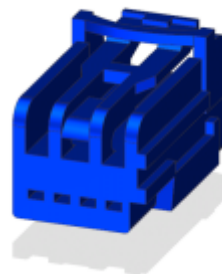
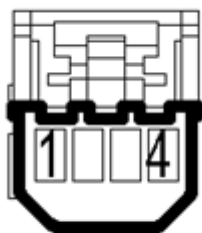


All Ram trucks are equipped with a Brake Transmission Shift Interlock (BTSI) System which will not allow the transmission to be shifted from park unless the brake is depressed. It is possible to utilize this system to prevent the transmission from being shifted out of park when upfitter devices are in operation.

The BTSI is a small solenoid driven assembly in the steering column that locks the transmission in park. It is immediately below where the shift lever goes into the steering column. If you pull the rubber boot that's on the shift lever out of the way, you can see it. The white emergency override lever is behind the boot.

To access the electrical connector, remove the driver's knee blocker. The connector is between the forward edge of the steering column trim and the steering column. It is easily removed with just the knee blocker removed. Even though the picture below shows a blue connector, it is a relatively small 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 you will need to peel the tape back to see the colors. They are listed below. The connector view is the wire insertion side of the harness connector.

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



The circuit you will want to interrupt is K321. This is the circuit that fires the solenoid when the 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 upfit system should be designed such that the switch is closed when the upfit system is inactive or "parked," and open when the upfit system is in use.

