

3. Check the engine coolant and anti-freeze protection.

WARNING: THE BATTERY IN THIS VEHICLE HAS A VENT HOSE THAT SHOULD NOT BE DISCONNECTED AND SHOULD ONLY BE REPLACED WITH A BATTERY OF THE SAME TYPE (VENTED). FAILURE TO FOLLOW THIS WARNING CAN RESULT IN SERIOUS OR FATAL INJURY.

4. Check the vehicle battery at least once a month for proper charge (at least 12.4 volts). Charge the battery as necessary to help prevent freezing and deterioration. Always make sure that the battery vent tube is properly connected to the battery and to the floor pan.
5. Check the vehicle tires and inflate them to the maximum recommended levels. To avoid flat spotting, move the vehicle at least once a month so that a different portion of the tire tread contacts the ground.
6. Leave the parking brake in the OFF position.
7. Keep all windows closed, all doors locked, and all trim covers intact and in place.
8. Do not use chalk, crayon, or any marker containing abrasives on painted, plated, or glass surfaces.
9. Use protective, thin, plastic film to avoid soiling seats when moving a vehicle.

WIRING PROVISIONS

The wiring take outs and connections are in similar locations as previous models. Refer to the current Charger Police Vehicle Upfitting Guide for 2006 to 2010 vehicles.

Table 8 2011 VSIM Chart

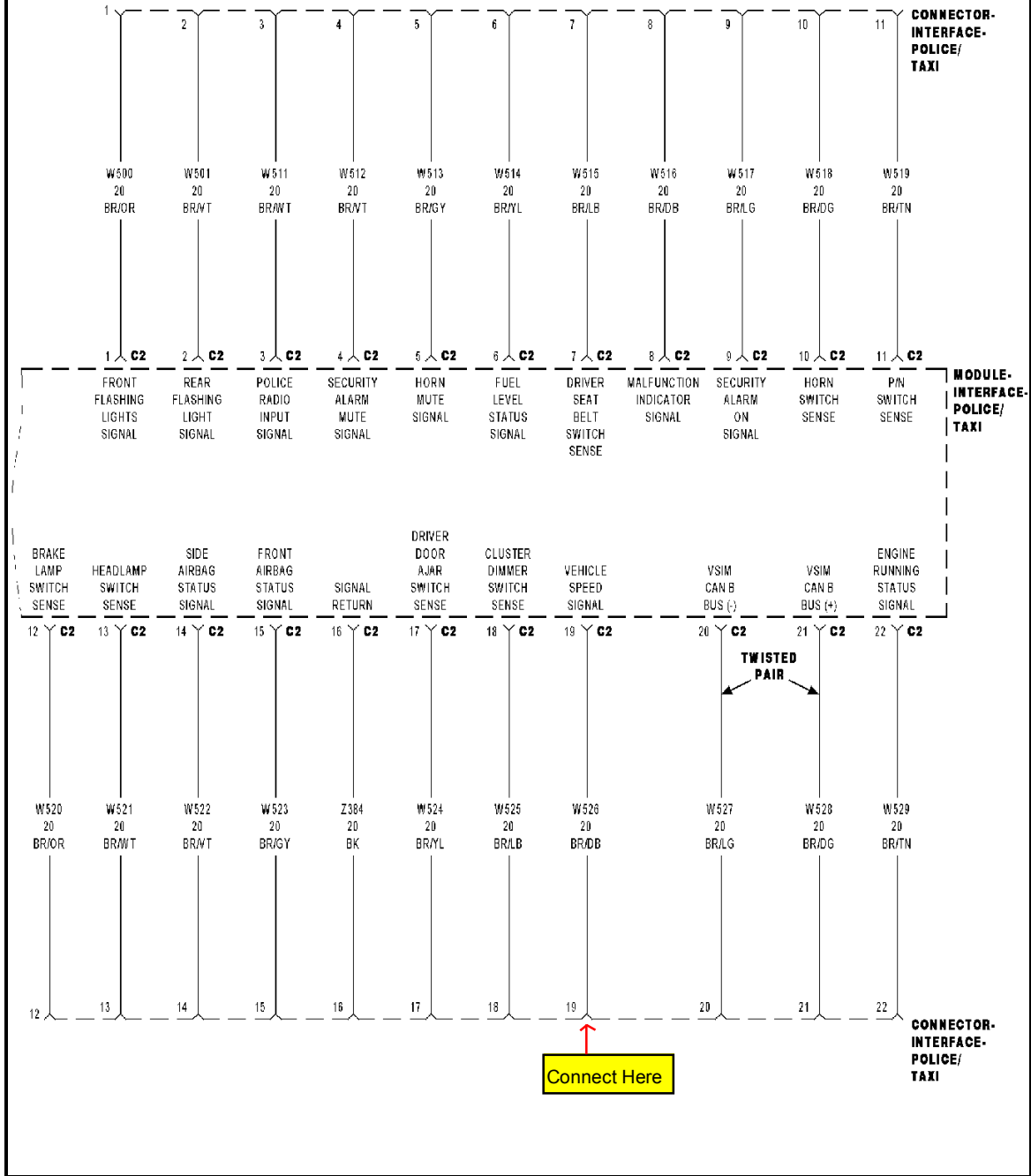
Cavity	Circuit	Function	Upfitter Requirements
1	W500 20BR/OR	Front flashing lights (WigWags) 12V input to VSIM	NONE Current limiting resistor is internal to the VSIM
2	W501 20BR/VT	Front flashing lights (WigWags) 12V input to VSIM	NONE Current limiting resistor is internal to the VSIM
3	W511 20BR/WT	Police radio input 12V input to VSIM	NONE Current limiting resistor is internal to the VSIM
4	W512 20BR/VT	Brake lamp switch sense 12V, 20 mA Output from VSIM	N/A
5	W513 20BR/GY	Horn switch sense 12V, 20 mA Output when horn pressed	NONE Current limiting resistor is internal to the VSIM
6	W514 20BR/YL	P/N switch sense 12V, 20 mA Output from VSIM	N/A
7	W515 20BR/LB	VTSS/Panic alarm on signal 12V, 20 mA Output from VSIM	N/A
8	W516 20BR/DB	Headlamp switch sense 12V, 20 mA Output from VSIM	N/A

Upfitter supplement

Cavity	Circuit	Function	Upfitter Requirements
9	W517 20BR/LG	Side airbag status signal 12V Output from VSIM when airbag deploys	N/A
10	W518 20BR/DG	Front airbag status signal 12V Output from VSIM when airbag deploys	N/A
11	W530 20BR/DG	VSIM CAN-B bus (+)	N/A
12	W531 20BR/LG	VSIM CAN-B bus (-)	N/A
13	W521 20BR/WT	Headlamp switch sense 12V, 20mA output from PTIM	N/A
14	W522 20BR/VT	Engine running signal 12V, 20 mA Output from VSIM	N/A
15	W523 20BR/GY	Driver door ajar switch sense 12V, 20 mA Output from VSIM with door open	N/A
16	Z384 20BK	Signal ground that is noise suppressed	N/A
17	NOT USED	NOT USED	N/A
18	NOT USED	NOT USED	N/A
19	W526 20BR/DB	Vehicle speed signal 12V, 10HZ/MPH Pulse Width Modulated	N/A
20	W536 20BR/YL	Horn mute signal 12V, 20 mA Input to VSIM disables horn function	NONE Current limiting resistor is internal to the VSIM
21	W537 20BR/VT	VTSS Mute signal 12V, 20 mA Input to VSIM	NONE Current limiting resistor is internal to the VSIM
22	W538 20BR/OR	Fuel level status signal 12V PWM Output	N/A
23	W539 20BR/DB	Driver seatbelt switch sense 12V Output from VSIM when buckled	N/A
24	W540 20BR/DG	MIL Malfunction indicator lamp 12V Output from VSIM when MIL is on	N/A

Connect Here

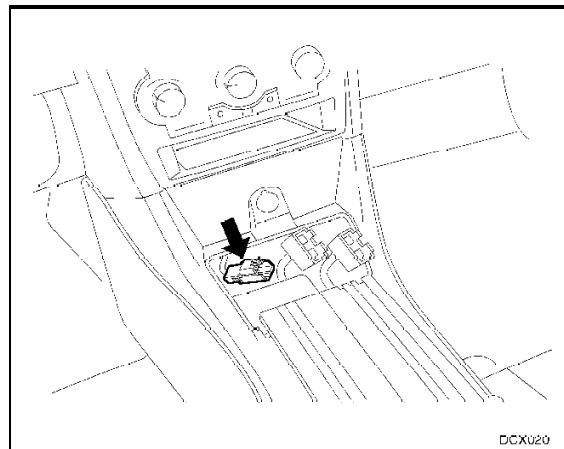
**For complete components
and wiring diagram information
refer to the 8W section of the 2006
Dodge Charger and Magnum Service Manual**



17	W524 20BR/YL	Driver door ajar switch sense	12V, 20mA voltage signal	—
18	W525 20BR/LB	Cluster dimmer switch sense	12V, 20mA, 100Hz, pulse width modulated (PWM) signal	—
19	W526 20BR/DB	Vehicle speed signal	12V, 20mA, 10Hz/mph	—
20	W527 20BR/LG	PTIM CAN B bus (+)	CAN B	—
21	W528 20BR/DG	PTIM CAN B bus (-)	CAN B	—
22	W529 20BR/TN	Engine running status signal	12V, 20mA voltage signal	—
23	—	Not used	—	—
24	—	Not used	—	—

POLICE RADIO SPEAKERS CONNECTION (IF EQUIPPED)

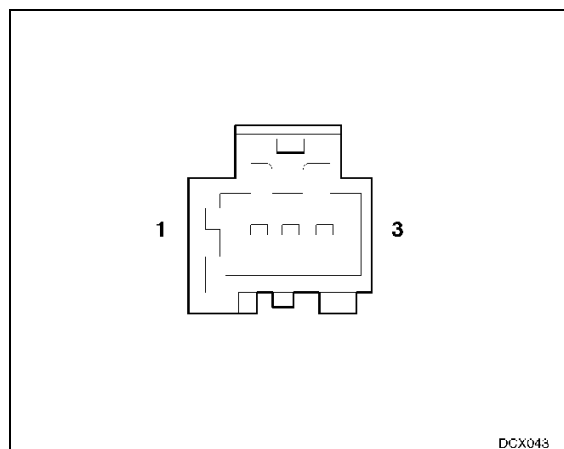
A connector that allows to use the front vehicle speakers as output for the police radio is provided under the instrument panel center stack area. Access to the police radio speakers connector is gained by removing the plastic cover located in front of the police equipment mounting bracket.



DCX020

NOTE: A police radio mating connector is available in the MOPAR® kit P/N 05191127AA.

The connector is a 3-way, male connector, and is wired as follows:



DCX043

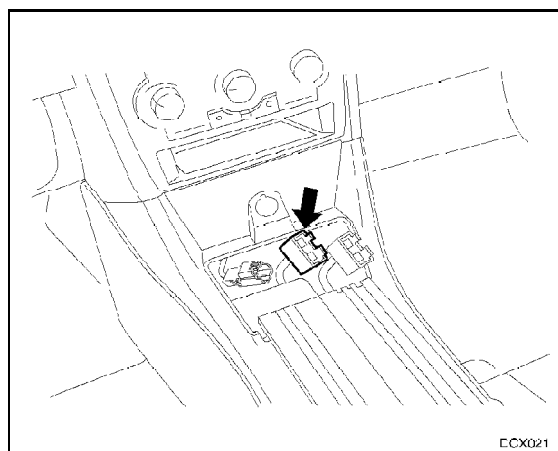
G104	Right side of the engine compartment
G105 (3.5L)	On engine near the harness take out for the Ignition Coil No. 5
G105 (5.7L)	Rear of the engine
G106 (3.5L)	Left side of the engine
G106 (5.7L)	Rear of the engine
G107 (3.5L)	Right side of the engine near the generator
G108	Left side of the engine
G109	On the right shock tower
G110	On engine harness
G111	Right front of engine
G200	Left side of the instrument panel near the harness take out for the ignition switch
G201	Passenger side of the instrument panel
G202	Driver side of the instrument panel near the take out for the instrument cluster
G300	On the floor pan under the driver seat
G301	On the floor pan under the passenger seat
G302	Right front side of the of the cargo pan
G303	Right rear side of the cargo pan
G304	Next to the decklid latch

AVAILABLE VEHICLE SIGNALS

CAUTION: Use only the approved power, ground, or signal sources as described in this manual. Splicing, cutting, or altering the vehicle harness circuits is not permitted.

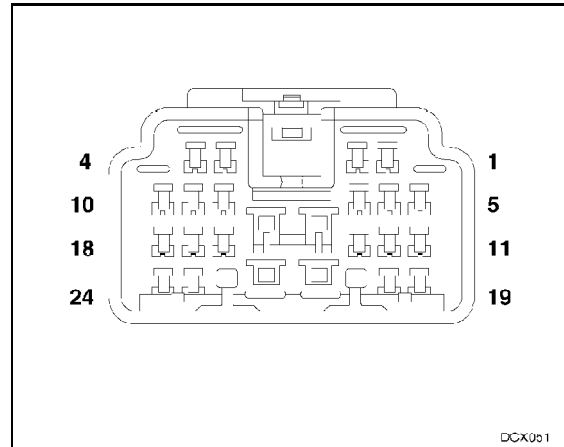
All police vehicles are equipped with a standard police/taxi interface module (PTIM), also referred to as police equipment interface module (PEIM), that serves as an interface between an upfitter installed module and various control modules of the vehicle. The PTIM retrieves information from the front control module (FCM), sentry key remote entry module (SKREM)/wireless control module (WCM), occupant restraint controller (ORC), cabin compartment node (CCN), and steering column module (SCM) via the controller area network (CAN) B data bus and makes them available for specific applications at the police/taxi interface connector.

The police/taxi interface connector is located under the instrument panel center stack area and can be accessed by removing the plastic cover located in front of the police equipment mounting bracket.



NOTE: A police/taxi interface mating connector is available in the MOPAR® kit P/N 05191127AA.

The police/taxi interface connector is a 24-way connector and is wired as follows:



Cavity	Circuit	Function	Hardware Description	Upfitter Requirements
1	W500 20BR/OR	Front flashing lights signal	12V input	47 kΩ needs to be placed at the upfitter control switch
2	W501 20BR/VT	Rear flashing lights signal	12V input	47 kΩ needs to be placed at the upfitter control switch
3	W511 20BR/WT	Police radio input signal	12V input	47 kΩ needs to be placed at the upfitter control switch
4	W512 20BR/VT	Security alarm mute signal	12V input	47 kΩ needs to be placed at the upfitter control switch
5	W513 20BR/GY	Horn mute signal	12V input	47 kΩ needs to be placed at the upfitter control switch
6	W514 20BR/YL	Fuel level status signal	12V, 20mA, 100Hz, pulse width modulated (PWM) signal	—
7	W515 20BR/LB	Driver seat belt switch sense	12V, 20mA voltage signal	—
8	W516 20BR/DB	Malfunction indicator signal	12V, 20mA voltage signal	—
9	W517 20BR/LG	Security alarm on signal	12V, 20mA voltage signal	—
10	W518 20BR/DC	Horn switch sense	12V, 20mA voltage signal	—
11	W519 20BR/TN	P/N switch sense	12V, 20mA voltage signal	—
12	W520 20BR/OR	Brake lamp switch sense	12V, 20mA voltage signal	—
13	W521 20BR/WT	Headlamp switch sense	12V, 20mA voltage signal	—
14	W522 20BR/VT	Side airbag status signal	12V, 20mA voltage signal	—
15	W523 20BR/GY	Front airbag status signal	12V, 20mA voltage signal	—
16	Z384 20BK	Signal return	Common ground	—