



EVM-DCIM3-E Dodge Interface Module

Economy Series A – 2008+ models

General

The **EVM-DCIM3-E** Dodge Interface Module provides 4 functions through the module with direct hook-up connections. The interface module is a device to communicate with the 2008+ Dodge Charger equipped with the police package. To minimize the number of complex hook ups, the control lead functions are wired to the interface module. The information is converted and communicated to the vehicle via the vehicles' police/taxi interface module (PTIM).

The EVM-DCIM3-E is the economy version of the EVM-DCIM3 which offers 5 additional functions. If more functions are required, contact your sales representative or EVMmodules.

Unpacking

The interface module can be identified by part number EVM-DCIM3-E on the nameplate located on the unit.

Contents:

1	EVM-DCIM3-E	Dodge Charger Interface module
1	Police accessories connector	12-way connector kit

Installing the EVM-DCIM3-E

When selecting a mounting location for the EVM-DCIM3-E, it is necessary to plan all wiring and cable routing before performing any installation.

Use the EVM-DCIM3-E as a template and scribe two drill positioning marks at the selected mounting location. Mounting centers are 3.5" (89 mm).

It is recommended that the EVM-DCIM3-E be mounted near the instrument panel center stack area.

CAUTION

Before drilling holes in ANY part of a vehicle, be sure that both sides of the mounting surface are clear of parts that could be damaged, such as brake lines, fuel lines, electrical wiring or other vital parts.

WARNING

DO NOT drill holes in ANY part of the module. **Damage to the unit, serious injury or death to you or others may result.**

NOTICE

Powering multiple devices with a common control lead may cause one or more units to briefly remain functional after signal power is removed. For example, due to the high input filter capacitance, a strobe supply can briefly supply the current required to signal the rear flashing light to remain ON. If necessary, use a relay to isolate devices with large filter capacitors. See figure 2 for the schematic. All components/wires are user-supplied.

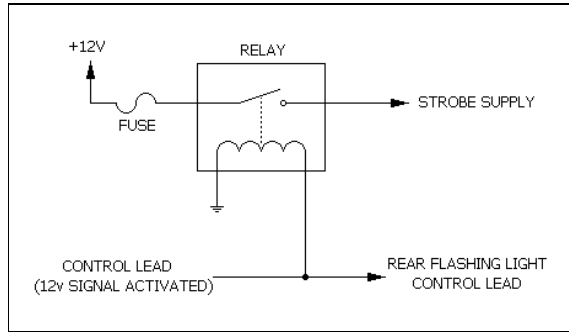


Figure 2

CAUTION

Insulate all unused wires to prevent short circuits.

Wiring the EVM-DCIM3-E

Attach the red power wire to a positive ignition source with a 3a fuse (customer supplied). Attach the black wire to a good clean negative ground. If additional wire is necessary, use 18 AWG wire or larger.

CAUTION

The EVM-DCIM3-E module is designed for Dodge Chargers 2008 & up. Damage to the vehicle's BCM may result for installing the incorrect module.

See Table 1 to verify the correct model year.

Table 1

VIN DECODING INFORMATION		
POSITION	INTERPRETATION	CODE = DESCRIPTION
10	Model Year	7 = 2007
10	Model Year	8 = 2008
10	Model Year	9 = 2009

See table 2 for wiring the controller's functions to the unit. If additional wire is necessary, use 22 AWG wire or larger.

REAR FLASHING LIGHTS

When 12vdc (+BAT) is applied to the REAR FLASHING LIGHTS control wire, the vehicle's flasher for the rear tail lights will activate.

FRONT FLASHING LIGHTS

When 12vdc (+BAT) is applied to the FRONT FLASHING LIGHTS control wire, the vehicle's flasher for the front high beam headlights will activate. You can program this feature to be independent of the PARK SENSE circuit. Refer to table 3 for the DIP switch settings.

PARK SENSE

When the vehicle transmission is in park, a 3a, 12vdc (-BAT) ground signal will be present on the PARK SENSE NC wire. When the vehicle transmission is not in park, a 3a, 12vdc (-BAT) ground signal will be present on the PARK SENSE NO wire.

NOTICE

A user supplied relay or solenoid is necessary when using either PARK SENSE NC or PARK SENSE NO for loads more than 3a.

⚠ WARNING

In all installations where the PARK SENSE is being connected to an external relay or solenoid, fly-back voltage protection (from the collapsing electromagnetic field) **MUST** be installed at the relay or solenoid. This is to protect the EVM-DCIM3-E from the voltage spike that occurs and extends the life of the module.

HORN / HORN RING

HORN & HORN RING wires allows direct connection to aftermarket sirens with separate horn & horn ring connections in either positive or negative switching configuration. For alternative configurations of this feature, refer to table 3 for the DIP switch settings.

When using the EVM-DCIM3-E to connect to sirens without automatic horn ring transfer circuits, it is necessary to use a relay to transfer connections, allowing proper operation of the horn ring to the user supplied siren manual input. See Figure 3.

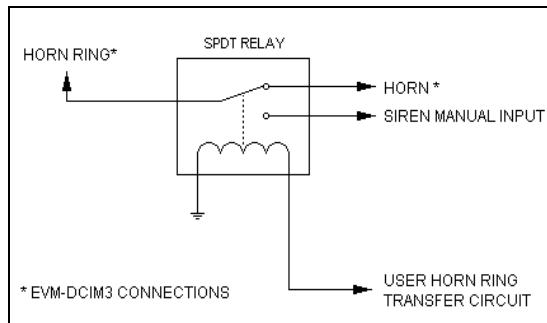


Figure 3

Table 2

USER INTERFACE	WIRE COLOR	DESCRIPTION
REAR FLASHING LIGHTS	BLUE	Turns on rear flashing lights
FRONT FLASHING LIGHTS - PARK CUTOFF	YELLOW	Turns on front flashing lights, auto off in park
FRONT FLASHING LIGHTS - PARK DISABLE		Turns on front flashing lights
PARK SENSE NC	GRAY	Ground signal when transmission is in park No ground signal when shifted out of park
PARK SENSE NO	WHITE	No ground signal when transmission is in park Ground signal when shifted out of park
HORN	GREEN	Return feed from Horn Ring
HORN RING - NEGATIVE	VIOLET	Negative Signal when horn is pressed
HORN RING - POSITIVE		Positive signal when horn is pressed

POWER HARNESS	
RED	Ignition power - includes power in the cranking position
BLACK	Ground

Table 3

Switch Number	Switch Setting		Function
	Up (ON)	Down (OFF)	
1	✓		Front Flashing Lights independent of Park Sense
1		✓	Front Flashing Lights cut off on Park Sense
2	✓		Positive Horn Ring
2		✓	Negative Horn Ring