



U.S. Department  
of Transportation  
National Highway  
Traffic Safety  
Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire

To Report Vehicle Safety Defects

1-888-DASH-2-DOT

(1-888-327-4236)

INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received

27-JAN-2009

Repository ☐

Reference No.  
10256500

OWNER INFORMATION (Type or Print)

Name

Address

City

TAYLORSVILLE

State

UT

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☒ NO  
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner

Date

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

1GDE4E1277R

Make

GMC

Model

SILVERADO

Top Kick

Model Year

2007

Date Purchased

Jan 26, 2007

Dealer's Name and Telephone Number

Jerry Seiner

801-495-6850

Engine:

No: Cylinders

8

Fuel Type:

Diesel

Original Owner

☒

Dealer's City

South Jordan

State

UT

Zip Code

84095

Transmission Type

Automatic  
Allison

☒ Antilock Brakes

☒ Cruise Control

Powertrain

Multiple Failure:

Incident Date(s)

22-OCT-2008

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Codes: 110000 ELECTRICAL SYSTEM, 120000 EXTERIOR LIGHTING

Failure Mileage

5000

Failure Speed

0

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTM19ABC036)

☐ Original Equipment  
☐ Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type:

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash

☐ Yes

☒ No

Fire

☐ Yes

☒ No

Number of Persons Injured

0

Number of Deaths

0

Reported to Police

N

Narrative Description of Incident(S), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).

TL\*THE CONTACT OWNS A 2007 GMC SILVERADO. THE CONTACT STATED THAT THERE WAS A WIRING ERROR RELATED TO THE UPFITTER. WHILE THE BODY WAS BEING PLACED ON THE VEHICLE, THEY CLIPPED THE WIRING THAT WAS SUPPLIED FROM GM. THE TAIL LIGHTS STOPPED WORKING DUE TO THE CLIPPED WIRING. THE FAILURE AND CURRENT MILEAGES WERE 5,000.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

October 19, 2008 at 8 P.M. in Las Vegas, Nevada on Nellis Blvd. near Boulder Hy., I was notified by a passing motorist that I had no tail lights (we were not towing a trailer at the time). We immediately stopped and verified the problem. While stopped, we had something to eat at a near-by restaurant and then as cautiously as possible returned to our RV park. The next day we drove to Pahrump NV. and had the problem analyzed at the GMC dealer (we were driving in daylight hours to Pahrump, so didn't need tail lights – turn signals and break lights worked). They determined that a fuse had blown, replaced the fuse, checked out the system and assumed all was well.

We left Pahrump on October 24, 2008, pulling our 20' Wells Cargo box trailer, (I also pulled a 24' Komfort travel trailer prior to the first incidence). We traveled to Las Vegas then to Mesquite NV., stopped for something to eat at 6:30 P.M. and then proceeded to Salt Lake City UT. As we were entering the Virgin River Gorge Canyon between Mesquite and St George UT, we heard a click and realized not only were all the tail lights and marker lights out but also the dash lights (control panel – speedometer). We stopped safely and replaced the same fuse that had blown earlier to no avail. We had no choice at that point but to proceed. The emergency flashers did work, so we continued one step at a time. We drove slowly and made it safely to St George. It was now after 10:00 P.M. on Friday night. Nothing was open for repair so we decided to continue one city at a time toward SLC. We used cruise control and a flash light often to check our speed and reset when we had to change speeds; we arrived in SLC after 4:00 A.M. Saturday the 25<sup>th</sup> and parked. On Monday the 27<sup>th</sup>, we contacted Jerry Seiner GMC at 106<sup>th</sup> S. & I-15 and arranged to take the truck in on the 28<sup>th</sup>. They checked out the problem and replaced a fuse blown further up the line. It was stated that the upfitter (Regency Vans) who had placed the truck bed on the chassis had not followed the correct procedure by not using the 25 amp fused connector provided by GMC to wire the lights on the truck bed. Regency mechanics had indiscriminately clipped one of the wires leading to the left front marker light which is fused by itself with a 10 amp fuse and spliced all the marker and tail lights on the truck bed to that point.

GMC provides an on-line web sight available to anyone, but specifically for upfitters to identify proper procedures, in any circumstance, to correctly perform GMC requirements for safety and functionality ([gmupfitter.com](http://gmupfitter.com)). Regency disregarded this entirely and took an easy short cut to complete the job quickly.

After phone calls, research on [gmupfitter.com](http://gmupfitter.com) and much discussion with Jerry Seiner operations manager and service manager, they conceded to make the proper repair and hassle with Regency from that point on. The truck was still under full warranty from GMC and Regency at that point.

I also persuaded the managers at Jerry Seiner to allow me to show them and demonstrate by pulling fuses as to whether two other Regency trucks on their lot at the time also exhibited the same or similar wiring problem. One was definitely wired incorrect, however to the right front marker light rather than the left front marker as on my truck (indiscriminate choice of wires to clip and tie into). The other truck battery was discharged and unable to check. It concerns me how many trucks may be on the road with similar safety issues.

Contact me for any further dialog. Thank You

Enclosures: 3

## **Overview**

### **ORGANIZATION**

The Electrical section of the 2007 Medium Duty C Series Body Builder Manual is not split between Family 2 and Family 3 trucks. The Electrical systems are common between the families. Any family specific requirements are called out in the attached documentation. This document is organized as follows:

- A. Systems Operation – How it works.
- B. Component Locator – Where it is.
- C. Connectors & Pinouts – What it looks like, and finally,
- D. Subsystem Schematics – Detailed wiring and electrical schematic information.

### **WHAT'S NEW FOR THE MEDIUM DUTY C SERIES**

- Major changes for 2007 include:
  - Interim model year introduction of New Diesel Emissions hardware and software on 6.6L (LMM) & 7.8L (LF8) diesel engines, including a Diesel Particulate Filter (DPF)
  - The GM Tech II diagnostic tool cannot be used on the 2007i emissions compliant 7.8L (LF8) diesel engine. The laptop-based Isuzu Diagnostic Service System (IDSS) must be used instead. See more information on the IDSS tool at [www.isuzutruckservice.com](http://www.isuzutruckservice.com)
  - Addition of a Remote PTO Connector on 2007i 7.8L (LF8) diesel engine
- The 2007 manual includes schematics for every sub-system in the vehicle.
- A **Schematic Description and Navigation instructions** can be found at the beginning of Section D. This document helps you understand how the schematics are organized and how to read them.

*(Overview – continued from previous page)*

## **SPECIAL INTEREST TO UPFITTERS**

Connectors have been provided to allow easy interface for upfitter equipment rather than splicing into existing harnesses. These subsystems and connectors include:

- Upfitter Provision – PTO related functions
- Trailer Wiring – Class two and three vehicles
- Body Builder Connector – exterior lighting and signaling, power, and 128k Pulse per Mile VSS
- A Ground Block located next to the Body Builder Connector for easy ground termination
- Revised Transmission Optional Connector
- New Remote PTO Connector (7.8L diesel)

## **Navigation**

The Table of Contents and Index items are linked to the actual page. Click on the item of interest and you'll go to the corresponding page. You can return with the "previous page" arrow in the upper center of the screen. Other links embedded in the document are hi-lighted in blue.

## **Viewing**

The size (%) control is located in the lower left corner of the screen. Click the down arrow and select "fit in window" (62%) or "actual size" (100%) for most viewing applications. You can zoom in schematic detail by selecting a larger percentage.

## **Printing**

Specific pages can be printed out. Be careful to select a print range or "current page" or all 426 pages will be printed.

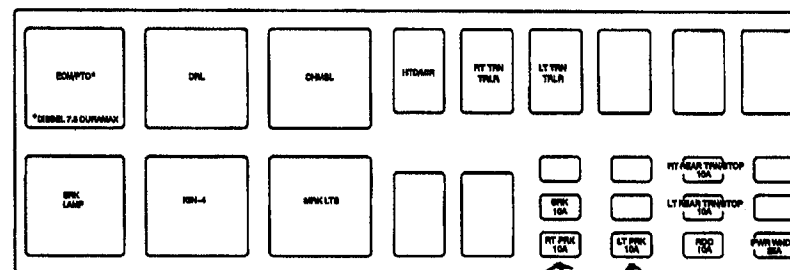
Information provided is believed to be accurate at the time of publication. GM reserves the right to change the information at any time.

# ELECTRICAL MANUAL - 2007 MEDIUM DUTY - C-SERIES - CONVENTIONAL CAB

PAGE B-18

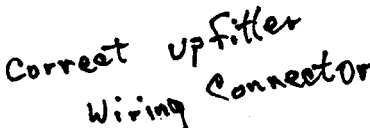
## Fuse Block - I/P-2 Label

| Device                           | Rating | Description                                                                                       |
|----------------------------------|--------|---------------------------------------------------------------------------------------------------|
| BRK Circuit Breaker              | 10A    | Brake Warning Lamp, CHMSL Relay                                                                   |
| BRK LAMP Relay                   | --     | Trailer Stop Lamps (RQ2/U86/RQ3)                                                                  |
| CHMSL Relay                      | --     | Brake Lamps (C4/C5), Tractor/Trailer Wiring (C6/C7/C8)                                            |
| DRL Relay                        | --     | Daytime Running Lights (DRL)                                                                      |
| ECM Relay                        | --     | Engine Control Module (ECM) (w/o LG4)                                                             |
| HTD MIR Relay                    | --     | Outside Rearview Mirror - Driver (DB6/DB7/DB8), Outside Rearview Mirror - Passenger (DB6/DB7/DB8) |
| IGN-4 Relay                      | --     | Ignition                                                                                          |
| LT PARK Circuit Breaker          | 10A    | Left Parking Lamps                                                                                |
| LT REAR TRN/STOP Circuit Breaker | 10A    | Transfer Case Shift Control Switch (NP1)                                                          |
| LT TRN TRLR Relay                | --     | Left Trailer Turn Signal                                                                          |
| MKR LTS Relay                    | --     | Side Marker and Clearance Lamps                                                                   |
| PTO Relay                        | --     | Power Take-Off (LG4/PTO)                                                                          |
| PWR WNDW Circuit Breaker         | 25A    | Power Windows                                                                                     |
| RDO Circuit Breaker              | 10A    | Radio Blunt Cut                                                                                   |
| RT PARK Circuit Breaker          | 10A    | Right Parking Lamps                                                                               |
| RT REAR TRN/STOP Circuit Breaker | 10A    | Right Rear Trailer Wiring                                                                         |
| RT TRN TRLR Relay                | --     | Right Trailer Turn Signal                                                                         |



As Jerry Seiner  
truck wired

As my truck  
wired



CUSTOMER #: 157264

428102

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 www.gmguy.com



PAGE 1

The GM Guy

HOME: \_\_\_\_\_ CONT:N/A  
 BUS: \_\_\_\_\_ CELL \_\_\_\_\_

SERVICE ADVISOR: 113 JOSH SPENST

| COLOR         | YEAR      | MAKE/MODEL    | VIN                          | LICENSE | MILEAGE IN / OUT | TAG     |          |
|---------------|-----------|---------------|------------------------------|---------|------------------|---------|----------|
| BROWN         | 07        | GMC C4500     | 1GDE4E1277E                  |         | 5367/5367        | T9495   |          |
| DEL DATE      | PROD DATE | WARR EXP      | PROMISED                     | PO NO   | RATE             | PAYMENT | INV DATE |
| 26JAN07 DD    |           |               | 17:00 09DEC08                |         | 0.00             | CASH    | 30JAN09  |
| R.O. OPENED   |           | READY         | OPTIONS: STK:96969 DLR:27228 |         |                  |         |          |
| 11:31 09DEC08 |           | 16:06 30JAN09 | ENG:6.6_Liter_Turbo_Diesel   |         |                  |         |          |

LINE OPCODE TECH TYPE HOURS LIST NET TOTAL  
 A C&A--CUST STATED THE BED LIGHTS ARE WIRING INTO THE L/TURN SIGNAL,  
 KEEPS BLOWING THE FUSES  
 35 REWIRED ALL BED AND TAILLIGHTS

118 IPA (N/C)  
 1 88909756 FUSE KIT (N/C)  
 5367 2.50 REWIRE ALL BED AND TAIL LIGHTS TO THE PROPER UPFITTER  
 CONECTION PER GM UPFITTER GUIDELINES. RECHECK FOR PROPER OP=OK.

\*\*\*\*\*  
 GO TO WWW.GMGUYSERVICE.COM TO MAKE YOUR NEXT  
 SERVICE APPOINTMENT, SHOP FOR ACCESSORIES,  
 PRINT SPECIAL OFFERS AND ORDER PARTS.

WE WANT YOU TO BE "COMPLETELY SATISFIED" WITH  
 YOUR VISIT. IF YOU'RE NOT, PLEASE CONTACT OUR  
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**DISCLAIMER OF WARRANTIES**

The only warranties applying to any replacement part or parts are those that may be offered by the manufacturer. The seller hereby expressly disclaims all warranties either express or implied, including any implied warranty of merchantability or fitness for a particular purpose. Seller neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of this item/items.

**LIMITED WARRANTY**

G.M. parts have a minimum 12 month or 12,000 mile guarantee against failure caused by defects. Jerry Seiner guarantees labor for 90 days or 4,000 miles whichever comes first.

Customer Signature

Date

X

| DESCRIPTION                   | TOTALS      |
|-------------------------------|-------------|
| LABOR AMOUNT                  | 0.00        |
| PARTS AMOUNT                  | 0.00        |
| GAS, OIL, LUBE                | 0.00        |
| SUBLET AMOUNT                 | 0.00        |
| MISC. CHARGES                 | 0.00        |
| TOTAL CHARGES                 | 0.00        |
| LESS INSURANCE                | 0.00        |
| SALES TAX                     | 0.00        |
| <b>PLEASE PAY THIS AMOUNT</b> | <b>0.00</b> |