



AMERICAN EMERGENCY VEHICLES

February 28, 2008

TECHNICAL BULLETIN

Subject: Chevrolet/GMC G3500 chassis electrical junction

We have learned of an OEM electrical problem with numerous Chevrolet G3500 diesel vans and cutaways equipped with the YF2 Ambulance Package and dual alternators.

In some cases, the GM factory failed to attach the output cable originating from the lower alternator to the designated electrical junction post located in the engine compartment near the passenger side headlight. The alternator cable has a lug on the distal end, and the loose end may be found unattached in various locations in the engine compartment on chassis that are improperly built.

The improperly connected alternator assemblies we have found were generating correctly, and successfully passed the AMD electrical output testing when modified by AEV. However, with the cable not connected, the power was not getting to the batteries.

We are not aware of any operational breakdowns caused by GM's failure to connect the second alternator. However, it should be noted that the loose cable would likely be hot while the vehicle is under operation, and there may be risk of shock or fire.

We have attached photographs showing the correct and incorrect configuration. We have contacted GM about this issue, and are awaiting a response.

In the meantime, please contact our Electrical Engineering Department if you have any questions or concerns.

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GM3500 Cargo and Cutaway Alternator Terminal Block Hookup



Correct Hookup
Four cables connected



Incorrect Hookup
Only 3 cables, can be on any of three lugs