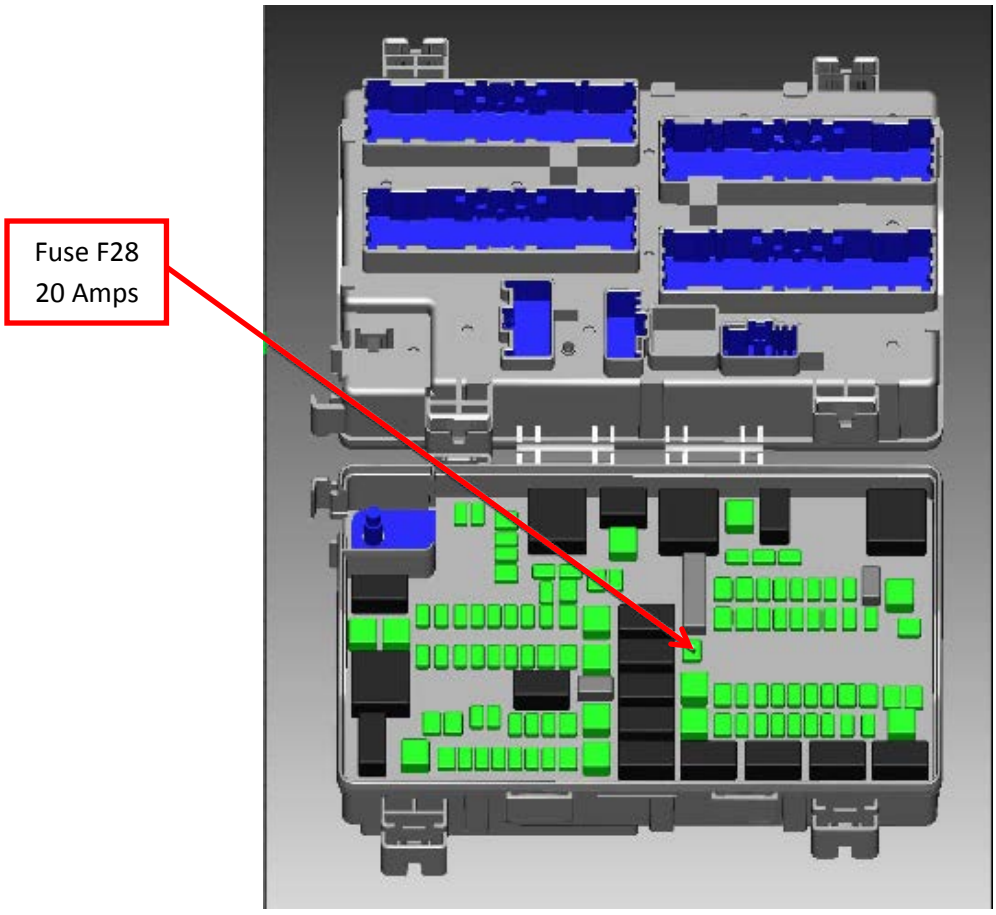
BACK UP ALARM INSTALLATION

A back up alarm may be installed on a Ram pickup or chassis cab. The electrical connection is done by splicing in to the **trailer tow** reverse lamp circuit.

The **chassis** reverse lamp circuits should not be used for connecting a backup alarm. The chassis reverse lamp circuits are driven by a solid state device in the Central Body Controller. (CBC) They are pulse width modulated and are current limited to a level suitable for an incandescent bulb. If the chassis circuits are used, the alarm may not function properly and/or the truck's reverse lamps may not function properly.

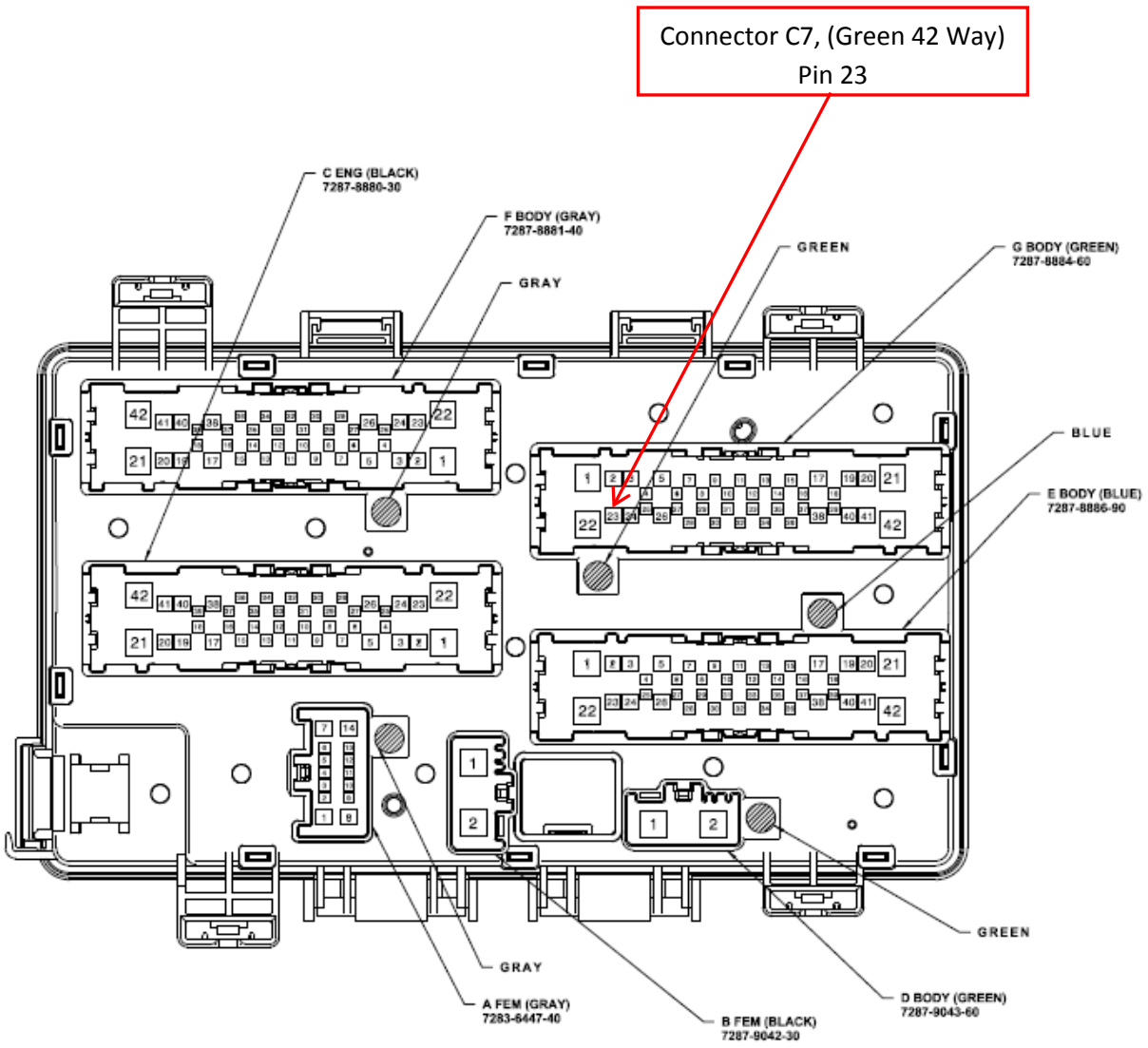
The trailer tow circuits are relay driven from a battery source (not PWM) in the Power Distribution Center. (PDC) The reverse lamp circuit is protected by a 20 amp fuse. (F28)



Under Hood Power Distribution Center (PDC)

BACK UP ALARM INSTALLATION

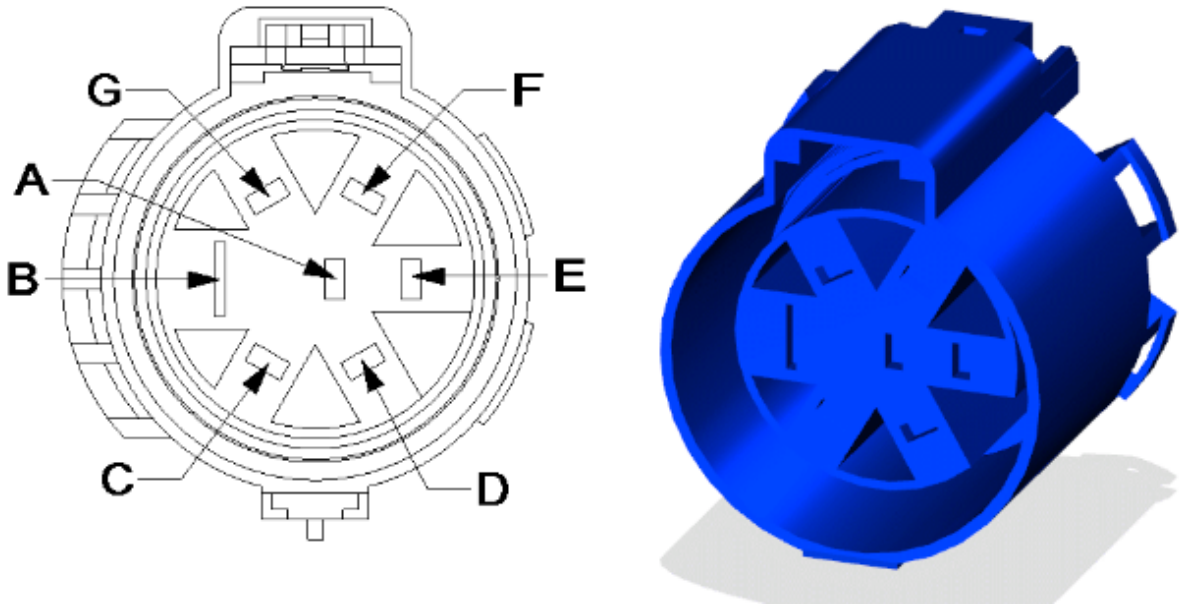
The trailer tow reverse lamp circuit is circuit number W751. It is a solid black 16 AWG wire. It originates in the PDC, connector C7, (Green 42 Way) pin 23 and runs from there to the rear of the vehicle.



Under Hood Power Distribution Center (PDC)

BACK UP ALARM INSTALLATION

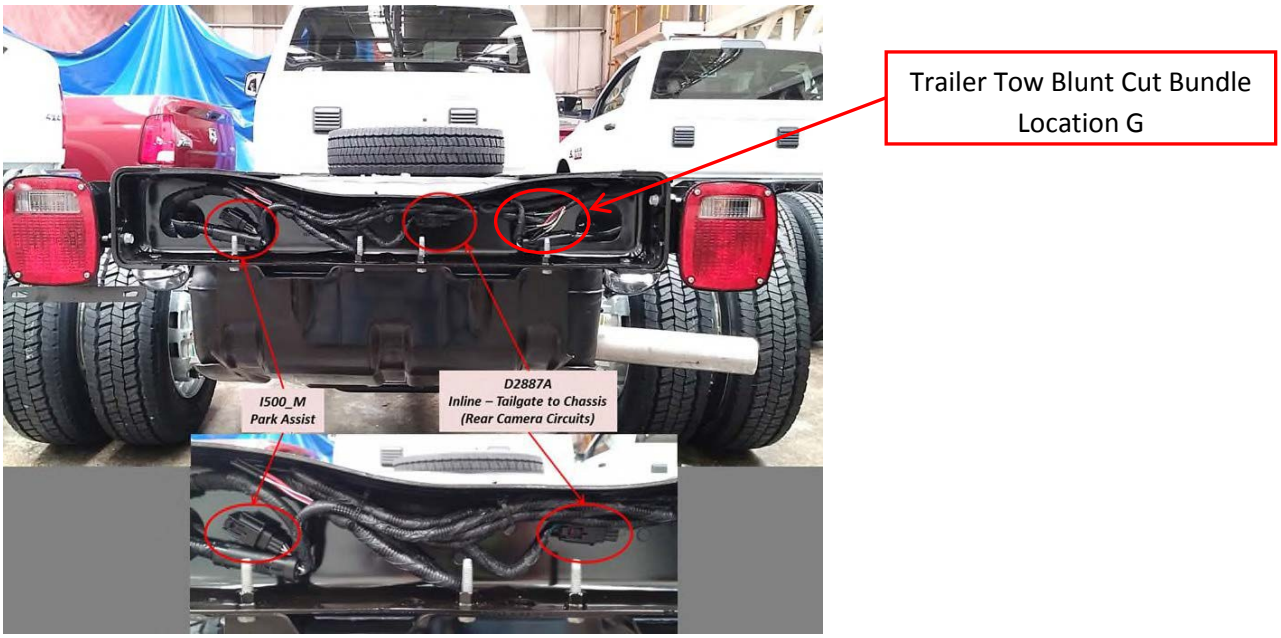
If this is a pickup, W751will terminate in pin A of the harness connector which plugs into the trailer tow 7 way receptacle located in the rear bumper near the license plate.



Trailer Tow Receptacle Harness Connector

BACK UP ALARM INSTALLATION

If this is a chassis cab or a pickup with box delete (sales code XBC), W751 will be one of the blunt cut circuits at the right rear of chassis. (Location G in the up fitter schematic)



Mount the alarm in a convenient location on the chassis or up fit per the alarm manufacturer's instructions. Take care to choose a location that provides sufficient clearance between the alarm and fuel lines, electrical harnesses, hot exhaust components and moving components.

The alarm can be grounded to any convenient location on the chassis. If this is a chassis cab, there is a document in the Body Builder's Guide under "Upfitter Electrical Instructions" titled "Vehicle Ground Locations." This document will help identify good ground locations. When grounding to the chassis, use a ground eyelet with paint cutting serrations or remove the protective coating from the chassis in the area under the ground eyelet.

Solder splice the alarm's signal/power circuit to W751 per the alarm's instructions. If the alarms signal/power circuit is not long enough, the circuit can be extended using a minimum 16 AWG wire. Cover all splices with sealing heat shrink tube. Insure that the heat shrink tube is appropriately sized for the wire being used.