UI Bulletin #207

Subject:	Intermittent Cluster, Radio and HVAC Display Resets on Snowplow Trucks
Models/Years Affected:	2027 Silverado/Sierra 2500-3500 HD with L8S and L6P Engines With Snowplow Prep Package (RPO VYU)
Origination Date:	November 10, 2026
Revision Date:	

ADVISORY:

Condition/Concern:

The snowplow jumper harness is needed to make the Silverado/Sierra HD truck electrically compatible with the VYU snowplow package. It connects into the generator circuit so snowplow operation does not create voltage surges that could trigger vehicle module overvoltage protection. The harness also requires revised routing and layout to accommodate the new L8S gas and L6P diesel engine-generator configurations. The design has been commonized across both engines, and the snowplow jumper harness (P/N 86504588) is included in kit P/N 86504587. It is an accessory harness installed by the dealer or upfitter after production, not part of the standard vehicle harness.

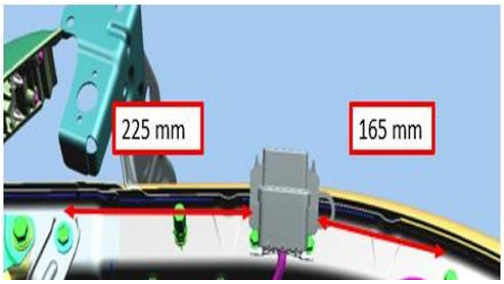
Repair/Recommendation:

Contact your local GM dealer to schedule installation of the VYU snowplow jumper harness (P/N 86504588; HD only), included in kit P/N 86504587, per the latest version of GM Service Bulletin 25-NA-293. If your truck has RPO VYU but did not come with the harness, your dealer can order the required kit.

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Installation Instructions:

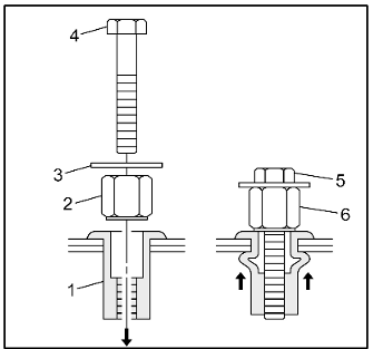
1) Locate and drill holes (9.0 mm) for the mounting location of the mini electrical center per figure below. Use the mounting bracket as a template for holes as shown in figure. Be sure to use a drill suitable for high strength steel and a lubricating oil/fluid.
2) Note proximity to flanged edge – bracket should be tight against the flange.





3) Once drilled holes are completed install the 2 rivet nuts included in the kit (see figure below) using GM Special Service Tool BO-42151-6MM-KIT or equivalent:
a) Apply lubricant to bolt threads. Insert bolt (4) through washer (3) and anvil (2) into rivet nut (1) until finger tight
b) Insert rivet nut assembly into hole in sheet metal.
c) Hold anvil (6) with 9/16” wrench and tighten bolt (5) with 10 mm wrench to crimp the rivet nut approximately 3 turns. Do not over tighten.
d) Remove bolt, washer and anvil.



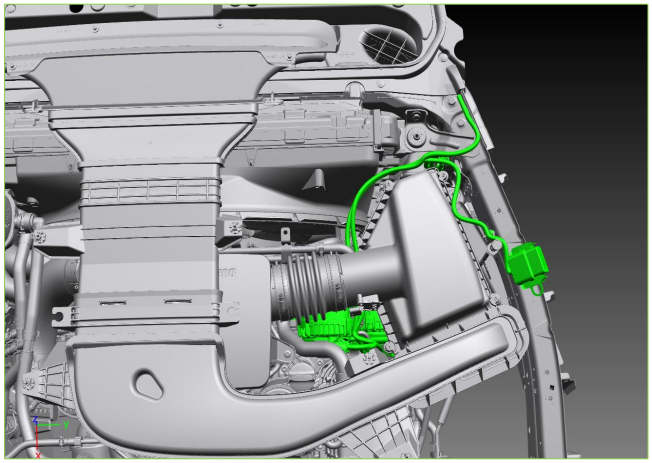


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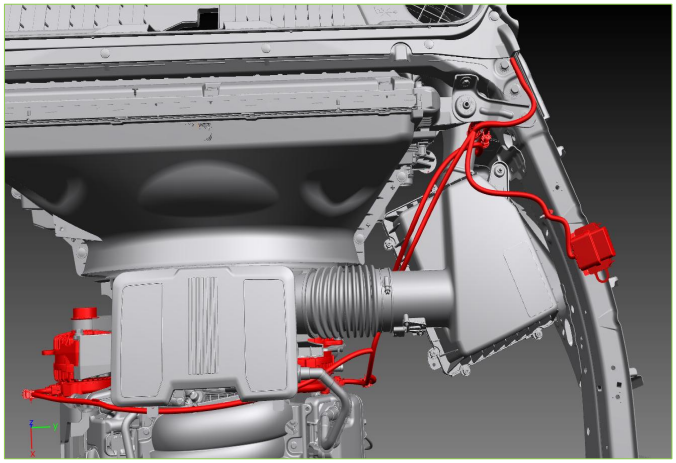
4) Remove Air Cleaner Outlet Duct per GM Service Information.



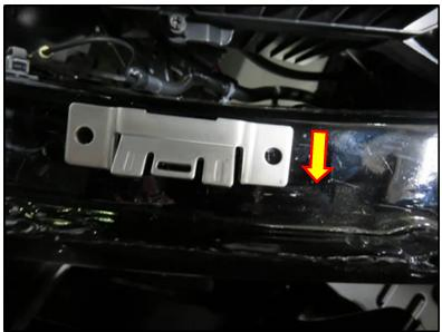
Diesel Vehicle (harness installed as shown in GREEN below)



Gas Vehicle (harness installed as shown in RED below)



5) Using the supplied 6mm bolts, loosely install the bracket for the mini electrical center such that center retaining tab faces outboard from the flanged edge (refer to figure).

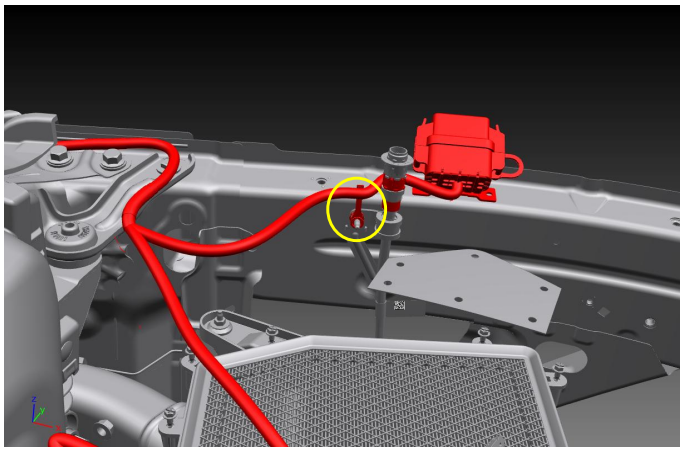


6) After you have installed the bracket, attach the relay box to the bracket mount.

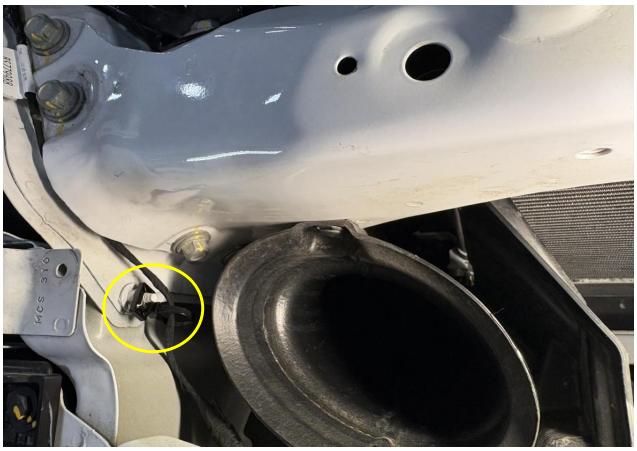


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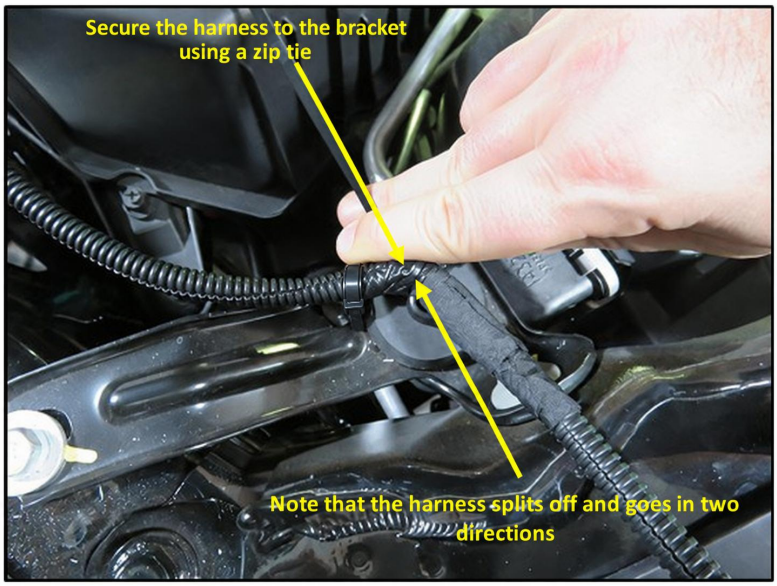
7) Install one combination tie stud/clip tie strap retainer (GM P/N 84112532; quantity 1) by routing and securing it to the AC bracket bolt, as shown below. Use the same clip for both the gas and diesel vehicles. The required clip is circled in yellow.



8) Install one combination tie stud/clip tie strap retainer (GM P/N HT 157-00226; quantity 1) by routing and securing it to the body's bolt, as shown below. Use the same clip for both the gas and diesel vehicles. The required clip is circled in yellow.



9) Continue routing and securing the wire harness using the combination tie strap/clips provided. Secure to the center radiator support bracket. This applies to both gas and diesel applications.



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10) The smaller bundle is routed beneath the air baffle.

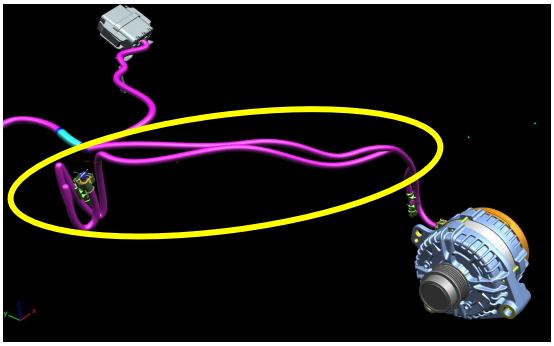
11) **Single generator systems (for both gas and diesel):**

a) Unplug the 2-way connector on the generator.

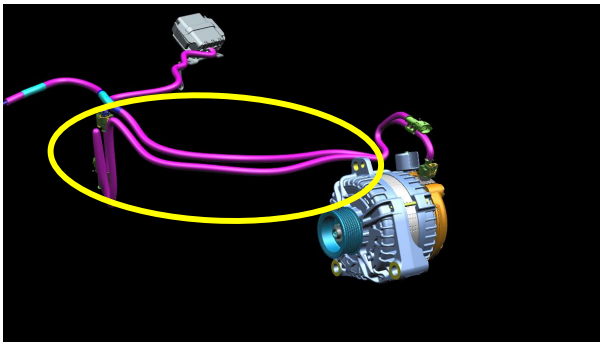
b) Identify the primary generator connector [at the very tip of the harness when it is fully extended]. Insert it in the alternator.

c) Take the original alternator connector and plug it into the mating jumper harness connector. Note: In this case, the second alternator connector will be unused and will remain capped and tied to the harness bundle.

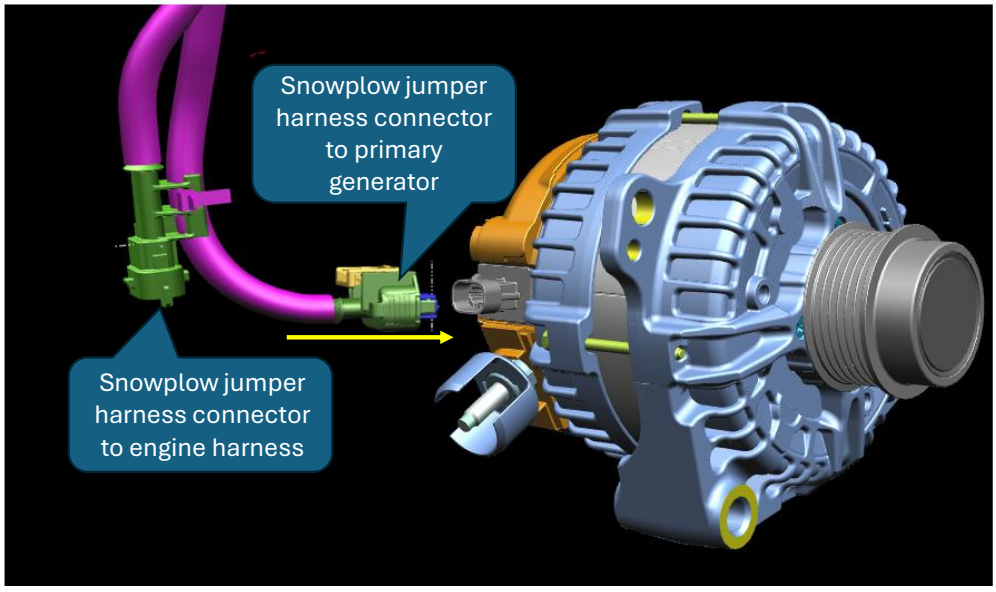
For single-generator gas systems, the RH-side generator is the primary; the secondary connector, circled in yellow, is hanked.



For single-generator diesel systems, the upper generator serves as the primary. The secondary connector, highlighted with a yellow circle, is hanked.

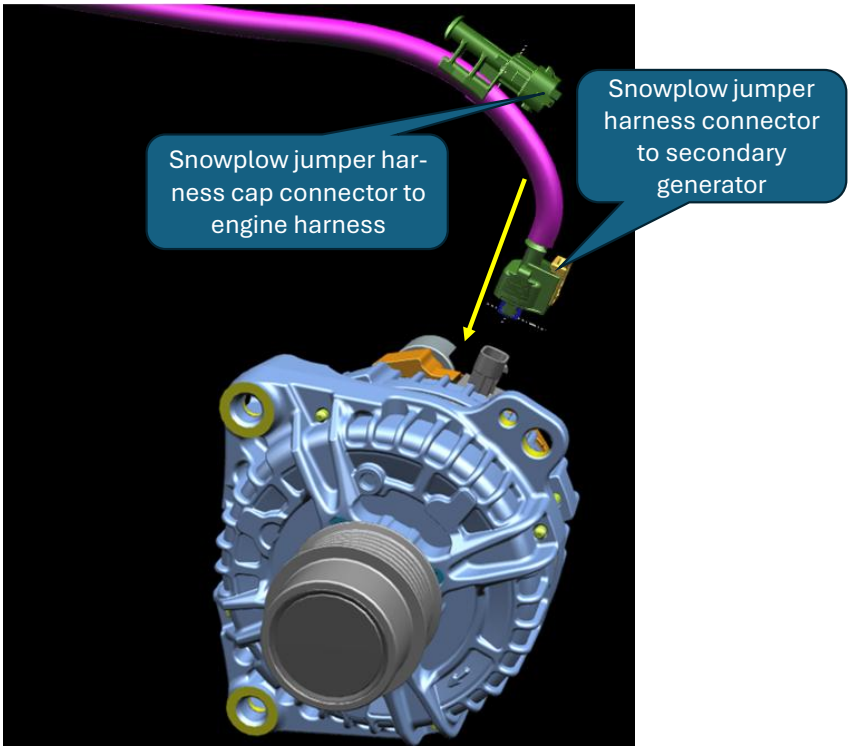


Primary gas generator RH side

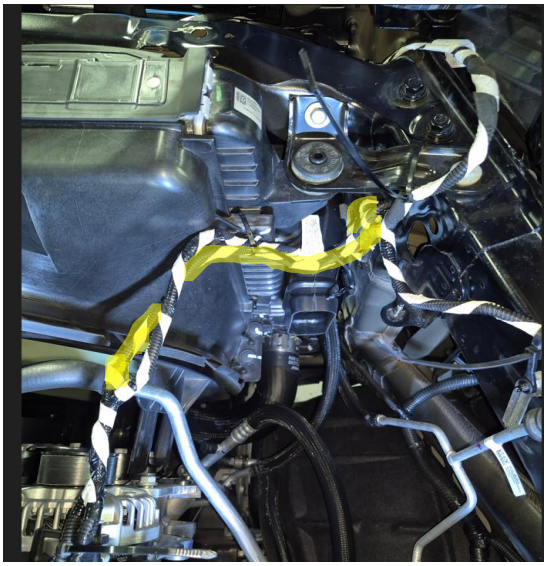


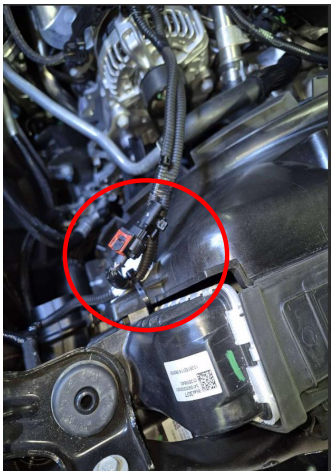
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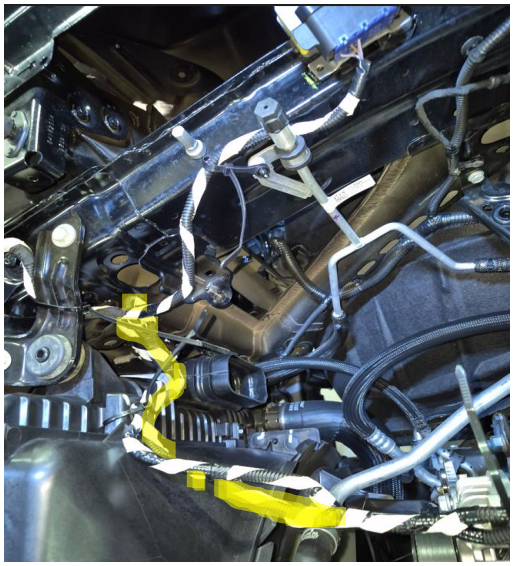
Secondary gas generator LH Side



The single-generator harness is hanked as shown below in yellow on the diesel engine. For gas engine application, the hanking and routing are the same as shown below. Note, for the single-generator harness, the secondary generator connector plugs into the cap that has no circuit or power (shown below circled in red).



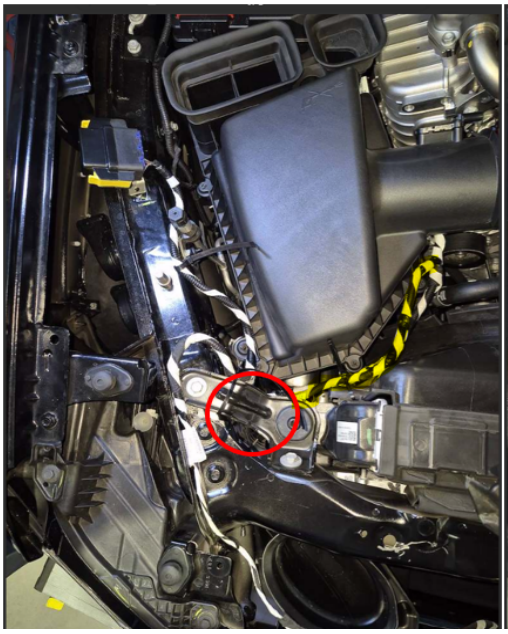


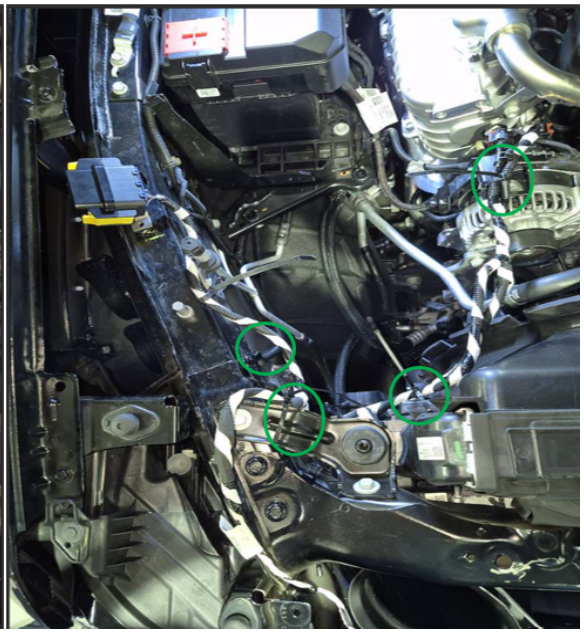


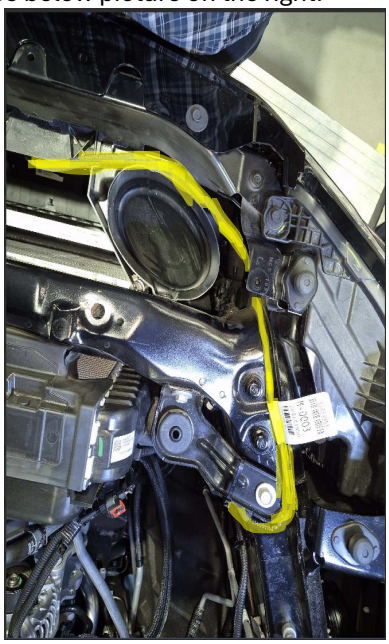
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- Overhead view of diesel vehicle with single generator harness showing hanking for secondary generator harness in yellow below on the left. The rest of the hanking is tucked away under the radiator bracket circled in red. Tie straps circled in green below, as shown in the middle picture below.

For both gasoline and diesel applications, the routing continues beneath the air baffle toward the front of the vehicle. See below picture on the right.







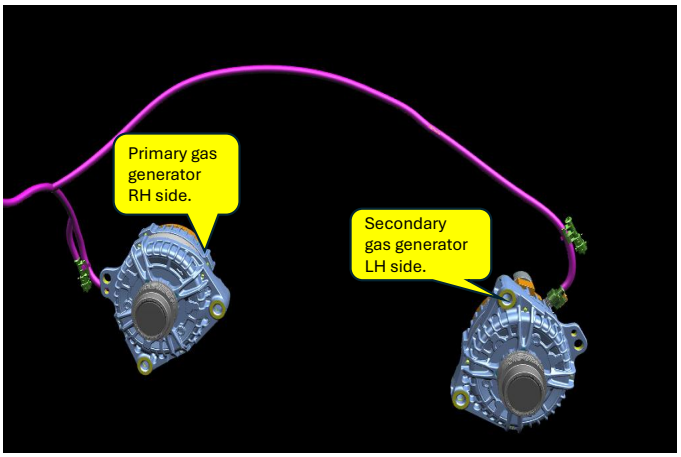
12) **Dual generator systems (for both gas and diesel):**

a) Unplug the control connectors on both alternators.

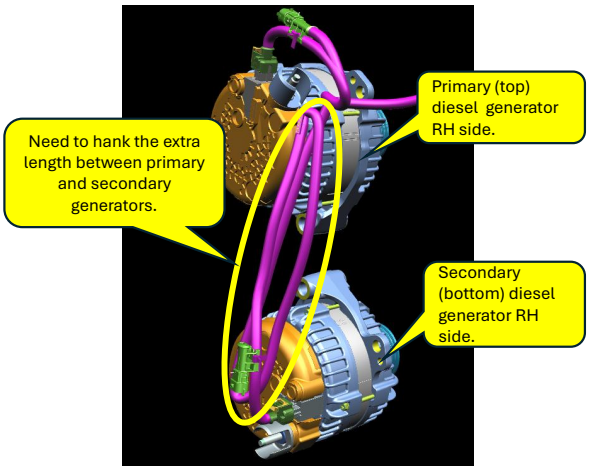
b) Identify the primary alternator connector [at the very tip of the harness when it is fully extended]. Insert it in the primary alternator.

c) Identify the secondary alternator connector on the jumper harness and insert it in the secondary alternator. Insert the removed secondary alternator connector into the cap without a circuit/power on the jumper harness.

Gas dual generator systems; Primary gas generator RH side



Diesel dual generator systems; Primary diesel generator on top.

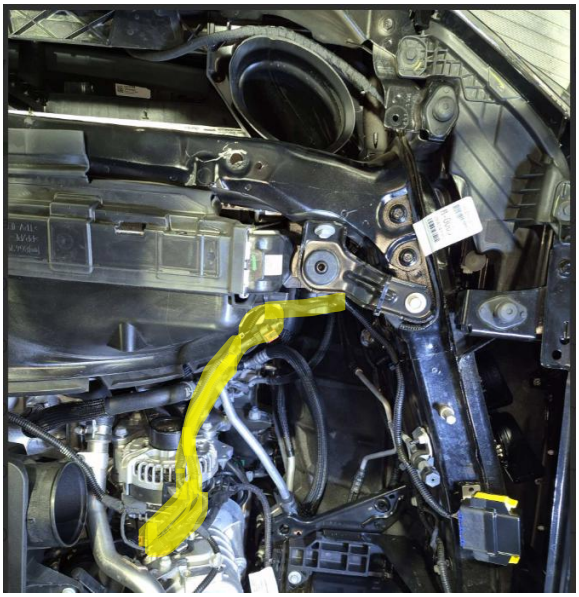


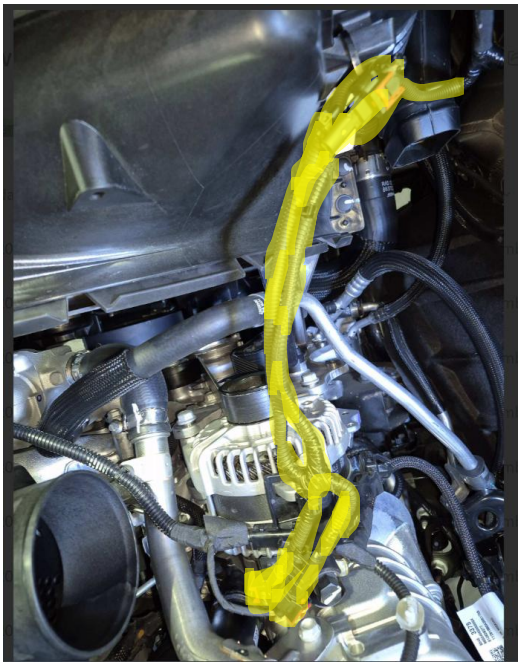
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Gas application: The snowplow jumper is routed across both generators, as shown by the yellow highlighted path below. White tape has been applied to this specific harness and then highlighted in yellow.



Diesel application: The snowplow jumper is routed to the primary generator, as shown below from a single generator example but applicable to dual generator engines just the same. The jumper is highlighted in yellow for improved visibility.

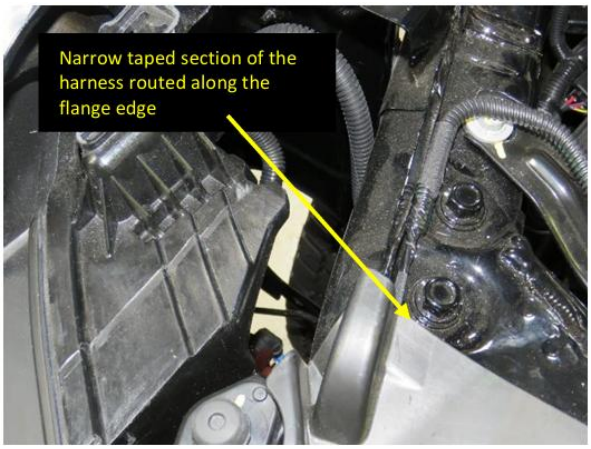


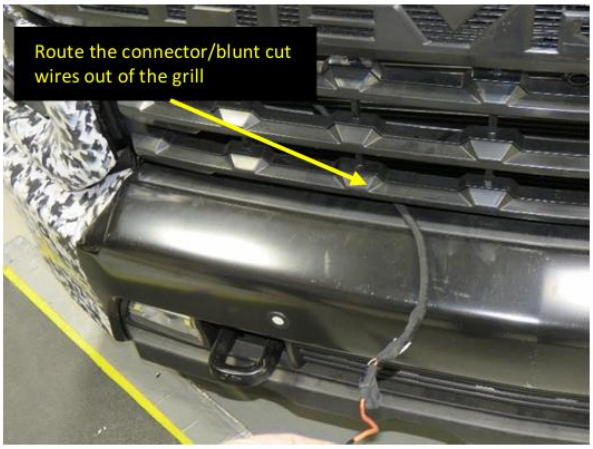


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13) Remove the Intake Air Baffle per the service replacement procedure.

14) Route the two wires of the harness such that the taped portion is located as shown in figure when the Intake Air Baffle is reinstalled. Route the harness with the connector and blunt cut wires out through the front grille as shown in the figure.





15) Reinstall all removed components.

16) The blunt wires will need to have the orange-colored wire connected to power source that is active when the snowplow is being operated (moved) and the black wire to a ground source. This enables the relay to open the generator control circuit resulting in the generator operating at a base charging voltage and eliminating the “blank” condition of the vehicle control modules.

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