Aeromaster on Workhorse Chassis

Body Wiring Manual
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Title: Aeromaster on Workhorse Chassis—Body Wiring Manual

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Introduction

This manual illustrates electrical wiring diagrams for Aeromaster® walk-in bodies on the P-3 Series Workhorse “strip” chassis (Model Years 1999 and later) and the P-3 Series Chevrolet and GMC “strip” chassis (Model Years built from 1996 through 1998). Whether your truck is based on GMC, Chevrolet, or Workhorse chassis, the majority of information is interchangeable by design and are all referred to as the Model 33.

Some configurations, however, depend on the chassis engine option. The four-cylinder Cummins diesel with electronic fuel injection (ISB4) engine has the most unique wiring variations, which is noted throughout this manual. The four-cylinder Cummins diesel with manual fuel injection (4BT) engine is not specified because it uses the standard wiring configurations. The eighth digit in the VIN Number identifies the engine code (P for the ISB4 or L for the 4BT) but typically the ISB4 engine block is painted black while the 4BT is tan in color. (See also the chart below and the VIN Number section on the next page.)

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This manual covers only those components manufactured by or installed by Utilimaster® Corporation. Items such as chassis and drive train components or certain interior options are covered by separate manufacturer-supplied information. Not all options are included in this manual and some part numbers have changed from previous model years.

If your vehicle is equipped with a VACS system, supplementary information is in Vehicle Access Controls System for Utilimaster Walk-In Vans Operation and Service Manual (P/N 03102103). To order that manual, call 800-237-7806 (574-862-3219), fax 574-862-7637, or email CustSvc@Utilimaster.com.

All information, specifications, and illustrations contained in this manual are based on the latest product information available at the time of publication. However, because of the Utilimaster policy of continual product improvement, Utilimaster reserves the right to amend the information in this document at any time without prior notice.
Finding Information

The Contents lists sections (and their respective pages) containing wiring diagrams and other information. The Index lists pages on which the indexed topics can be found.

Sheet numbers indicated by last two digits in the drawing number (lower right-hand corner of the drawing when viewed at the normal viewing angle) refer to the engineering drawing page numbers but are not in numerical order. These numbers are not meant to match the manual section or page numbers.

NOTE: If you are using the Adobe Acrobat version of this document printing out pages for detailed study is recommended because of the 90° rotation of the diagrams. Printing individual pages or a range of pages from the Acrobat Reader is easily accomplished by selecting File, Print, and then the desired print range.

VIN Number

The chassis 17-digit Vehicle Identification Number (VIN) is the legal identifier for this vehicle and is the number recorded in the license plate registration. The VIN appears on a small metal plate in the front corner of the dash on the driver’s side, and you can read the VIN by looking through the windshield. The VIN is also recorded on the Federal Certification Label.

Body Serial Number

The 15-digit Utilimaster Body (or Unit) Serial Number is recorded on the Federal Certification Label. This label is a plastic decal (about 11" long and 2" high) that contains a variety of manufacturing information (including the VIN). This label is near the top of the door frame between the driver’s side window and the quarter-panel window.

You will need the VIN or the Body/Unit Serial Number to order parts and make warranty claims.
Safety Considerations

General Warnings

The following list contains some general WARNINGS that you should follow when you work on a vehicle.

- Be sure that the ignition switch is always in the OFF position, unless otherwise required by the procedure. For circuits that are not controlled by the ignition switch (e.g., lights), disconnect the negative terminal on the battery. (See instructions on the next page.)

- Even though the ignition is in the OFF position, an electric radiator fan can start to operate at any time by an increase in under-hood temperatures. Make sure the radiator fan is completely disconnected when working under the hood.

- Always wear safety glasses for eye protection.

- Use safety stands whenever a procedure requires you to be under the vehicle.

- Set the parking brake when working on the vehicle and if the vehicle has an automatic transmission, put the transmission in PARK.

- Operate the engine only in a well-ventilated area to avoid the danger of carbon monoxide.

- Keep yourself and your clothing away from moving parts when the engine is running, especially the fan and belts.

- To prevent serious burns, avoid contact with hot metal parts such as the radiator, exhaust manifold, tail pipe, catalytic converter, and muffler.

- Do not smoke while working on the vehicle.

- To avoid injury, always remove rings, watches, loose hanging jewelry, and loose clothing before beginning to work on a vehicle. Tie long hair securely behind your head.

- Avoid breathing A/C refrigerant and lubricant vapor or mist. Exposure may irritate eyes, nose, and throat. To remove R-134a from the A/C system use service equipment certified to meet the requirements of SAE J2210 (R-134a recycling equipment). IF accidental system discharge occurs, ventilate work area BEFORE resuming service. Additional health and safety information may be obtained from refrigerant and lubricant manufacturers.
Disconnecting the Battery

The battery is located underneath a step in the right-hand stepwell.

1. Make sure the ignition switch is “Off.”
2. Unhook or unscrew the latches and flip up the battery panel (or remove the access cover) on the right-hand stepwell.
3. Disconnect the battery negative (black) cable.

Reporting Safety Defects (U.S. Only)

If you believe that your vehicle has a defect that could cause a crash, injury, or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA), in addition to notifying Utilimaster.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Utilimaster.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393; in the Washington, D.C., area call 202-366-0123 or write to:

NHTSA
U.S. Department of Transportation
400 Seventh Street
Washington, DC 20590

You can also obtain other information about motor vehicle safety from the Hotline.
More Information

Utilimaster Quick Reference Parts Guide

Easily find commonly replaced parts for most Utilimaster vehicles in the *Utilimaster Quick Reference Parts Guide*. This illustrated document includes part numbers for bumpers, door hardware, electrical components, window glass, heater, air conditioner, hood, mirrors, sun visors, vents, mud flaps, roll-up door parts, seats, wiper, and many other parts. It also includes sealants, window replacement, and other repair kits.

Utilimaster Body on Workhorse Chassis Parts Manual

Find parts specific to Utilimaster bodies mounted on GM, GMC, Chevy, or Workhorse chassis in the *Aeromaster on Workhorse Chassis—Body Parts Manual*.

Utilimaster Glossary of Terms

If you are not familiar with some of the terminology used in this manual, you can find many Utilimaster and industry associated terms and definitions in the *Utilimaster Glossary of Terms—Body Information Guide*.

Utilimaster Body Service Manual

Read about routine maintenance procedures, troubleshooting, proper adjustment methods, vehicle repair, aftermarket upgrades, and much more in the *Utilimaster Vehicles—Body Service Manual*.

Download Files

Many support documents are downloadable (as Adobe® Acrobat® PDF files) from our web site at [www.utilimaster.com](http://www.utilimaster.com). Click on the Technical Manuals button, to access the download page. To view the files you must have the Adobe Acrobat Reader version 3.0 or higher installed on your computer. Acrobat readers are available free for all leading computer operating systems on the Adobe web site ([www.adobe.com](http://www.adobe.com)).

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  **NOTE:** When phoning Utilimaster, be aware that our 219 telephone area code changed to 574 in January 2002. The 800 numbers were unaffected.
**WIRE COLOR CODE:**
- BK - BLACK
- BR - BROWN
- DB - DARK BLUE
- DG - DARK GREEN
- GY - GRAY
- LB - LIGHT BLUE
- LG - LIGHT GREEN
- OR - ORANGE
- PK - PINK
- RD - RED
- YL - YELLOW
- VT - VIOLET
- WT - WHITE

**WIRE GAUGE CHART:**
- 18 - 18GA
- 16 - 16GA
- 14 - 14GA
- 12 - 12GA
- 500 BK 14

**NOTES:**
1) All connectors are shown in the load (wire lead insertion) position.
2) Special customer options may not be covered by these diagrams.
3) Wire colors on some optional equipment may vary from this document.
NOTE: If the eighth digit in the VIN number is “P,” the vehicle has the Cummins ISB4 diesel engine. These connectors replace those of the equivalent standard connectors.

Cummins ISB 4 Diesel Only

NOTE: These connectors are specific to vehicles with the Cummins ISB 4 diesel engine. These connectors on the following pages replace the standard connectors on the following pages (see large circled numbers). For vehicles without the ISB 4 diesel engine, see only the following pages. To identify the engine of a vehicle, see page 6.
Connectors - Diagram 58231008a Sheet 2

Standard

NOTE: These connectors are standard to all vehicles except those with the Cummins ISB4 diesel engine. For the connectors on the following pages that are marked with a large circled number, see the replacement on page 12. For vehicles without the ISB4 engine, ignore page 12. To identify the engine of a vehicle, see page 6.
SWITCHES

Switches shown are for visual functional reasons only. They are not necessarily matched to the connector number shown.

TYPICAL SWITCH USAGES:
- **ON/OFF** — Lighting, Htd Mirrors, Power Vents
- **ON/ON** — 3-Way Cargo Light Switching Only
- **ON/OFF/ON** — Aux. Heaters, Dash Fans, (2 Speed Loads)

WIRE COLOR TO LOAD FUNCTION MAY VARY, BASED ON OPTIONS CHOSEN AND NUMBER OF SWITCHED OPTIONS CHOSEN.

SPECIAL REQUESTED OPTIONS MAY BE WIRED DIFFERENTLY THAN SHOWN ON THIS OR OTHER SHEETS.
Cargo Lamps Switched at Dash - Diagram 58231008a Sheet 31

CARGO LAMPS SWITCHED ON DASH

ON/OFF

CARGO LAMP SWITCHED AT DASH

C301 8
C301 1
C301 2
C301 3
C301 8
C301 7

222 YL/BK 18
224 YL/WT 14
150 RD 14
220 YL 14
280 LB/RD 18
500 BK 18

C410 1
C410 3
C410 2
C411 2
220 YL 14
C412 2
C413 2
220 YL 16

GROUND

500 BK 18
280 LB/RD 18
150 RD 14

POWER DISTRIBUTION

POWER DISTRIBUTION
WIPER SYSTEM

STANDARD WIPERS

WIPER MOTOR

C207

DG

L

WIPER CONNECTOR

C510

120 OR 16

C110

890 VT 18

C111

890 VT 18

C100

820 DG 16

C101

830 RD 16

C100

840 GY 16

C101

890 VT 18

C101

830 RD 16

WIPER POWER

C100

840 GY 16

C101

830 RD 16

C100

840 GY 16

C101

830 RD 16

C110

890 VT 18

C111

890 VT 18

C100

820 DG 16

C101

830 RD 16

C100

840 GY 16

C101

830 RD 16

C207

BK

C206

BR

WASHER PUMP

C206

500 BK 18

C207

VL

C510

890 VT 18

C110

890 VT 18

C100

820 DG 16

C101

830 RD 16

C100

840 GY 16

C101

830 RD 16

C207

VL

C206

BR

WASHER PUMP
THE CHASSIS-SUPPLIED TURN LEVER STALK IS REMOVED FROM THE COLUMN AND REPLACED BY THE ROSTRA CONTROL LEVER.
9—Heater Only System

Electronic Controls

HEAT ONLY ELECTRONIC CONTROLS

- Panel Lamps
- Temperature Control
- Mode Switch: Off, Panel, Floor/Panel, Floor/Defrost, Defrost, A/C, A/C Max
- Fan Switch: Low, Med Low, Med High, High
- Blower Motor Resistor
- System Power Relay
- Blower Motor
- Water Valve

Diagram shows wiring connections and labels for various components.
HVAC ELECTRONIC CONTROLS

BLOWER MOTOR RESISTOR

COMPRESSOR CLUTCH

DE-ICING SWITCH

FAN SWITCH

AC ELECTRONIC

CONTROLLER

VENT

DEFROST

FLOOR

TEMPERATURE CONTROL

MODE SWITCH

1 OFF

2 PANEL

3 FLOOR/PANEL

4 FLOOR

5 FLOOR/DEFROST

6 DEFROST

7 A/C

8 A/C MAX

87a

87

86

30

500 BK

18

S

T

WATER VALVE

HVAC System

Electronic Controls

9—HVAC System
With Cummins ISB4 Diesel Engines

Forward Lamp Wiring (WORL CANADA)

NOTE: This schematic is for all vehicles with Cummins ISB4 diesel engines. This schematic is also the same one used in all Canadian vehicles.

For domestic vehicles without the ISB-4 engine, see the following pages. To identify the engine of a vehicle, see page 6. (This is schematic is also the same one used in all Canadian vehicles.)
NOTE: This schematic is for domestic vehicles without the Cummins ISB4 engine. For vehicles with the ISB-4 engine, see page 32. To identify the engine of a vehicle, see page 6.
NOTE: This schematic is for domestic vehicles without the Cummins ISB4 diesel engine. For vehicles with the ISB-4 engine, see page 6. To identify the engine of a vehicle, see page 32.

Forward Light Wiring (DRL Domestic)

Daytime Running Lights (Domestic)
NOTE: This schematic is for all Canadian vehicles (with or without the Cummins ISB4 diesel engine).

Forward Lamp Wiring (W/DRL Canada) - Diagram 58231008a Sheet 17

**LEFT SIDE MARKER**
- C204
- C205
- 230 BR 18
- 235 GY 18
- C715

**LEFT TURN SIGNAL**
- A
- C205
- 500 BK 16
- B
- C713

**LEFT HEADLAMP**
- F
- C206
- 239 DB 16
- C711

**HEADLAMP FEED CONNECTION**
- C204
- A
- C206
- 235 YL 18
- C712

**GROUNDING**
- 500 BK 16

**RIGHT HEADLAMP**
- C202
- A
- C203
- 230 BR 18
- C714

**RIGHT TURN SIGNAL**
- B
- C203
- 500 BK 16
- C712

**RIGHT SIDE MARKER**
- C205
- B
- C206
- 239 DB 16
- C711
LICENSE PLATE WIRING CONNECTORS 620 & 621
ARE UTILIZED WHEN REAR LIGHTING IS LOCATED
OUTSIDE THE KICKPLATE AREA (I.E. KIDNEYS
OR SIDEMETAL).
IN ORDER TO SPLIT THE STOP LAMP CIRCUIT OFF OF THE TURN SIGNAL LAMPS, THE STOP LAMP FEED (WHITE WIRE #17) AT THE STEERING COLUMN HAS BEEN CUT AND TAPED BACK ON THE CHASSIS HARNESS. THIS SYSTEM ALSO SEPARATES 4-WAY FLASHERS FROM THE STOP LAMPS.

LICENSE PLATE WIRING CONNECTORS 620 & 621 ARE UTILIZED WHEN REAR LIGHTING IS LOCATED OUTSIDE THE KICKPLATE AREA (I.E., KIDNEYS OR SIDEMETAL).
In order to split the stop lamp circuit off of the turn signal lamps, the stop lamp feed (white wire #17) at the steering column has been cut and taped back on the chassis harness. This system also separates 4-way flashers from the stop lamps.
TYPICAL ROOF WIRING

REAR CLEARANCE/I.D. LAMPS

CAB LIGHT

REAR CLEARANCE/I.D. LAMPS

CAB LIGHT

DASH FAN (OPTION)

DOOR AJAR SWITCH (OPTION)

SHMSL LAMP (OPTION)
Supplemental High Mount Stop Lamp (SHMSL)
Accessory Outlet - Diagram 8920/1008 Sheet 2/9
DASH FAN

WIRE COLORS USED ON THIS OPTION MAY DIFFER BASED ON NUMBER OF OPTIONS ON THE UNIT.
AUXILIARY SWITCH #2 (C302) IS THE PRIMARY SWITCH FOR THIS OPTION, BUT IF THIS SWITCH IS ALREADY IN USE, THEN AUXILIARY SWITCH #3 (C303) IS THE SECONDARY SWITCH.

WIRE COLORS USED ON THIS OPTION MAY DIFFER BASED ON NUMBER OF OPTIONS ON THE UNIT.
AUXILIARY SWITCH #2 (C302) IS THE PRIMARY SWITCH FOR THIS OPTION, BUT IF THIS SWITCH IS ALREADY IN USE, THEN AUXILIARY SWITCH #3 (C303) IS THE SECONDARY SWITCH.
Spot/Strobe Light - Diagram 58231008a Sheet 38

**Spotlight/Strobe Lights**

**Primary Switch**
- **Ground**: 500 BK 18
- **Power Distribution**: 280 LB/RD 18

**Secondary Switch**
- **Ground**: 500 BK 18
- **Power Distribution**: 280 LB/RD 18

**AUXILIARY SWITCH #2 (C302) IS THE PRIMARY SWITCH FOR THIS OPTION, BUT IF THIS SWITCH IS ALREADY IN USE, THEN AUXILIARY SWITCH #3 (C303) IS THE SECONDARY SWITCH.**

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