

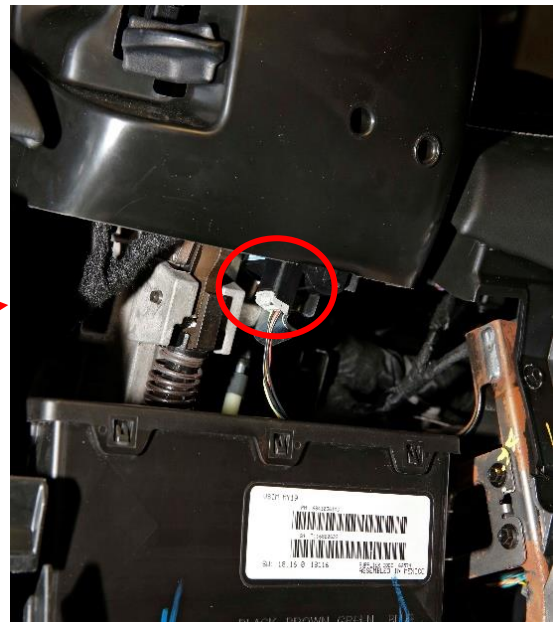
All Ram trucks are equipped with a Break Transmission Shift Interlock (BTSI) system which will prevent the transmission from being shifted from park unless the service brake is depressed. On vehicles equipped with the ZF 8HP75 automatic transmission, this feature is part of the electronic (software) controls. On vehicles equipped with an Aisin AS66RC, Aisin AS69RC or a corporate 68RFE automatic transmission, the BTSI is a small solenoid driven, mechanical device in the steering column that locks the shifter (and transmission) in park.

On vehicles equipped with any of the Aisin or corporate transmissions, it is possible to utilize this system to prevent the transmission from being shifted out of park when up-fitter installed devices are in operation. This involves splicing into the control circuit going to the BTSI solenoid.

**NOTE: This procedure cannot be used on vehicles equipped with a ZF transmission.**

In vehicles so equipped, the BTSI is immediately below where the shift lever goes into the steering column. It can be seen by pulling the rubber boot that's on the base of the shift lever out of the way. The white emergency over ride lever is behind the boot.

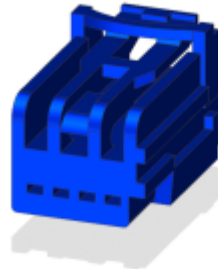
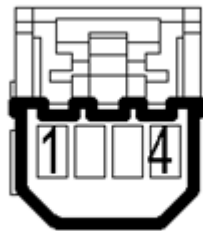
To access the BTSI electrical connector and wiring, remove the driver's side knee blocker. The connector is between the forward edge of the steering column trim and the steering column. It is easily disconnected with the knee blocker removed.



## Remote Shift Interlock

Even though the image below shows a blue connector, it is a relatively small light grey connector that plugs into the black BTSI device. There will be four circuits in that connector. The wires will be completely tape wrapped so, wire colors may not be visible until some of the tape is removed. The BTSI circuits and connector views are listed below. The connector end view is of the wire insertion side of the harness connector.

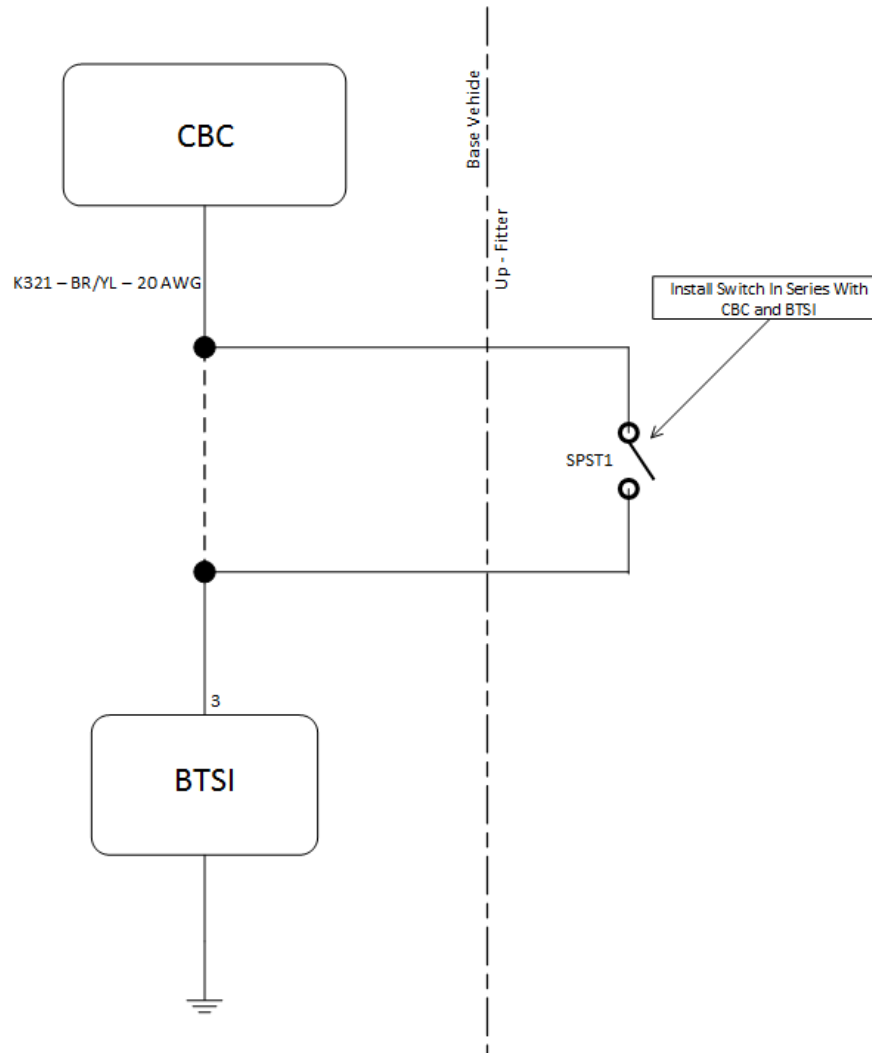
PIN	CKT #	FUNCTION	WIRE COLOR
1	T824	TRX - TRANS RANGE SW PARK	YE/DB
2	Z911	GND - GENERIC 11	BK
3	K321	TRX - BTSI SOL UNLOCK	BN/YE
4	Z911	GND - GENERIC 11	BK



The control circuit that should be spliced into is K321. It goes between the body controller and pin 3 of the BTSI connector. The body controller fires the solenoid when the service break is pressed allowing the shift lever to be moved out of park. By opening this circuit, the solenoid will not be energized and the shifter cannot be moved from park. No faults will be set in any of the modules on the truck when this circuit was opened.

The up-fit system should be designed such that an SPST switch is installed in circuit K321. The switch should be closed when the up-fit system is inactive or “parked,” and open when the up-fit system is in use. Below is a schematic of the recommended circuit.

## Remote Shift Interlock



### Remote Shift Interlock