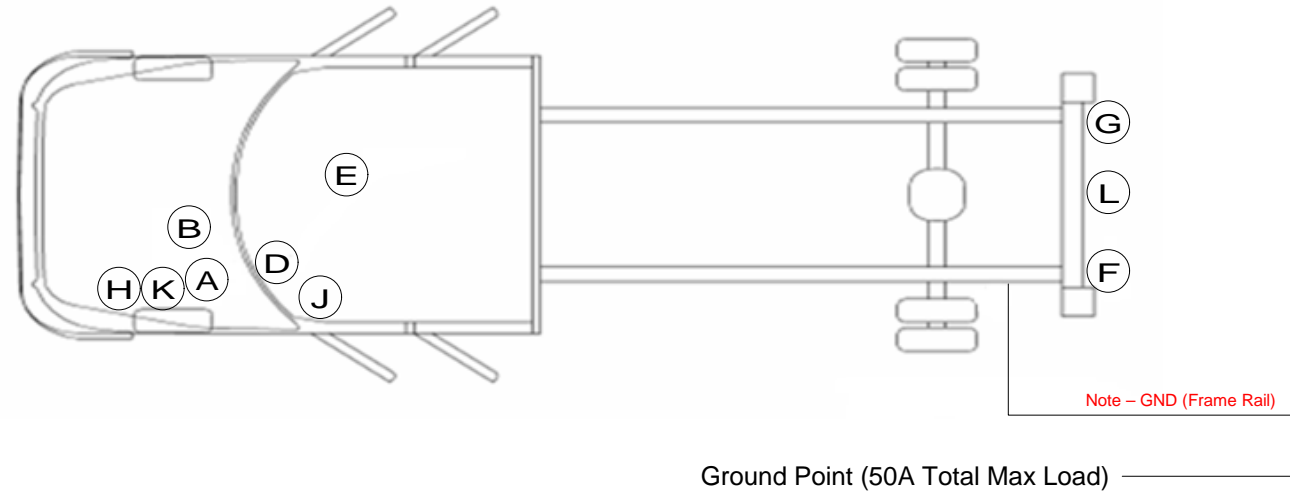
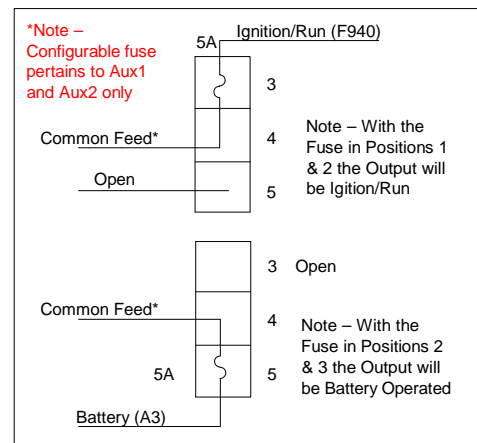
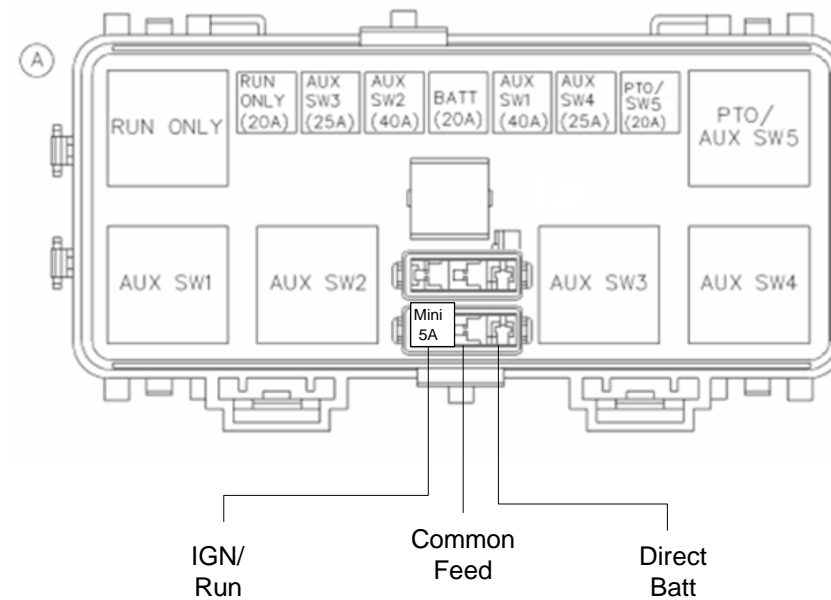


# 2014 UPFITTER SCHEMATIC

## 3500/4500/5500 CHASSIS CABS RAM Truck Upfitter Schematic



- (A) Note – Aux PDC Underhood
- (B) Note – 2 Upfitter Connectors (Light and Dark Gray)
- (D) Note – Port Upfitters Connectors, Under Dash Board near park brake bracket / Steering Column
- (E) Note – PTO Connector Wires located underneath vehicle at Transmission Bell Housing, Left (Driver) Side
- (F) Note – Vehicle Wiring, Blunt Cut (with Heat Shrink) Rear of Frame
- (G) Note – Blunt Cut (with Heat Shrink) wires, along side Left (Drivers side) fender inner.
- (H) Note – VSIM Module located interior of vehicle under dash
- (J) Note – Aux 5/PTO jumper connector, alongside left (Drivers Side) fender inner
- (K) Note – Aux 5/PTO jumper connector, alongside left (Drivers Side) fender inner
- (L) Rear Camera Connector



5A Mini Fuse can be swapped between Battery and Ignition. This changes the function of AUX SW1 and AUX SW2 from Battery operated to Ignition/Run operated.

**Notes –**  
Max Combined Fuse "rating" allowed in box is 190A. Fuses can be relocated in box as necessary.  
Max allowable combined total continuous amperage draw is 133A.  
Max fuse "rating" in any one location is 40A.

**\*The upfitter/customer is responsible for placing the correct fuse in the correct location depending on the actual load.**

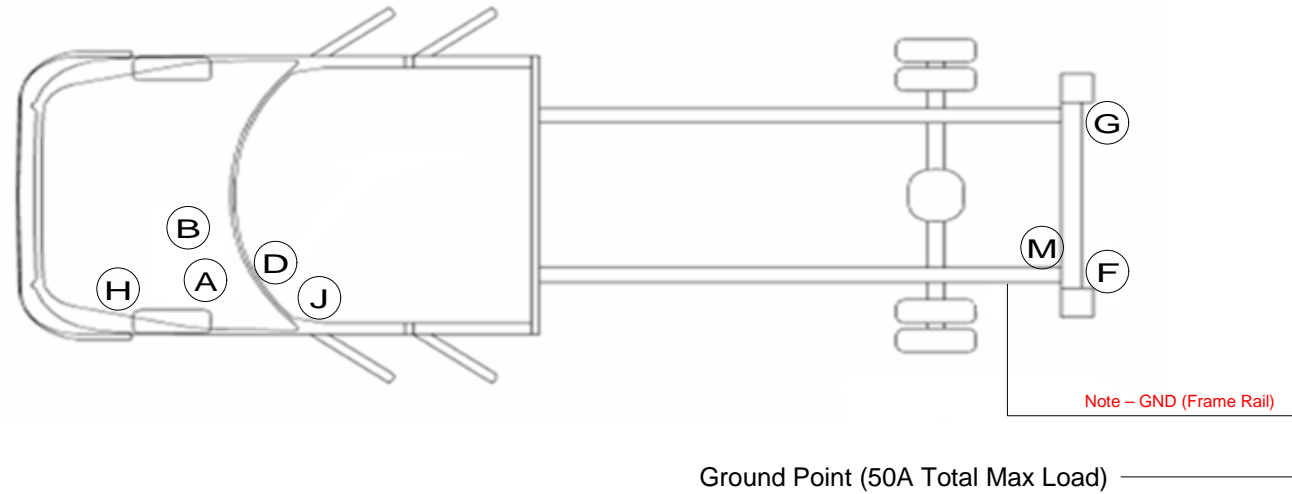
**\*Amperages shown in schematics are for fuses/circuits as installed for the vehicle as sold and will change as fuses are reconfigured.**

### MAX ALLOWABLE CONTINUOUS AMPERAGE DRAW PER FUSE RATING

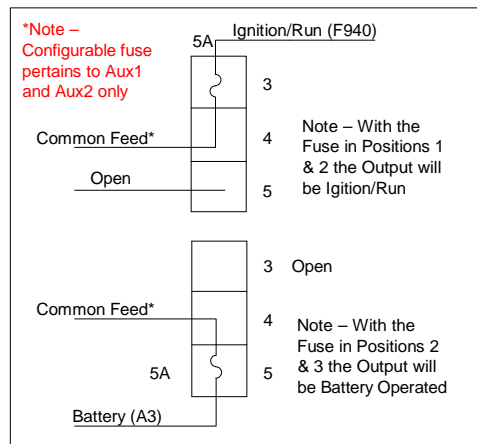
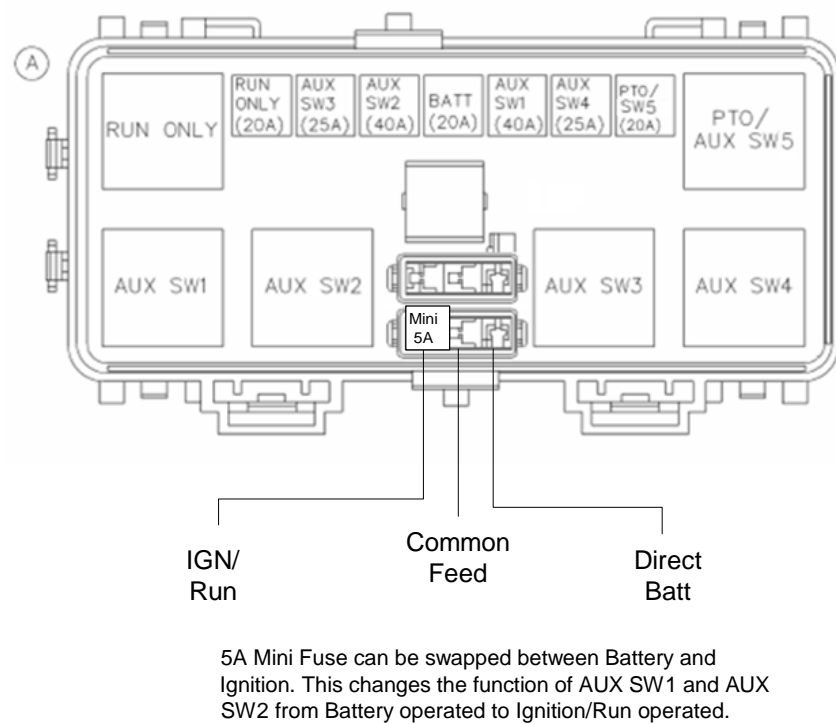
FUSE RATING	MAX ALLOWABLE CONTINUOUS AMPERAGE
20A	14A
25A	17.5A
40A	28A

# 2014 UPFITTER SCHEMATIC

## 2500/3500 PICKUP RAM Truck Upfitter Schematic



- (A) Note – Aux PDC Underhood
- (B) Note – 2 Upfitter Connectors (Light and Dark Gray)
- (D) Note – Port Upfitters Connectors, Under Dash Board near park brake bracket / Steering Column
- (F) Note – Vehicle Wiring, Blunt Cut (with Heat Shrink) Rear of Frame
- (G) Note – Blunt Cut (with Heat Shrink) wires, along side Left (Drivers side) fender inner.
- (J) Note – VSIM Module located interior of vehicle under dash
- (M) Note – Blunt Cut (with Heat Shrink) Stop Lamp Signal – CHMSL Feed



Notes –  
 Max Combined Fuse "rating" allowed in box is 190A. Fuses can be relocated in box as necessary.  
 Max allowable combined total continuous amperage draw is 133A.  
 Max fuse "rating" in any one location is 40A.

**\*The upfitter/customer is responsible for placing the correct fuse in the correct location depending on the actual load.**

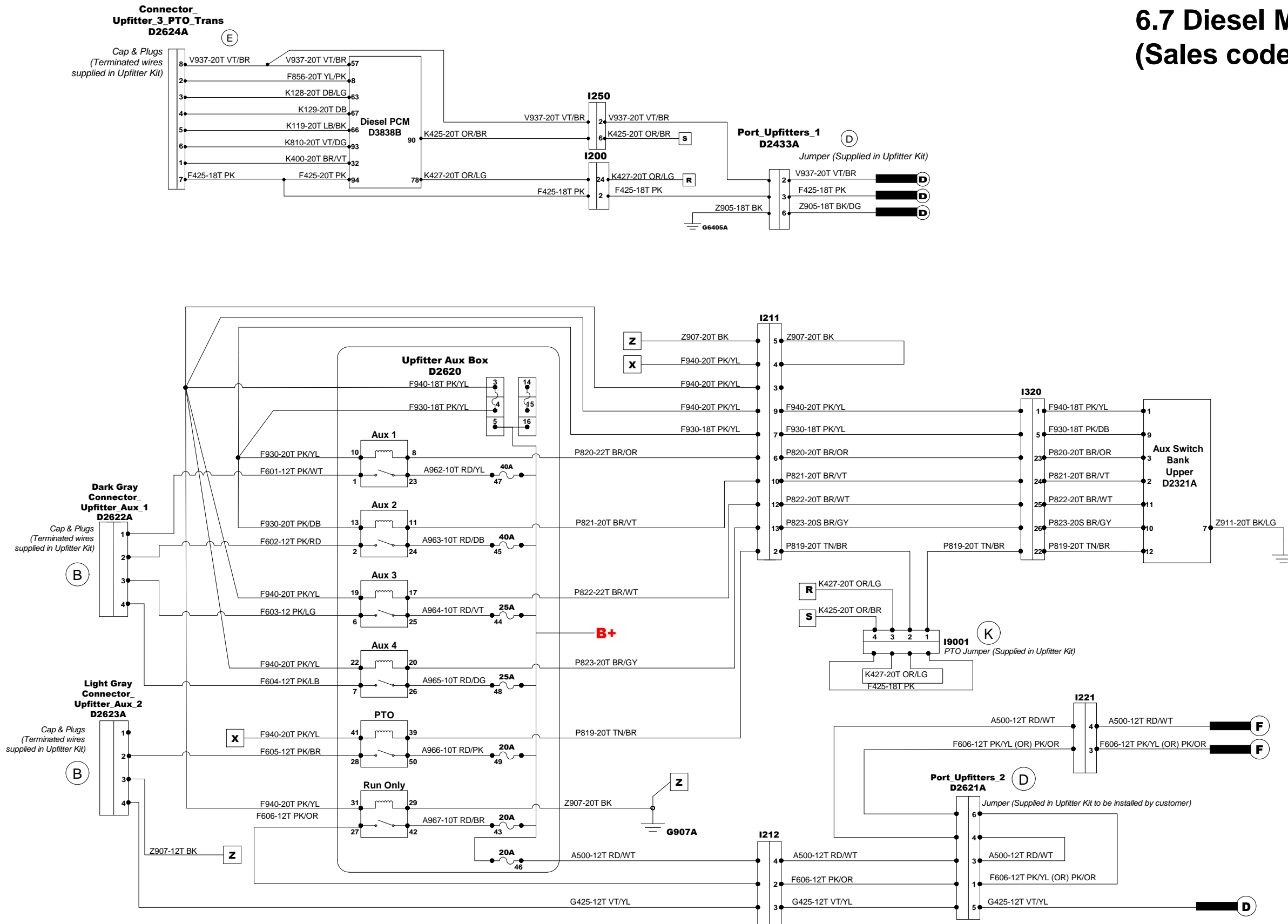
**\*Amperages shown in schematics are for fuses/circuits as installed for the vehicle as sold and will change as fuses are reconfigured.**

### MAX ALLOWABLE CONTINUOUS AMPERAGE DRAW PER FUSE RATING

FUSE RATING	MAX ALLOWABLE CONTINUOUS AMPERAGE
20A	14A
25A	17.5A
40A	28A

# 2014 UPFITTER SCHEMATIC

**3500/4500/5500 CHASSIS CAB**  
**6.7 Diesel Manual Trans w/PTO**  
**(Sales code LBN)**



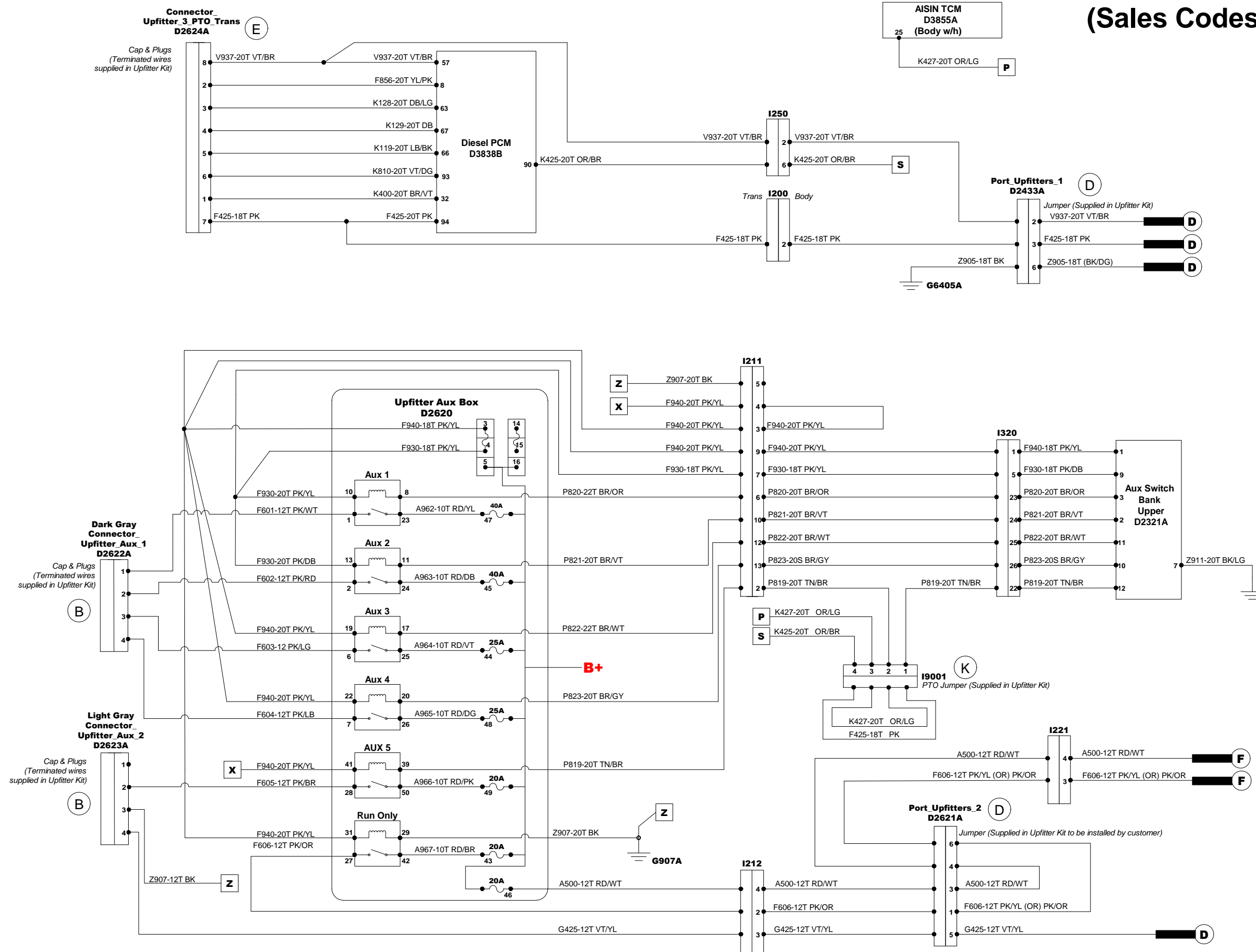
**Blunt-Cut Circuits**

**D:** Under Dash Board near Park Brake bracket/ steering column

**F:** Rear of frame (reference Blunt Cut Wires pages)

# 2014 UPFITTER SCHEMATIC

**3500/4500/5500 CHASSIS CAB  
6.7 Diesel Auto Trans w/PTO  
(Sales Codes LBN/LBV)**



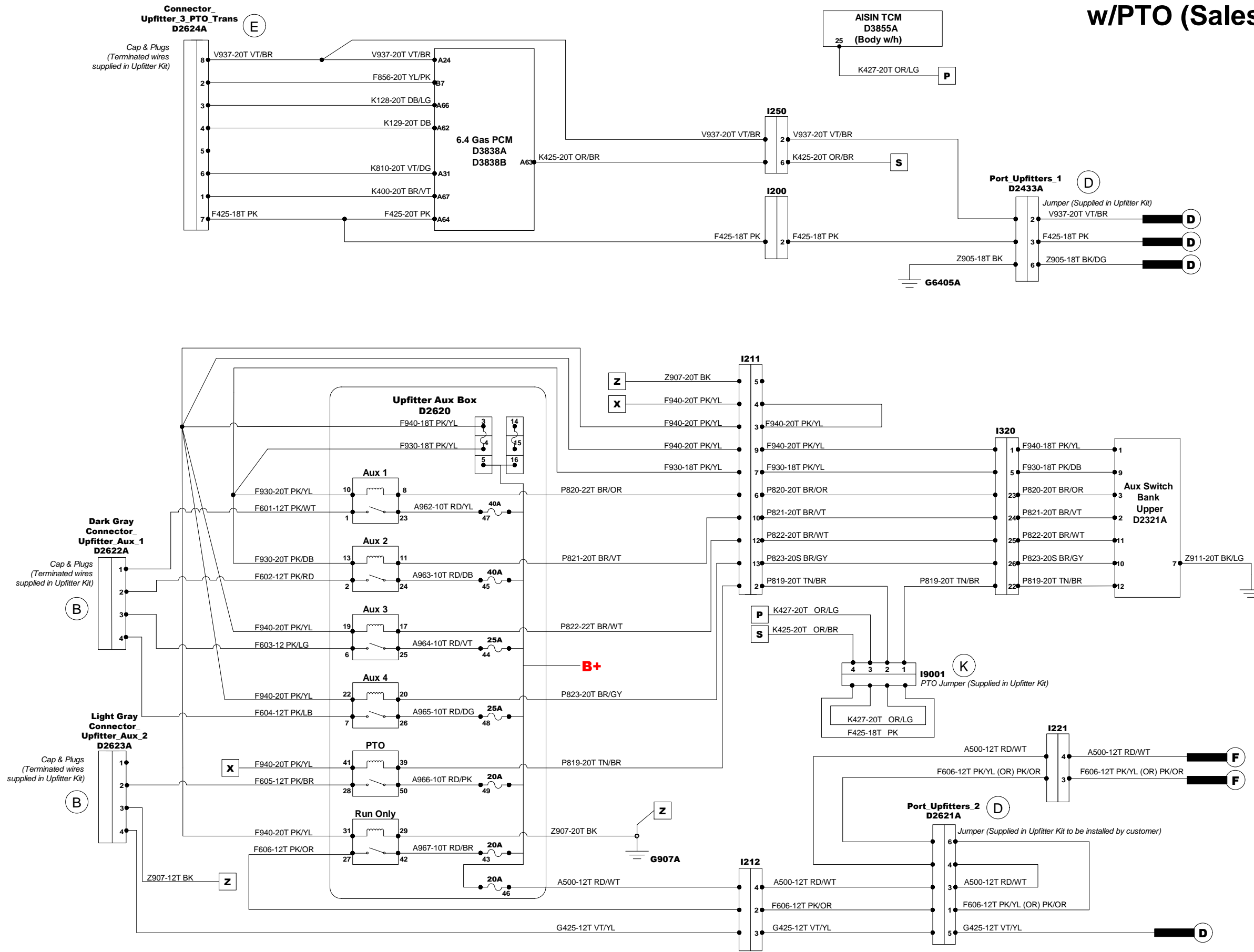
**Blunt-Cut Circuits**

**D:** Under Dash Board near Park Brake bracket/Steering Column

**F:** Rear of frame (reference Blunt Cut Wires pages)

# 2014 UPFITTER SCHEMATIC

**3500/4500/5500 CHASSIS CAB**  
**6.4 Gas Aisin Trans (ONLY)**  
**w/PTO (Sales codes LBN/LBV)**



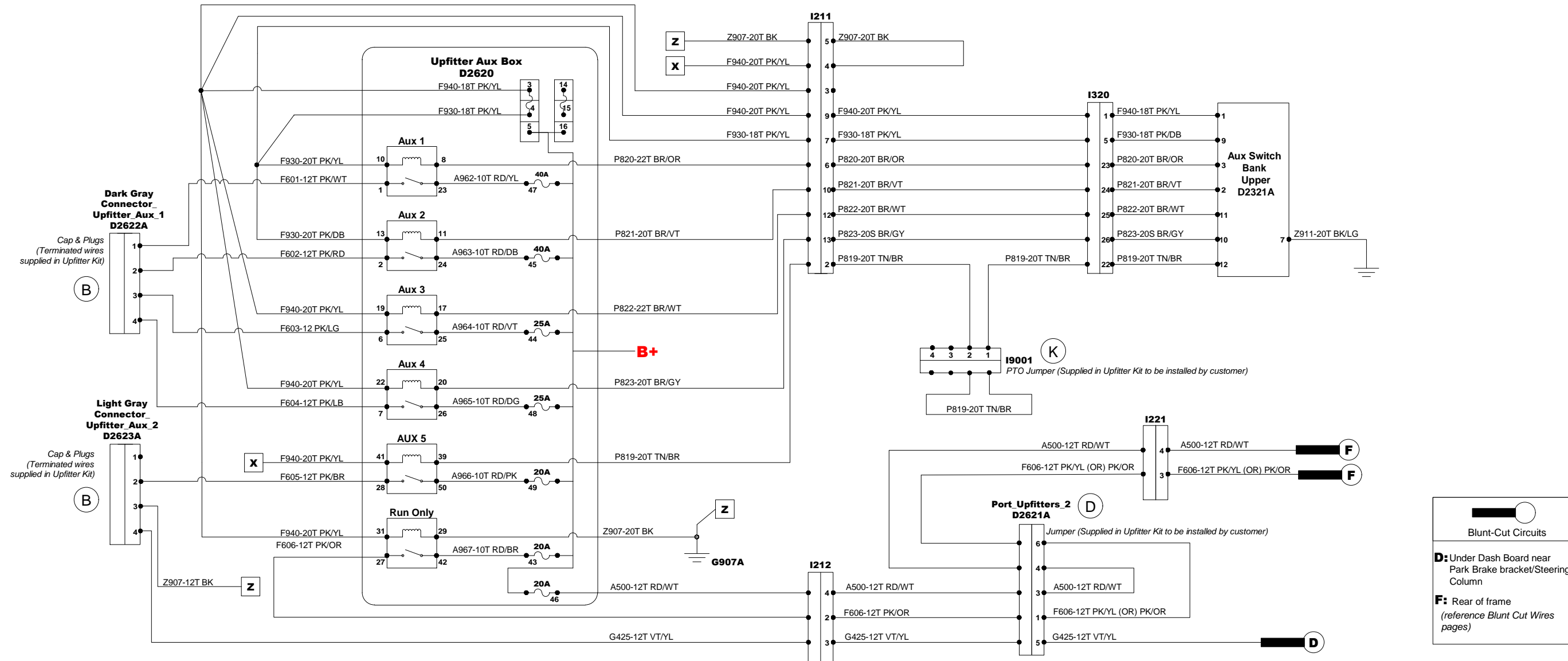
**Blunt-Cut Circuits**

**D:** Under Dash Board near Park Brake bracket/Steering Column

**F:** Rear of frame (reference Blunt Cut Wires pages)

# 2014 UPFITTER SCHEMATIC

**3500/4500/5500 CHASSIS CAB**  
**6.7 Diesel Manual Trans non-PTO**



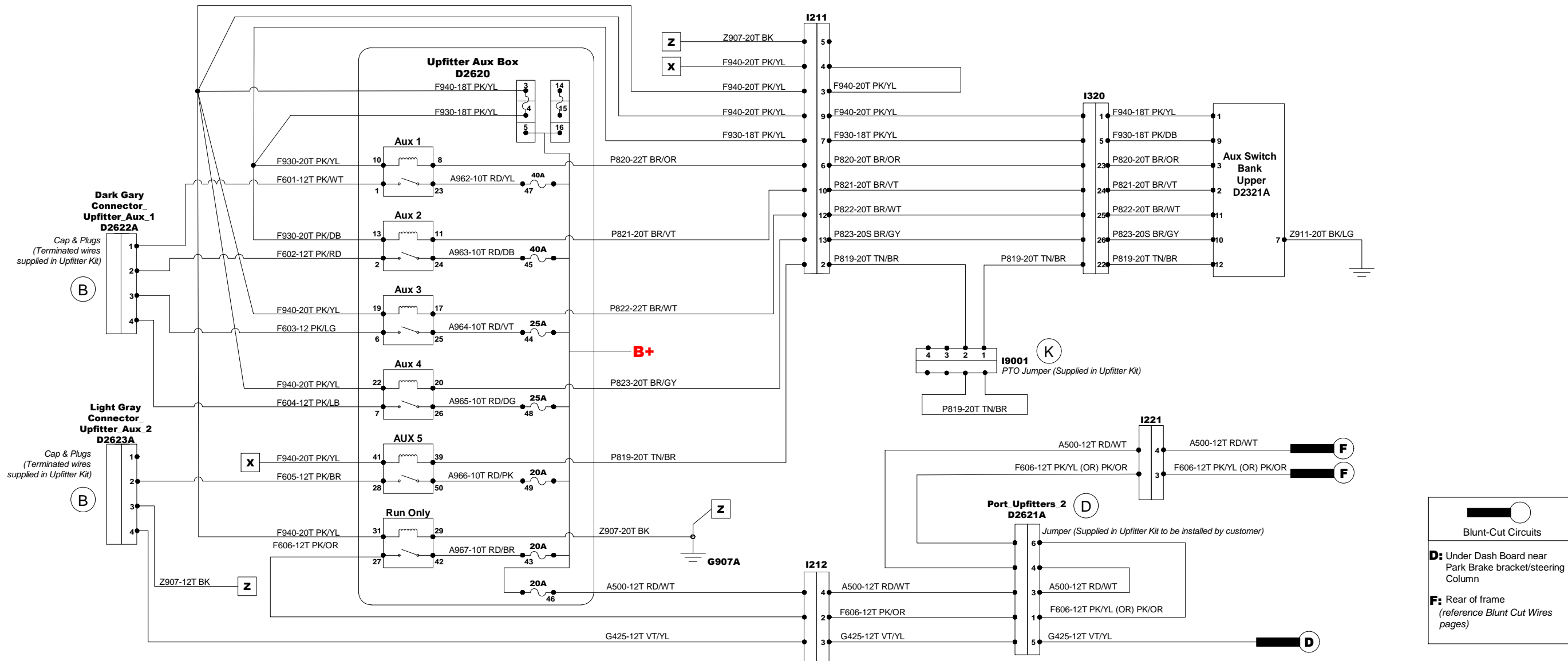
**Blunt-Cut Circuits**

**D:** Under Dash Board near Park Brake bracket/Steering Column

**F:** Rear of frame (reference Blunt Cut Wires pages)

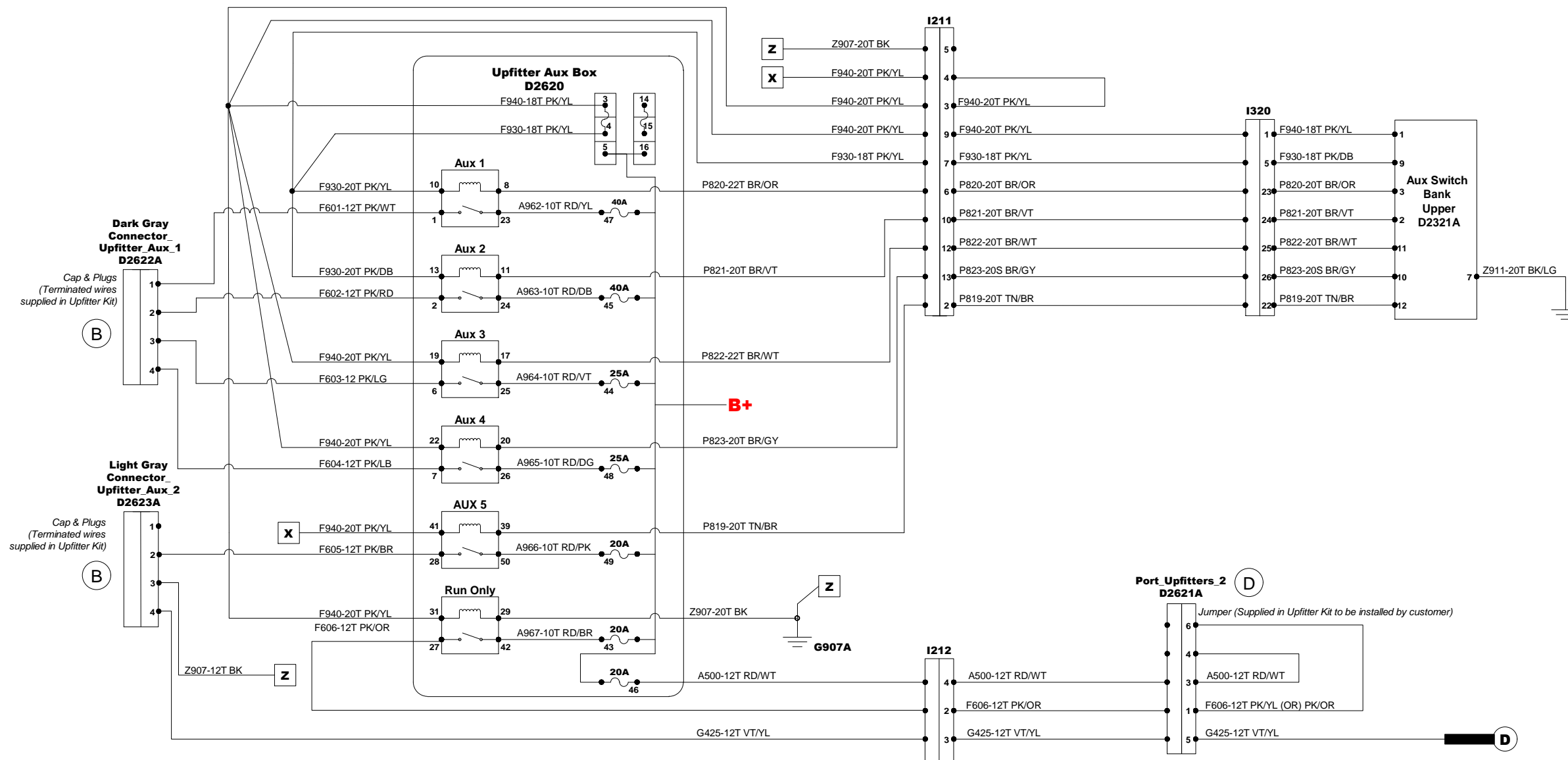
# 2014 UPFITTER SCHEMATIC

3500/4500/5500 CHASSIS CAB 6.7 Diesel  
5.7/6.4 GAS Auto Trans Non - PTO



# 2014 UPFITTER SCHEMATIC

2500/3500 PICKUP



**Blunt-Cut Circuits**  
**D:** Under Dash Board near Park Brake bracket/Steering Column (reference Blunt Cut Wires pages)



# 2014 UPFITTER SCHEMATIC

## Blunt Cut Wires 3500/4500/5500 CHASSIS CAB

"G" Blunt Cut wires located at Right (Passenger side) Rear of Frame

A100-14T RD/VT (Trailer Tow Battery feed)	■■■■ G
B40-14T GY (Electric Brake feed)	■■■■ G
L76-16T WT/BR (Trailer Tow Running/Park Lamps feed)	■■■■ G
L111-16T WT/OR (Trailer Tow Back-up Lamps feed)	■■■■ G
L614-18T LG (Trailer Tow Stop/Turn Right)	■■■■ G
L615-18T YL (Trailer Tow Stop/Turn Left)	■■■■ G
Z914-12T BK/GY (Ground)	■■■■ G

MAXIMUM AMPERAGE ALLOWED FOR THESE TRAILER TOW CIRCUITS ARE AVAILABLE IN THE " ELECTRICAL POWER USAGE" CHAPTER OF " ELECTRICAL / WIRING INFORMATION " OF THE BODY BUILDER GUIDE

"H" Blunt Cut wires located along side left(Drivers Side) fender inner

H ■■■■ L177-18T WT/BR (DO NOT USE)
H ■■■■ L312-18T BK/VT (DO NOT USE)
H ■■■■ L313-18T BK/LG (DO NOT USE)
H ■■■■ L314-18T BK/TN (DO NOT USE)
H ■■■■ L315-18T BK/LB (DO NOT USE)
H ■■■■ L316-18T BK/OR (DO NOT USE)
H ■■■■ L317-18T WT/VT (DO NOT USE)
H ■■■■ L318-18T WT/DB (DO NOT USE)
H ■■■■ T754-22T DG/GY (HARD-WIRED REMOTE START/STOP)
H ■■■■ T120-20T DG/OR * (TRANS PARK POSITION DETECTION)
H ■■■■ L950-20T LG/WT (REAR BULB OUTAGE DETECTION DISABLE)
H ■■■■ L779-18T WT/LB (SEPARATE REAR STOP / TURN LAMPS)

\* Provides a "Gound" when the Auto Transmission is in the "Park" position and the Key is in the "Run" position, maximum continuous amperage draw is 0.200A

### VEHICLE WIRING

V937-20T VT/BR (Speed Control Switch return)	■■■■ D
F425-20T PK (PTO switch)	■■■■ D
Z905-18T BK/DG (Ground)	■■■■ D
G425-12T VT/YL (Spare Circuit - Pass Thru)	■■■■ D

"D" Blunt Cut wires are part of the Upfitter Ports 1 & 2 Jumpers located under Dash near Park Brake Bracket/Steering Column. Connectors (Black & Gray) for these circuits are part of the Upfitter Jumper kit.

\*\* These two circuits become active when the 6 cavity Light Gray connector (Jumper port Upfitter 2) included in the upfitter kit is installed onto the Light Gray connector at locaiton 'D' in the vehicle diagram

** A500-12T RD/WT (Battery feed)	■■■■ F
** F606-12T PK/YL (OR) PK/OR (Ignition Run feed)	■■■■ F
L56-18T WT/VT (Stop Lamp signal / CHMSL feed)	■■■■ F

"F" Blunt Cut wires located at Left(Drivers Side) Rear of Frame

# 2014 UPFITTER SCHEMATIC

## Blunt Cut Wires 2500/3500 Pickup Box-off (Sales Code XBC)

"G" Blunt Cut wires located at Right (Passenger Side) Rear of Frame

- A100-14T RD/VT (Trailer Tow Battery feed) **G**
- B40-14T GY (Electric Brake feed) **G**
- L76-16T WT/BR (Trailer Tow Running/Park Lamps feed) **G**
- L111-16T WT/OR (Trailer Tow Back-up Lamps feed) **G**
- L614-18T LG (Trailer Tow Stop/Turn Right) **G**
- L615-18T YL (Trailer Tow Stop/Turn Left) **G**
- Z914-12T BK/GY (Ground) **G**

MAXIMUM AMPERAGE ALLOWED FOR THESE TRAILER TOW CIRCUITS ARE AVAILABLE IN THE "ELECTRICAL POWER USAGE" CHAPTER OF ELECTRICAL / WIRING INFORMATION OF THE BODY BUILDER GUIDE

"H" Blunt Cut wires located at left/front of vehicle along side of inner fender

- H  L177-18T WT/BR (DO NOT USE)
- H  L312-18T BK/VT (DO NOT USE)
- H  L313-18T BK/LG (DO NOT USE)
- H  L314-18T BK/TN (DO NOT USE)
- H  L315-18T BK/LB (DO NOT USE)
- H  L316-18T BK/OR (DO NOT USE)
- H  L317-18T WT/VT (DO NOT USE)
- H  L318-18T WT/DB (DO NOT USE)
  
- H  T754-22T DG/GY (DO NOT USE)
- H  T120-20T DG/OR \*(TRANS PARK POSITION DETECTION)
- H  L950-20T LG/WT (REAR BULB OUTAGE DETECTION DISABLE)
- H  L779-18T WT/LB (DO NOT USE)

\* Provides a "Gound" when the Auto Transmission is in the "Park" position and the Key is in the "Run" position, maximum continuous amperage draw is 0.200A

"M" Blunt Cut wire located at Left (Drivers Side) Rear of Frame

- M  L56-18T WT/VT (Stop Lamp signal / CHMSL feed)

VEHICLE WIRING

- G425-12T VT/YL (Spare Circuit - Pass Thru) **D**

"D" Blunt Cut wires are part of the Upfitter Ports 1 & 2 Jumpers located under Dash near Park Brake Bracket/Steering Column. The Connector (Gray) for this circuit is part of the Upfitter Jumper kit.

# 2014 UPFITTER SCHEMATIC

**Blunt Cut Wires**  
**2500/3500 PICKUP Box-on**  
**W/Snowplow Prep Option (Sales Code AHD)**  
**W/Auxiliary Switches (Sales Code LHL )**

"H" Blunt Cut wires located along side left(Drivers Side) fender inner

- H** [redacted] L177-18T WT/BR (DO NOT USE)
- H** [redacted] L312-18T BK/VT (DO NOT USE)
- H** [redacted] L313-18T BK/LG (DO NOT USE)
- H** [redacted] L314-18T BK/TN (DO NOT USE)
- H** [redacted] L315-18T BK/LB (DO NOT USE)
- H** [redacted] L316-18T BK/OR (DO NOT USE)
- H** [redacted] L317-18T WT/VT (DO NOT USE)
- H** [redacted] L318-18T WT/DB (DO NOT USE)
  
- H** [redacted] T754-22T DG/GY (DO NOT USE)
- H** [redacted] T120-20T DG/OR \* (TRANS PARK POSITION DETECTION)
- H** [redacted] L950-20T LG/WT (REAR BULB OUTAGE DETECTION DISABLE)
- H** [redacted] L779-18T WT/LB (DO NOT USE)

\* Provides a "Gound" when the Auto Transmission is in the "Park" position and the Key is in the "Run" position, maximum continuous amperage draw is 0.200A

"M" Blunt Cut wire located at Left (Drivers Side) Rear of Frame

**M** [redacted] L56-18T WT/VT (Stop Lamp signal / CHMSL feed)

VEHICLE WIRING

**G**425-12T VT/YL (Spare Circuit - Pass Thru) **D**

"D" Blunt Cut wires are part of the Upfitter Ports 1 & 2 Jumpers located under Dash near Park Brake Bracket/Steering Column. The Connector (Gray) for this circuit is part of the Upfitter Jumper kit.

# 2014 UPFITTER SCHEMATIC

## Blunt Cut Wires 2500/3500 PICKUP Box-on With or Without Snowplow Prep Option (Sales Code AHD) W/O Auxiliary Switches

"H" Blunt Cut wires located along side left(Drivers Side) fender inner

- H** [REDACTED] L177-18T WT/BR (DO NOT USE)
- H** [REDACTED] L312-18T BK/VT (DO NOT USE)
- H** [REDACTED] L313-18T BK/LG (DO NOT USE)
- H** [REDACTED] L314-18T BK/TN (DO NOT USE)
- H** [REDACTED] L315-18T BK/LB (DO NOT USE)
- H** [REDACTED] L316-18T BK/OR (DO NOT USE)
- H** [REDACTED] L317-18T WT/VT (DO NOT USE)
- H** [REDACTED] L318-18T WT/DB (DO NOT USE)

"M" Blunt Cut wire located at Left (Drivers Side) Rear of Frame

**M** [REDACTED] L56-18T WT/VT (Stop Lamp signal / CHMSL feed)

VEHICLE WIRING

# 2014 UPFITTER SCHEMATIC

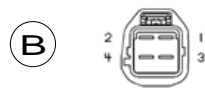
## Upfitter Jumper Harness Only 68049501AB

PTO Connector



1	K400-20T BR/VT (ENG - ACCEL PEDAL POS SNSR RTN 2)
2	F856-20T YL/PK (ENG - 5V ENGINE SNSR FEED SEC)
3	K128-20T DB/LG (ENG - REMOTE THROTTLE SWITCH SIGNAL)
4	K129-20T DB/DG (ENG - REMOTE THROTTLE SWITCH)
5	K119-20T LG/BK (ENG - MAXIMUM OPERATING SPEED SWITCH)
6	K810-20T VT/DG (ENG - ACCELERATOR INTERLOCK SWITCH)
7	F425-20T PK (PWR - POWER TAKEOFF SWITCH)
8	V937-20T VT/BR (SCS - SPEED CTRL SW RTN)

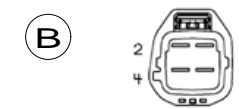
Dash - Dark Gray  
Connector\_Upfitter Aux\_1



1	F601-12T PK/WT (RELAY 1 OUTPUT)
2	F602-12T PK/RD (RELAY 2 OUTPUT)
3	F603-12T PK/DG (RELAY 3 OUTPUT)
4	F604-12T PK/LB (RELAY 4 OUTPUT)

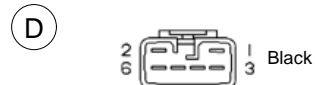
\*Note - Each Circuit can handle maximum continuous current of 28A. Maximum combined load for AUX Switches is 133A  
\*The upfitter/customer is responsible for placing the correct fuse in the correct location depending on the actual load.

Dash - Light Gray  
Connector\_Upfitter\_2 Aux\_2



1	
2	F605-12T PK/YL (RELAY 5 OR PTO RELAY OUTPUT)
3	Z907-12T AWG BK (GND)
4	G425-12T AWG VT/YL (Spare Circuit - Pass Thru)

Jumper  
Port\_Upfitters\_1



1	
2	V937-20T VT/BR (SCS - SPEED CTRL SW RTN)
3	F425-20T PK (PWR - PTO SWITCH)
4	
5	
6	Z905-18T BK/DG (GROUND)

Jumper  
Port\_Upfitters\_2



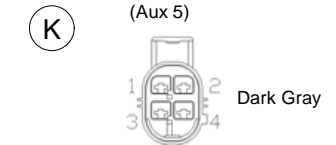
1	F606-12T AWG PK/YL (OR) PK/OR (PWR - ATM UPFITTER IGN RUN FEED)
2	
3	A500-12T AWG RD OR RD/WT (PWR - BATT - ATM - UPFITTER FUSED FEED)
4	
5	G425-12T VT/YL (Spare Circuit - Pass Thru)
6	

Jumper  
PTO



1	
2	K427-20T OR/LG
3	
4	F425-18T PK

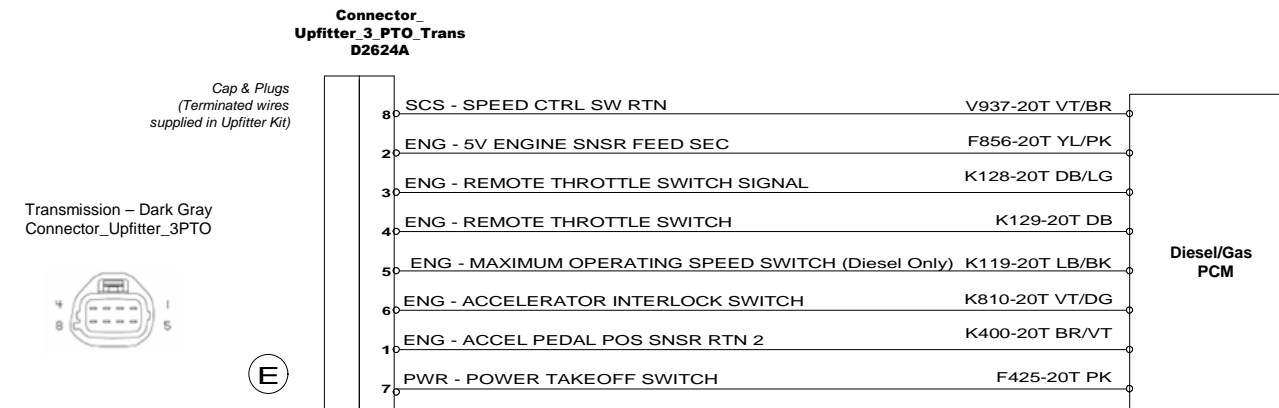
Jumper  
NON-PTO  
(Aux 5)



1	P819 20T TN/BK
2	
3	
4	

# 2014 UPFITTER SCHEMATIC

## PTO CONNECTOR Underneath Vehicle at Transmission Circuit Function and Pin - Out 3500/4500/5500 CHASSIS CAB ONLY



# **2014 UPFITTER SCHEMATIC**

## **Bagged Upfitter Kit Detail**

**68209998AB**

\*Upfitter Connection Jumper

\*8 – 12 GA Circuits for AUX Connectors 1 & 2

\*8 – 20 GA Circuits for the Transmission PTO Connector

\*2 – PTO/Non-PTO Jumper Connectors

The Vehicle has been equipped to ease the installation of a PTO by allowing convenient access to circuits needed without having to splice into the main harness.

Located left of Main PDC Box and along the left (Drivers Side) fender inner (location K) is a dark gray jumper connector that allows the vehicle function to switch between PTO and non-PTO operation. The required jumpers are located in the Upfitter Kit. Verify proper jumper usage by reviewing jumper design on previous pages.

In the rear of the vehicle, you can find all required T-TOW circuits, two (2) additional power circuits (1 Battery and 1 Ignition) and a Stop Lamp / CHMSL Feed Circuit

In the Engine compartment you will find two (2) (Light Grey and Dark Grey) Upfitter connectors (location B) which allow easy access to the switch bank and fuse box outputs, mating terminated circuits are included in the kit as needed.

The Battery line to the AUX PDC is protected by a wire fuse link.

Warning about adding auxiliary batteries:

An auxiliary battery may be used, however a battery isolation unit is not supplied and the auxiliary battery may discharge the truck battery when the engine is not running.

Ground Studs on the chassis/frame may be utilized as a grounding point with a 50A Maximum total load, see “Vehicle Ground Locations” section in the RAM Body Builder Guide, Electrical/Wiring Information