

**Subject:** Improper Engine Block Heater (Option K05) Usage - Continuous Power

**Models Affected:** Chevrolet Express Cut-away Vans  
Chevrolet Silverado Chassis Cab  
GMC Savana Cut-away Vans  
GMC Sierra Chassis Cab  
Upfitted as an Ambulance (YF2)

**Model Years:** 2003 and beyond

**Date:** July 16, 2014

**Revision Date:** July 16, 2014

**Date:**

## ADVISORY:

**This bulletin refers to General Motors Service Information Bulletin (TBD) – GM Dealers should refer to the bulletin for more information.**

### **Condition/Concern:**

General Motors has identified vehicles with the optional Engine Block Heater (Option Code K05), standard on all Duramax Diesel engines, where the fleet customer, dealer, or secondary vehicle manufacturers/upfitters have plugged the engine block heater into an on-board "AC" power source providing continuous 110v power to the heater resulting in electrical failure, shorting of wires, overheating of the system, and possibly engine compartment fires.

Specifically, fleet customers, dealers, and secondary vehicle manufacturers/upfitters for ambulance bodies are reminded that the Engine Block Heater usage is only for inclement weather conditions specific to assisting with cold weather starts – not for continual usage or usage during non-cold weather conditions.

### **Repair/Recommendation:**

As shipped from GM, the available Engine Block Heater Cord is furled up and attached under hood as illustrated in Figure 1 (item #2 & #3).

Fleet customers, dealers, and secondary vehicle manufacturers/upfitters are reminded that the Regular Production Option (RPO) K05 Block Heater is to be used for Intermittent Cold Ambient starts when the outside temperature is between -18 degrees C (-0 degrees F) and -29 degrees C (-20 degree F) – not to be continuously plugged into an "A/C" source.

### **General Motors Upfitter Integration**

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