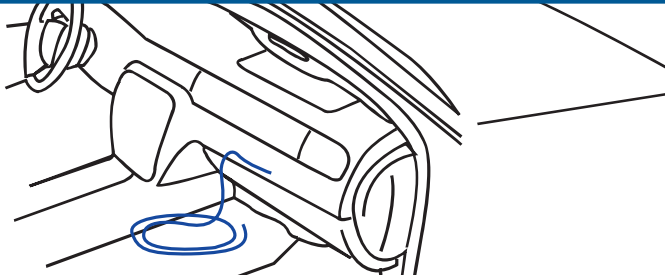


STANDARD EQUIPMENT

WIRING PROVISIONS FOR 12-VOLT BATTERY POWER SUPPLY



The vehicle is equipped with wiring provisions for connecting 12-volt battery power to customer installed equipment. Refer to the following information when adding electrical accessories that will use the 12-volt power supply circuits connected to the vehicle's electrical system. A wiring harness is located below the instrument panel (IP) near the center of the vehicle and another connection point is located in the left rear of the cargo area.

The 12-volt battery power for customer connection is supplied from the Primary vehicle battery via control relays to four blunt cut 30-amp circuit wires and from an Auxiliary battery via one blunt cut 50-amp circuit wire in the harness under the center IP. A blunt cut ground wire is also included in the front harness. A 100-amp Rear Electrical Center (REC) stud is located in the left rear cargo area.

The Primary battery is located at the right rear of the engine compartment and the Auxiliary Battery is located at the left front of the engine compartment. The Auxiliary Battery is connected to the vehicle charging system via a relay which is closed when the ignition is ON.

Four 30-amp control relays and 30-amp fuses are located in the Underhood Electrical Center (UEC).

Also in the UEC are two 5-amp fuses which connect control relay coils 1 and 2 and control relay coils 3 and 4 to the UEC Primary battery power bus. The fuses can be re-positioned to connect the relays to the UEC primary battery Ignition Power (Run/Crank) bus. Refer to the UEC label showing the 5-amp fuse locations. The fuse positions are labeled "Vbat" for the primary battery power and "R/C" for the Run/Crank power.

The 5-amp fuses can be positioned to have all four control relay coils powered by the Primary bus or all four powered by the Run/Crank bus. Alternatively, one pair of relay coils (e.g., 1 & 2) can be connected to the Primary bus and the other pair of relay coils (e.g., 3 & 4) connected to the Run/Crank bus.

The four control relays are operated via separate blunt-cut wires located in the harness under the instrument panel and are intended to be connected via customer switching to vehicle ground. The auxiliary power control relay control wires and the relay contact 30-amp load side wires for customer connection are identified as follows:

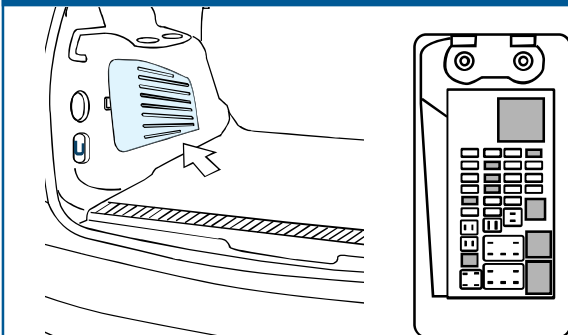
Blunt cut ignition control and signal wires are also included in the front harness under the center IP:

- | Control Relay Ground control wires: | 12-volt, 30-amp load wires: |
|-------------------------------------|----------------------------------|
| • Red/White...Control relay 1 | • Blue...Control relay 1 |
| • Yellow/White...Control relay 2 | • Grey/Black...Control relay 2 |
| • Green/Grey...Control relay 3 | • Yellow/Brown...Control relay 3 |
| • White/Blue...Control relay 4 | • Red/Green...Control relay 4 |
- A Violet/Yellow circuit wire, hot in ACCESSORY/RUN. This circuit is also provided in a coil in the cargo area near the REC.
 - A Violet/White circuit wire, Hot in RUN/CRANK. This circuit is also provided in a coil in the cargo area near the REC.
 - A Yellow/Black circuit wire, transmission in Park signal. The circuit provides switched 12-volt power when the transmission control is in Park and the engine is running. The circuit is at 0 volts when the transmission control is in any other position, i.e., R, N, D, L. Note that the circuit is at 12-volts when the transmission is in Park and the ignition is in LOCK/OFF. To avoid the possibility of undesired parasitic electrical load when the ignition is OFF, it is recommended that the Park Signal circuit be isolated by a customer furnished ignition control relay.
 - A Green/Gray circuit wire for Vehicle Speed signal providing 4000 pulses per mile.
 - A White/Blue circuit wire for 12-volts when the Service Brakes are applied.
 - Blue/White wire provides a pulsating 12 volt signal when a left turn is selected
 - A Yellow/Gray wire provides a pulsating 12 volt signal when a right turn is selected
 - All automatic lighting can be disabled when a ground is applied via a customer-furnished wire terminated in BCM connector X2, terminal 18

Connect Here, need 5k resistor, see print

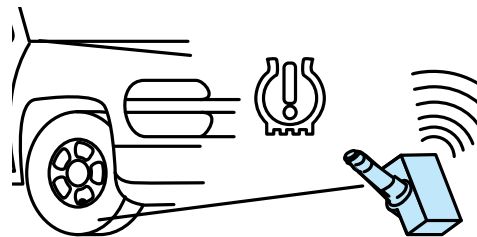
A 100-amp battery voltage stud for customer connection is located in the REC at the left rear of the cargo area. The ACCESSORY/RUN (Violet/Yellow) and RUN/CRANK (Violet/White) circuits are coiled near the REC.

AUXILIARY BATTERY POWER REAR ELECTRICAL CENTER



A 100-amp battery voltage stud is located in the Rear Electrical Center (REC) at the left rear of the cargo area. Removal of the vented trim cover in the lower left quarter trim panel provides access to the REC, located to the rear of the jack stowage compartment. A blunt cut ACCESSORY/RUN (Violet/Yellow) circuit wire and a blunt cut RUN/CRANK (Violet/White) circuit wire are coiled near the REC. The nut on the power stud must be torqued to 9Nm+0.5 when attaching other wires to the stud. The stud adjacent to the rear of the 100 amp power stud is inactive.

TIRE PRESSURE MONITOR

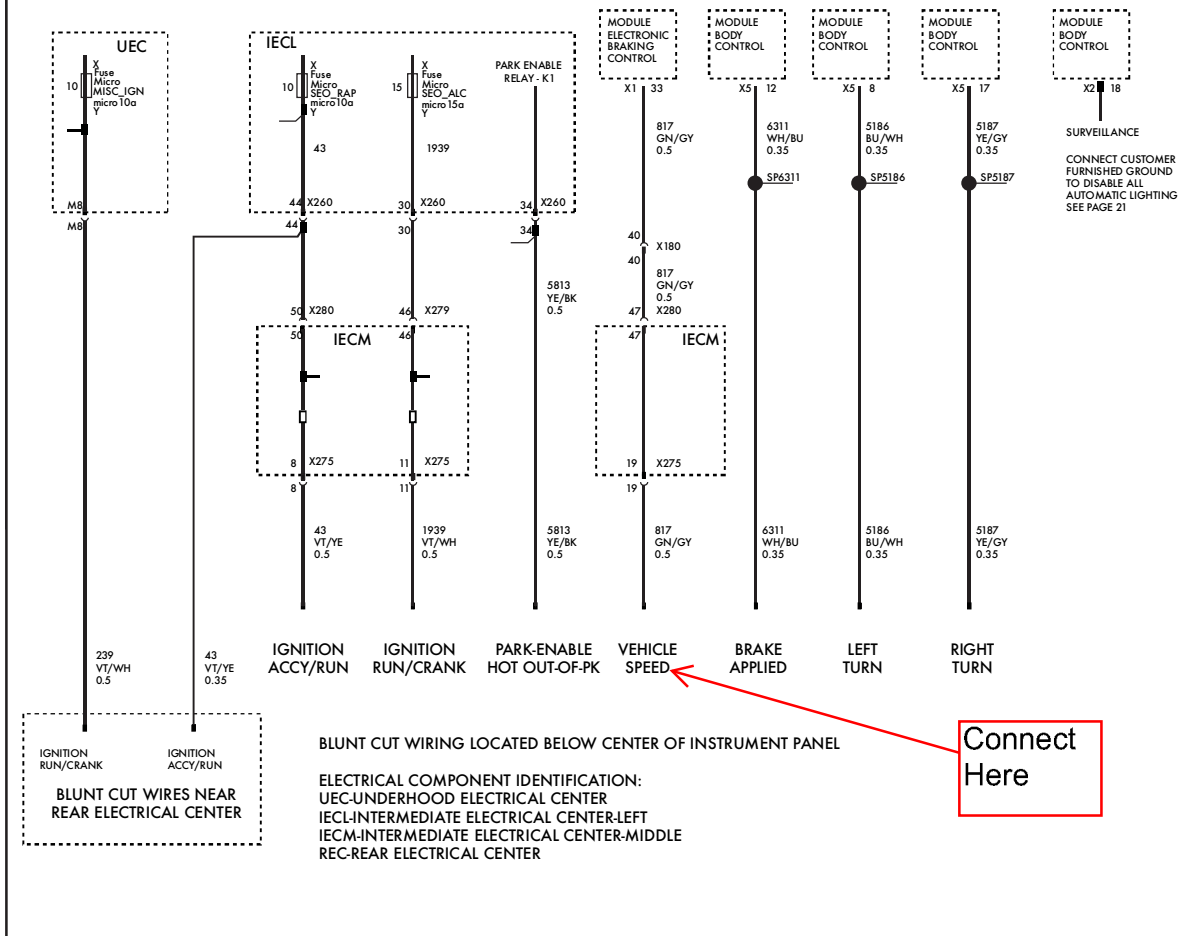


The Tahoe Police Package is equipped with Tire Pressure Monitor System (TPMS) which warns of low tire pressure. The Tahoe Police Package has a full size spare tire with a TPMS sensor which does not read spare tire pressure. When the spare tire from your vehicle or an unused spare tire from another Police Package is placed in use as a road wheel, the system will not read the presence of the new TPM sensor and must be calibrated. Refer to your owner's manual for additional information the Tire Pressure Monitor System Programming.

WIRING

WIRING PROVISIONS IGNITION POWER AND SIGNAL CIRCUITS

WIRING PROVISIONS IGNITION POWER AND SIGNAL CIRCUITS



NOTE: Wiring diagrams for these options are shown in the Police Package owner's manual supplement (shipped in glove box).

