

## INTRODUCTION

The factory-installed Snowplow Preparation Groups (or their equivalent components) are recommended and listed for each vehicle. The normal warranty applies to Dodge Ram trucks that have after market snowplows installed in accordance with these guidelines.

### Maximum Vehicle Loading Requirements:

Installation of snowplows and their mounting hardware may result in a vehicle weight distribution or a front axle loading which is detrimental to brake performance or which exceeds the front GAWR. The following load requirements are applicable:

1. The loaded vehicle, including all after market accessories, the snowplow system, passengers, and cargo, must not exceed the gross vehicle weight (GVW), front or rear gross axle weight (GAW) ratings specified on the Safety Compliance Certification label located in the driver's side door opening.
2. The empty truck with all permanently attached accessories and snowplow components must not exceed 62 percent of its total weight on the front axle to comply with FMVSS/CMVSR 105 Brake Certification. Permanently attached snowplow parts are those parts not easily removed when the blade is removed. The permanently attached parts are: sub-frame, hydraulic pump, hydraulic lift cylinder, lamps, wiring, snowplow controls, etc.

If the front axle loading exceeds either 62 percent of the empty truck total weight, or the front GAWR, ballast-compensating weight must be securely attached at the rear of the truck to bring front axle weight within weight specifications as defined above.

Applications – (Package Code AHD)				
Model	Wheel Base	GVWR Low/High	Front GAWR	Engine
3500 Reg. Cab	143"	10,200 / 12,500	5,200	EZA, ETJ
3500 Quad Cab	163"	10,200 / 12,500	5,200	EZA, ETJ
2500 Reg. Cab	167"	12,500	5,200	EZA, ETJ

**Engine Codes:** EZA: 5.7L V8 Gas  
ETJ: 6.7L Diesel

### Notes for Heavy Duty Snowplows:

- At any time, the maximum number of occupants in the truck must not exceed two
- Under Any Circumstances, vehicles should NOT exceed GVWR (Gross Vehicle Weight Rating), Front or Rear GAWRs (Gross Axle Weight Ratings)
- Snowplow prep packages are NOT available with Sport (AAG) package
- Cargo capacity will be reduced by the addition of options.
- Ballast should be securely attached inside the box at 9 inches from the rear tailgate for pickups.
- The total weight of permanently attached hardware should not exceed 125 lbs.
- Max snowplow weight should not exceed values for models shown in this section.

The snowplow approved vehicles shown in the charts on the next page are the manufacturer recommendations based on maximum vehicle option content. The maximum allowable plow weight can be determined by the dealer /supplier / manufacturer. In all cases, the loaded vehicle weight, including the snowplow system, all aftermarket accessories, driver, passengers, options, and cargo, must not exceed either the Gross Vehicle Weight (GVWR) or Gross Axle Weight (GAWR) ratings. The GVWR and GAWR weights are specified on the Safety Compliance Certification Label on the driver's side door opening.

MFD BY DAIMLERCHRYSLER CORPORATION DATE OF MFR: 03-03

GVWR 2062 KG GAWR 1154 KG GAWR 0931 KG  
04544 LB FRONT 2543 LB REAR 2051 LB

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY, BUMPER AND THEFT PREVENTION STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VIN: 1111111111111111 TYPE: TYPE UNKNOWN

MDH: 030303 PNT:PKJT VEHICLE MADE IN U.S.A. TRM:BFBU 4648102

Safety Compliance Certification Label

**Snowplow Package (AHD) Availability on 2007 DC RAM Models****FINAL****ST Model**

4X4 Chassis Cab			FGAWR All	3500 SRW		
Driver Only				Manual	Automatic	GVWR
8L43 Quad	163.5"	6.7L TD Diesel	5,200	N/R	N/R	10,200
8L63 Regular	143.5"	6.7L TD Diesel	5,200	Available	Available	10,200

**ST Model**

4X4 Chassis Cab			FGAWR	3500 DRW		
Driver Only				All	Manual	Automatic
8L43 Quad	163.5"	5.7L V8	5,200	Available	Available	12,500
		6.7L TD Diesel	5,200	Available	Available	12,500
8L63 Regular	143.5"	5.7L V8	5,200	Available	Available	12,500
		6.7L TD Diesel	5,200	Available	Available	12,500
8L64 Regular	167.5"	5.7L V8	5,200	Available	Available	12,500
		6.7L TD Diesel	5,200	Available	Available	12,500

**NOTE:**

1. Minimum 700lb blade weight considered for plow availability.
2. Snowplow calculations are based upon maximum options.
3. N/R = Not Recommended for snowplow application.
4. SRW = Single Rear wheel.
5. DRW = Dual Rear Wheels.
6. Single passenger weight = 150 lbs. (Driver Only).

**SNOW PLOW ASSUMPTIONS:**

Single fuel tank in rear (52) Gallons.  
 1680 lbs Minimum Cargo Bed Weight.  
 Standard 40/20/40 Vinyl Bench seat.  
 1000 lbs. Maximum Ballast for SRW.  
 2200 lbs. Maximum Ballast for DRW.

Most models of the new Ram 3500 Chassis cab are available for snow plow.

Please see the Dodge Body Builder website: <http://www.dodge.com/bodybuilder/> for the latest information.

**NOTE:**

Many DRW models may require in excess of 1,000 lbs. of ballast behind the rear axle to ensure that the front axle is within GVWR. The GVWs, GAWRs, and base weights are provided in the technical information section to allow calculation of the appropriate ballast.

**AHD Snowplow Prep Already includes upgraded springs.****The Heavy Duty or Super Heavy Duty Springs are Not Required**

(AHD) Snow Plow Prep Package – Not available with (SKS or SKT)

(SKS) Heavy Duty Front Springs – Not available with (AHD or SKT)

(SKT) Super Heavy Duty Front Springs – Not available with (AHD or SKS)

- 1) For a **permanent** aftermarket installation to the front of the vehicle (front axle load) between 225 and 675 lbs., the heavy duty front springs (SKS) upgrade is recommended.
  - Under no circumstances, may vehicles be loaded to exceed the 5200 lb. Front GAWR.
  - Front End Alignment and Headlamp Aim must be re-set after upfit
- 2) For a **permanent** aftermarket installation to the front of the vehicle (front axle load) over 675 lbs., the super heavy duty front springs (SKT) upgrade is recommended.
  - Under no circumstances, may vehicles be loaded to exceed the 5200 lb. Front GAWR.
  - Front End Alignment and Headlamp Aim must be re-set after upfit

**ELECTRICAL CONSIDERATIONS****HEADLAMPS**

Each headlamp bulb is independently Pulse Width Modulated (PWM) controlled by an electronic control module. This module also monitors each bulb to detect failures (i.e. bulb burned out) on both the high beam and low beam filaments. When this failure occurs, the "LAMP OUT" telltale indicator in the instrument cluster will illuminate whenever the ignition is in the RUN position. The module also provides the DRL function when required and therefore there is no separate DRL controller.

Therefore, the any aftermarket wiring kits should use the following guidelines:

- Disconnection of the OEM headlamps will be interpreted by the electronic module as a burned out bulb therefore; it is recommended that the aftermarket lamps utilize the OEM headlamp circuits. NOTE – the aftermarket bulbs must draw no more current than the OEM bulbs (9007QL).
- Provide a means of allowing the customer to manually switch between the OEM headlamps and the aftermarket headlamps. Connection of both the OEM and aftermarket lamps at the same time will cause the control module to disable the circuit due to an overload condition and illuminate the "LAMP OUT" indicator in the instrument cluster.
- Also, assure that the OEM headlamps cannot be inadvertently disabled when the aftermarket lamps are disconnected (i.e. when the snowplow is not on the vehicle).
- Do NOT splice the right and left headlamp circuits together. Connection of both lamps to the same circuit will cause the control module to disable the circuit due to an overload condition and illuminate the "LAMP OUT" indicator in the instrument cluster.

**TURN LAMPS**

Each turn lamp - front driver, front passenger, rear driver, and rear passenger is independently controlled by an electronic control module. This module also monitors each bulb to detect failures (i.e. bulb burned out). When this failure occurs the "LAMP OUT" tell tale indicator in the instrument cluster will illuminate whenever the ignition is in the RUN position.

In order to successfully connect the plows turn signal lamps to the vehicle's wiring the following must be done:

- The front driver circuit is L61, 18 gauge
- The front passenger circuit is L60, 18 gauge

- Both L60 & L61 need to be spliced into in order to control a set of relays (please see attached drawing on page 5). These relays are necessary for proper function of the turn signals while the plow lamps are attached to the vehicle's electrical system. Failure to do so will cause the front turn signals to be inoperable or intermittent.

**NOTE:** The electronic module is only capable of detecting bulb failure in the vehicles lamps.

**PARK LAMPS**

The vehicle park/tail/license/marker/tailgate lamps are partitioned into three subsets – driver side, passenger side, and trailer tow connectors with the total vehicle load balanced between the driver and passenger side. Aftermarket wiring kits must have provisions that:

- Maintain separation between all three subsets. The preferred method for aftermarket park lamps is to use one of these circuits as a sense line to control a relay to activate aftermarket lamps. The relays power feed needs to be a fused battery feed provided by the kit
- If aftermarket park lamps need to be wired directly to the vehicle circuits. The load should be balanced between driver and passenger side, with neither side sourcing more than 2A of additional load current.
  - The driver side circuit is L70, 18 gauge Pink / Violet wire – see wiring schematics. The easiest place to find and splice into this circuit is in the harness bundle near the connection to the driver headlamp assembly
  - The passenger side circuit is L7, 18 gauge Black / Yellow wire – see wiring schematics. The easiest place to find and splice into this circuit is in the harness bundle near the connection to the passenger headlamp assembly

**IGNITION RUN FEED**

If required, the only location to obtain an ignition run feed is to splice into circuit F30. Circuit F30 is a dedicated Ignition Run feed to the Cigar Lighter.

The best location to splice into F30 is right at the connection into the back of the Cigar Lighter. This connection can

be accessed by removing the center stack trim piece which the Cigar Lighter is mounted into. There will be two wires going into the connector. Circuit F30 is the Red 18 gauge wire. The other wire will be tan with a black tracer.

The spliced in aftermarket wire should be a minimum 18 gauge high temperature rated wire due to the 20A fuse for the Cigar lighter.

The load placed on the aftermarket circuit should not exceed 2A. Exceeding 2A will potentially blow the Cigar Lighter fuse when activating the Cigar lighter and the aftermarket load simultaneously.

**Note: Circuit F30 is an Ignition Run and ACCESSORY feed, meaning it will be hot with the ignition key in the Run position and also the Accessory position.**

**Note: If more than a 2A ignition feed is required, then the aftermarket application will have to add an external relay, with appropriate battery fusing and use the recommended F30 circuit to turn the relay on and off.**

**Note: There is no other acceptable place to find a vehicle Ignition Run source, in cab or underhood.**

