



UI Bulletin #183

Subject: First responder installed equipment disables or shuts down when the LH doors of the vehicle are opened, or the Star/Stop button is pressed.

Models

Years 2021 and beyond

Affected:

Models Chevrolet Tahoe

Affected: PPV (9C1) and SSV (5W4) models

Origination

Date: October 27, 2021

Revision

Date: N/A

ADVISORY:

Condition/Concern:

Some upfitter/customers may indicate that certain equipment installed will be disabled or shut-down when either of the vehicle's Driver or Passenger LH doors are opened or the Start/Stop button is pressed. This condition is caused when the installer/upfitter utilizes the Violet (VT) 2801 wire/circuit. This circuit is functionally tied to a feature called IRAP (Interruptible Retained Accessory Power). IRAP operates as described below and its function as noted is tied to the 2801 circuit and as such the devices connected to this power source are subjected to the power interruptions as well.

Interruptible Retained Accessory Power

The Power Mode Master (PMM) Controls components as needed. If equipped with a RAP relay, the BCM controls the Retained Accessory Power with an exception, Interruptible Retained Accessory Power (IRAP) is deactivated during transmitter authentication. During Transmitter Authentication the PMM will deactivate components including IRAP to prevent Radio Frequency (RF) Interference (RFI) that may cause a "NO REMOTE DETECTED" message to be displayed on the Driver Information Center (DIC).

Note: If transmitter Authentication occurs while in Run or Propulsion Modes, it is normal for IRAP to be interrupted momentarily (i.e. items connected to auxiliary power ports or chargers may momentarily go off then come back on).

If a remote transmitter was not been previously detected, Transmitter Authentication can occur under any of the following conditions:

- The driver's side front door is opened.
- The driver's side rear door is opened.
- The S38 Vehicle On/Off Switch is pressed.

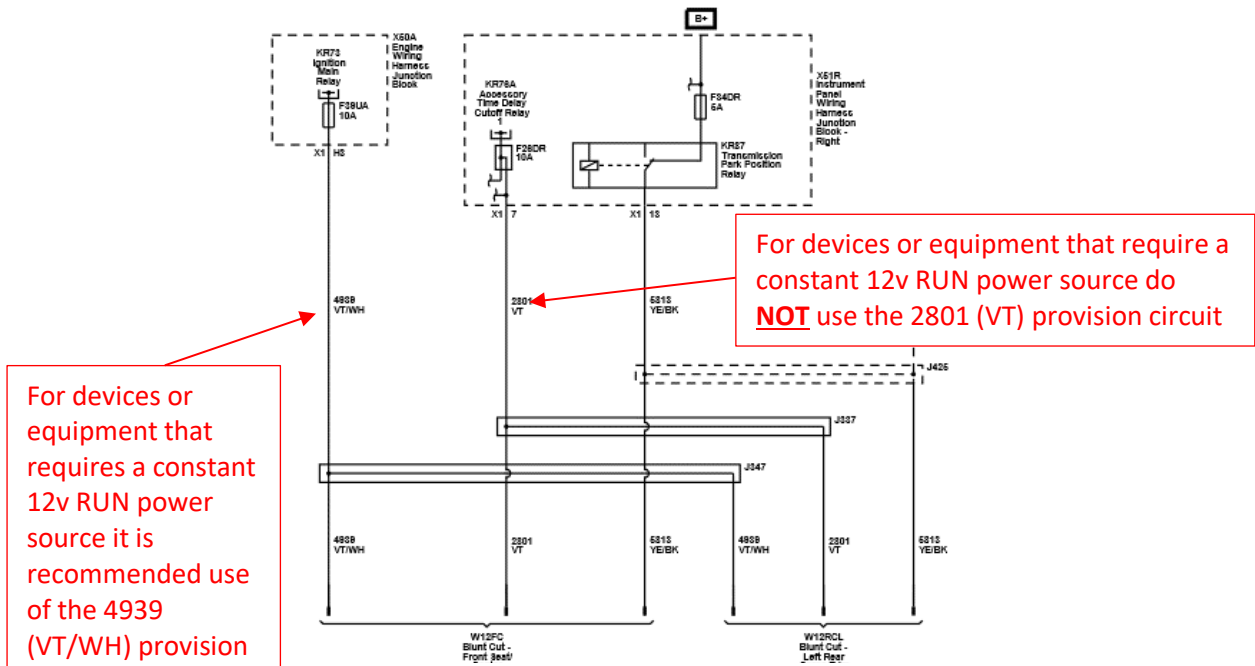
General Motors Upfitter Integration

<http://www.gmupfitter.com>



Repair/Recommendation:

To avoid the power interruptions and provide a steady “RUN” mode power source for devices requiring such, it is recommended that the provisional 4939 (VT/WH wire) be used in place of the 2801 circuit. Refer to the schematic and notes below for more details.



For devices or equipment that requires a constant 12v RUN power source it is recommended use of the 4939 (VT/WH) provision circuit

For devices or equipment that require a constant 12v RUN power source do **NOT** use the 2801 (VT) provision circuit

Both the 2801 and 4939 provisional circuit are available in the blunt cut harnesses located in both the cargo and center console area

Additional Information:

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