



WIRING INSTRUCTIONS

For **Dodge/Sterling** Manual Transmission

PTO OPERATION: The 3500/4500/5500 Chassis Cab vehicle, when equipped with either the automatic Aisin 6spd or manual G-56 6spd transmissions, will allow for an aftermarket upfit with a transmission driven PTO (power take off). The customer will have the ability to operate the PTO in either a “stationary” or “mobile” mode. The vehicles will be factory set to the “stationary” mode when ordered with PTO Prep Package “LBN”. In order to select the “mobile” mode a Certified Dealership is required to modify the vehicles settings using their proprietary Dealer service tool.

STATIONARY MODE: Dodge/Sterling Trucks have used three different types of PTO wiring on their chassis cab models. Referring to their schematic diagrams, all Diesel models have common locations for:

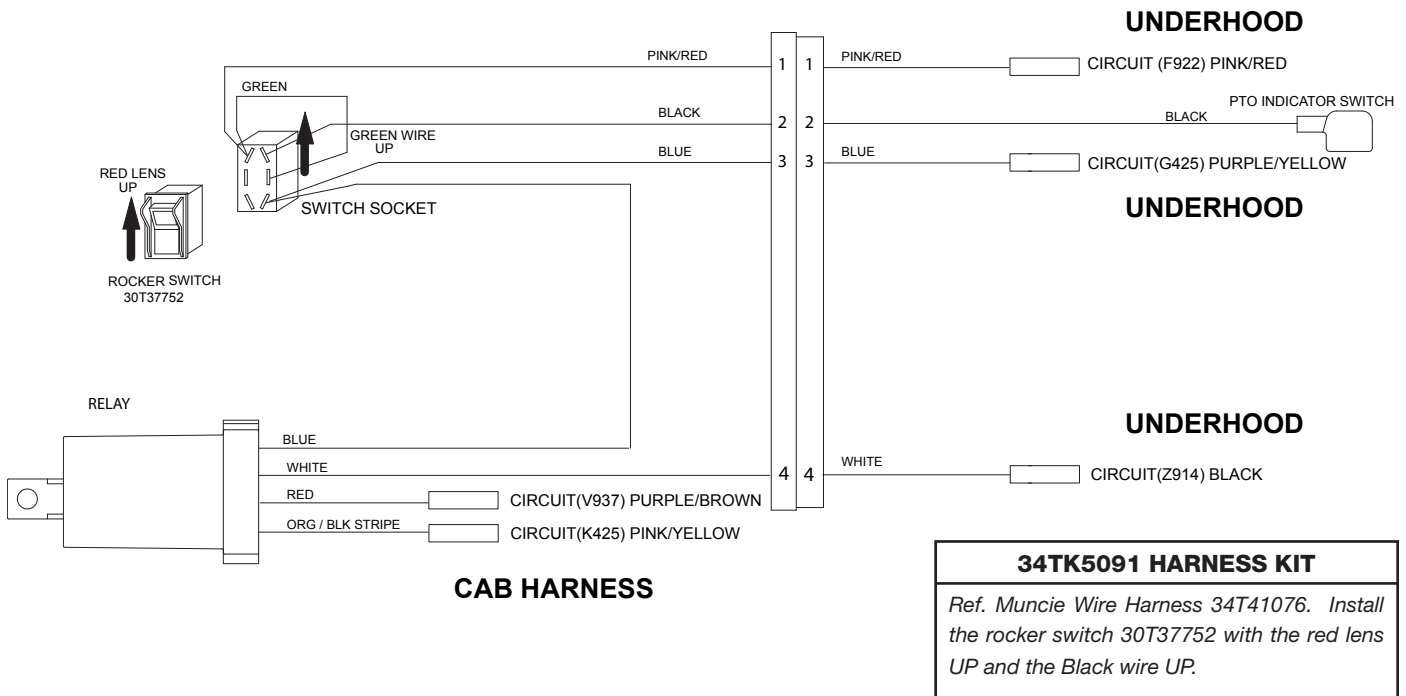
- PTO ground Z914 (black) and PTO 12V power F922 (pink/red) are always located as blunt cut wires in the engine compartment above the master cylinder on the dash panel.
- On the Diesel automatic the K427 (Orange/Green) wire which becomes a ground when in PTO mode is also always located in this same area.
- The V937 (Purple/Brown) and K425 (Pink/Yellow) are the two wires which when connected send and receive the signal to enter PTO mode. These wires are in three different locations depending on date of build.

1. 2007 MODEL YEAR (3500 MODELS ONLY): these two wires are in a ten pin connector located on a bracket attached to the left hand side of the transmission bell housing above and rearward of the starter motor. It is a separate connector that contains an empty ‘dummy’ connector that can be removed to allow connection of the mating connector on some PTO manufacturers wiring harnesses.

2. 2008 MODEL YEAR (ALL 3500/4500/5500 MODELS) Built from September 2007 until December 15, 2007 have the following condition: There are two K425 (Pink/Yellow) wires above the master cylinder area. Simply tie these two wires together and connect them to the mating wire on the PTO harness. There are also two (Purple/Brown) wires but only one is V937. They are located as blunt cut wires at the left side of the bell housing above the starter motor. Only one of these wires is the correct V937 wire. To determine the correct wire you must test for voltage with the key in the on position. The correct wire has zero volts. The incorrect wire has five volts. Connect the wire with the zero volt reading to the mating wire on the PTO harness.

3. 2008 MODEL YEAR (ALL 3500/4500/5500 MODELS) built after January 1, 2008 have the K425 (Pink/Yellow) and V9237 (Purple/Brown) wires available in the upfitter jumper that comes in the plastic bag. This connects to the mating connector located at the dash panel between the brake and park brake pedals where the main engine to instrument panel wiring harness goes through the dash panel.

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USE:

The PTO is to be installed with the standard activation controls. The connection to the PTO indicator switch is to be connected to this wire harness. This harness is not used to engage the PTO. Because of the enablers found on the vehicle system the PTO MUST be engaged before this rocker switch is activated. Activating the rocker switch will disable the OBDII diagnostics and enable the cruise control throttle advance.

ENABLERS:

To operate the PTO in this mode the vehicle must meet the following conditions:

- Be in "park" position (vehicles equipped with automatic transmission)
- Upfitter provided (on/off) switch has been activated
- Parking brake applied (vehicles equipped with manual transmission)
- Vehicle must be running
- No vehicle, brake or clutch switch faults present
- PTO must be correctly installed using the vehicle provided circuits

Up to date Dodge/Sterling chassis information can be found at the following locations:

www.dodge.com/bodybuilder

www.sterlingtrucks.com



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