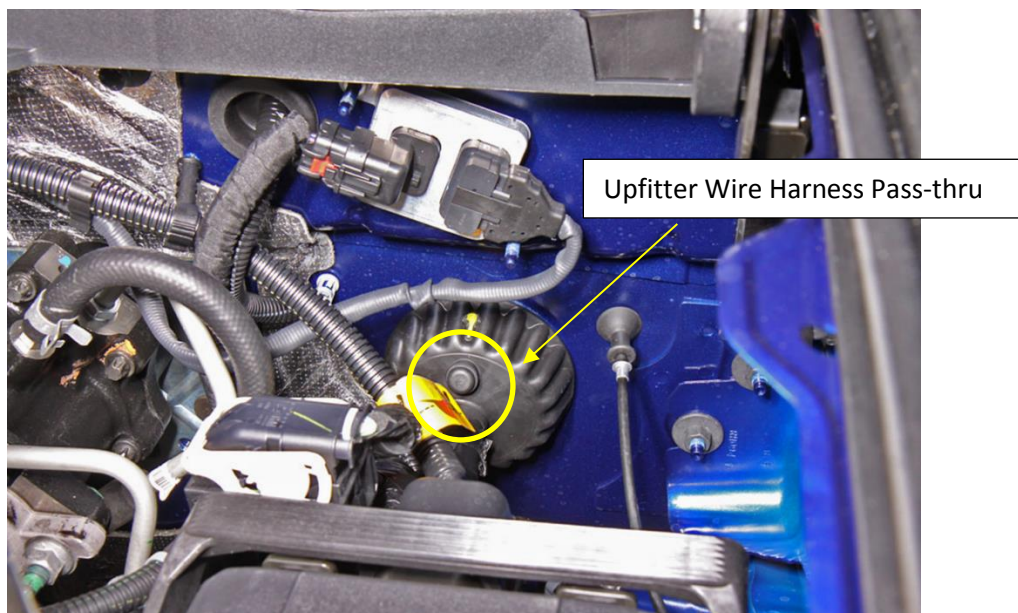
Pin	Size	Color	Circuit	Function/Fuse Rating	Terminal Type ID	Option
1	0		968	Upfitter Provision (30amp)(Aux. SW 4 output)	I	9L7
2-3	-	-	-	Not Occupied	-	-
4	0		967	Upfitter Provision (30amp)(Aux. SW 3 output)	I	9L7
5-6	-	-	-	Not Occupied	-	-
7	0	RD/YE	2340	Battery Positive Voltage (15 amp)	I	-
8	0	VT/YE	43	Accessory Voltage (10 amp)	II	-
9	0	GN	5060	Low Speed GMLAN Serial Data	II	-
10	0	BK	1050	Ground	I	-
11	0	VT/WH	1939	Run/Crank Ignition 1 Voltage (15 amp)* <i>Note: when using this circuit to activate relay, refer to the relay mechanization on pg. 5</i>	I	-
12-13	-	-	-	Not Occupied	-	-
14	0		966	Upfitter Provision (30amp)(Aux. SW 2 output)	I	9L7
15-16	-	-	-	Not Occupied	-	-
17	0	RD/YE	2340	Battery Positive Voltage (15 amp)	I	-
18	-	-	-	Not Occupied	-	-
19	0	GN/GY	817	Vehicle Speed Signal (4k PPM) see pg. 6	II	-
20	0		965	Upfitter Provision (30amp)(Aux. SW 1 output)	I	9L7

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

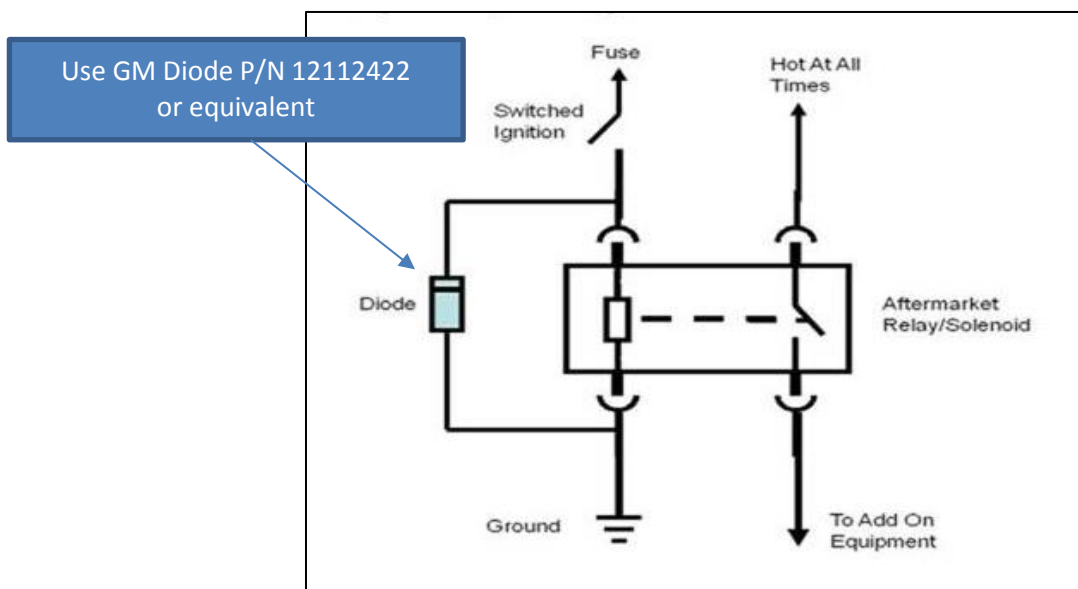
**Disclaimer:** GM Upfitter Integration Technical Bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service and/or 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 your vehicle.



## Wire Harness Pass-thru location

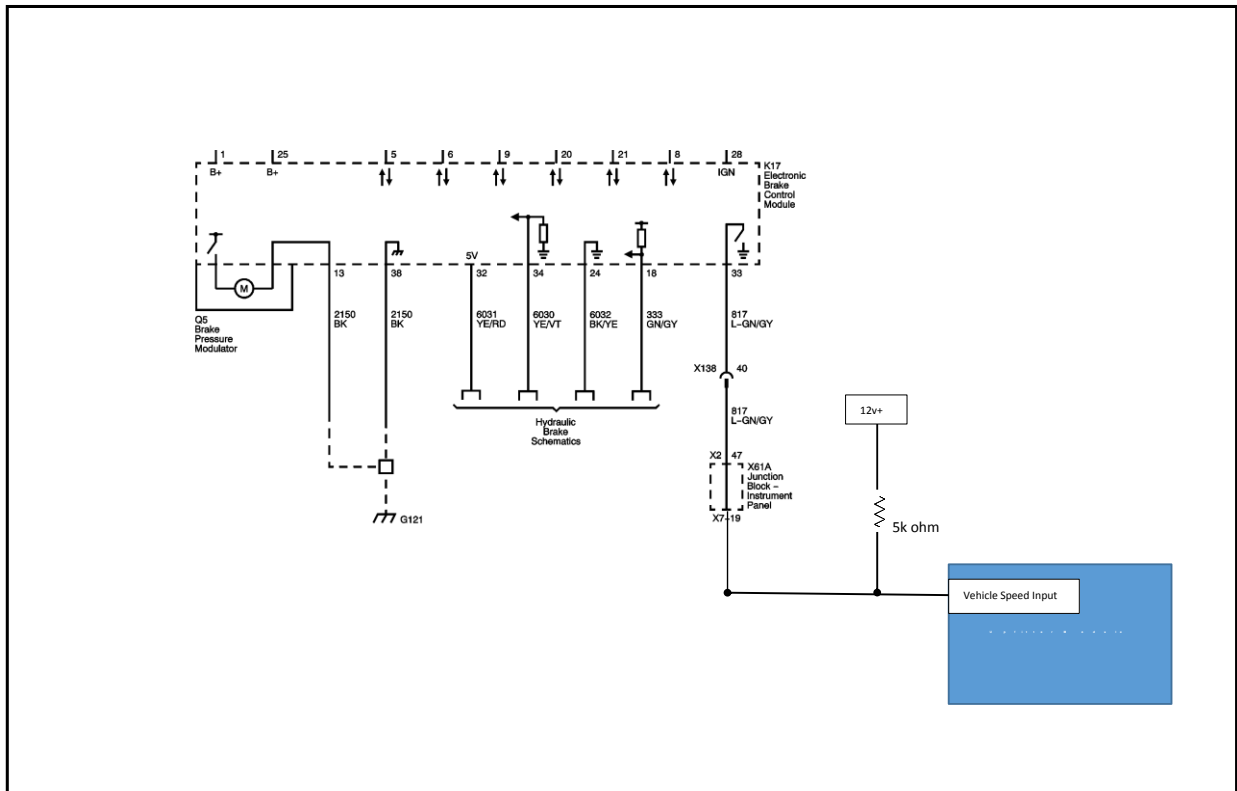


To prevent damage to electronic components from voltage spike, use of a diode as shown below is recommended. Components damaged by voltage spikes from added after-market equipment is not covered by the vehicle warranty





## 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).