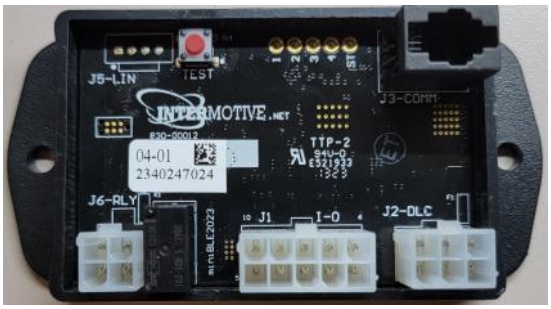
An ISO 9001:2015 Registered Company

A-IDLE753-A

Idle Lock™ with Autosense Technology

2025 RAM 2500-5500

Contact InterMotive for additional vehicle applications



Introduction

The IdleLock for RAM Trucks will detect when the key fob leaves the vehicle, automatically lock the shifter in Park, and will allow the user to remove the key fob with the engine running. It also provides outputs to disable the weapon rack, trunk release, or other equipment when the vehicle is in IdleLock. If the service brake is pressed while in Idle-Lock mode the horn will sound as an alarm. The IDLE753 will keep equipment enabled for 10 seconds after IdleLock is entered.

Installation Instructions

Disconnect vehicle battery before proceeding with the installation.

WARNING
Disconnect the battery to prevent setting a check engine light.

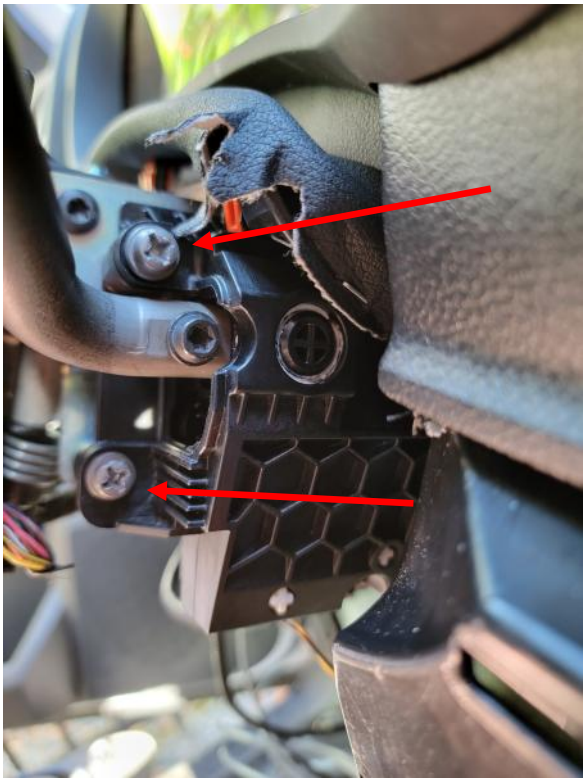
It is the installer's responsibility to route and secure all wiring harnesses where they cannot be damaged by sharp objects, mechanical moving parts and high heat sources. Failure to do so could result in damage to the system or vehicle and create possible safety concerns for the operator and passengers.

It is important to avoid placing the module where it could encounter strong magnetic fields from high current cabling connected to motors, solenoids, etc. Also avoid radio frequency energy from antenna's or inverters next to the module. Finally, avoid high voltage spikes in vehicle wiring by always using diode clamped relays when installing upfitter circuits.

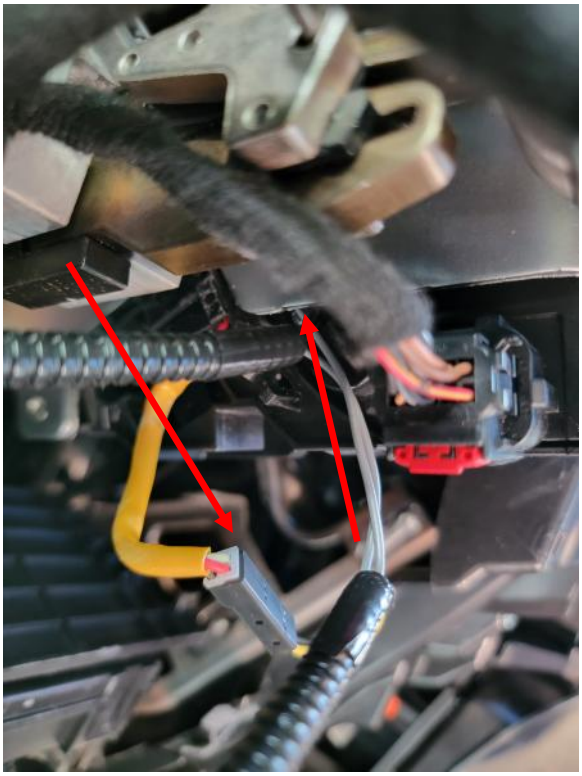
Data Harness (part #840-00447)
and Shift Lock Harness (part #840-00449)

1. Remove the lower driver side dash panel. (If not already removed)
2. Remove the 3 screws on the underside of the steering column clamshell.
3. Rotate the steering wheel to access the tabs and separate the clamshell.
4. Removing the lower clamshell is easiest with the steering wheel rotated to the position shown. Pushing the clamshell part towards the front of the vehicle and also rotating the steering wheel in small movements will help with the removal (and reinstalling later).

5. Disconnect the 10w connector located on the bottom of the shifter module near the steering wheel.
6. Locate and remove the 4 screws for the shifter module. (Upper rear screw not pictured) If equipped, removing the VSIM will grant extra space to access the lower rear screw.



7. Disconnect the 2w connector at the shifter module. Plug the OEM 2w connector into the mating connector on the 840-00449. Plug the other 2w connector on the 840-00449 harness into the shifter module.
   - NOTE: Picture shows 2w connection with shifter module installed on column.
8. Reinstall shifter module. Do not plug in 10w OEM connector yet.
9. Route the gold resistor to a location that it can be mounted to bare metal. Ensure that the resistor will not interfere with anything and that no harnesses will be resting on it. One possible location is shown to the left of the steering column.



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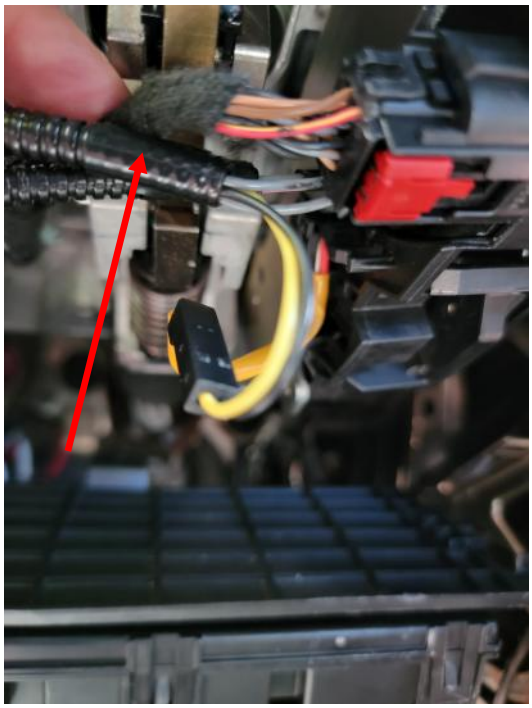


10. Plug the OEM 10w connector into the mating connector on the 840-00447 harness.
11. Plug the other mating connector into the Shifter module.
12. Route the 6w connector and harness to the mounting location of the Idle753 module
13. Zip tie the 840-00449 harnessing to the OEM 10w harness.
14. Plug the connectors into the IDLE753 module and mount it in the desired location.
15. Reinstall steering wheel clamshell, VSIM (if equipped and previously removed), and lower dash panel.

I/O Wiring, Features, and Descriptions: (Solder and heat shrink all connections)

Idle-Lock Active Output (Active High)

Pin 1, Green wire of the 10 pin connector is the Idle-Lock Active output. This output (500mA max current) can control installer supplied normally closed relays or auxiliary indicator LEDs. When Idle-Lock is enabled, this output becomes active. This output remains active until the key is back in the vehicle. Mounted in an appropriate location these indicators will allow the operator to easily determine if Idle-Lock mode is active.

Lock Output (Active High)

Pin 3, Orange wire of the 10 pin connector is the Idle-Lock output. This output (500mA max current) can control installer supplied normally closed relays to lock/disable equipment when Idle-Lock is active. This minimizes possible theft when Idle-Lock is active and the vehicle is unattended.

When Idle-Lock is enabled, this output becomes active after 10 seconds. This output remains active until the key is back in the vehicle.

Horn/Alarm Output (Active Low)

Pin 7, Blue wire of the 10 pin connector is the Horn/Alarm Output. This output (500mA max current) can control an installer supplied alarm/indicator.

Reconnect the vehicle battery

IdleLock Operating Instructions :

Auto Enable

Preconditions: Transmission in PARK, Engine running, Idle-Lock OFF.

- Every time the door is closed, IdleLock will check the location of the key fob. If the fob is present, nothing will happen. If the fob is NOT present, IdleLock will lock the shifter.
- If IdleLock is active, fob location will be checked on every press of the Service Brake or if the door status changes from open to closed. Once IdleLock determines the key fob has left, Idle-Lock will lock the shifter.
- If the door is left open, the fob location will be checked every 10 seconds.

Auto Disable

Preconditions: Transmission in PARK, Engine running, Idle-Lock ON.

- Once IdleLock determines the key fob is present, Idle-Lock will be disabled.
- If the service brake is pressed or if door status changes from open to closed, IdleLock will check the key fob for its location and if the key fob is present then IdleLock will disable Idle-Lock. If the key is not present the Horn will sound for 20 seconds.

Fob with dead battery

- If vehicle is started with a fob that has a dead battery Idle-Lock will not enable as long as the doors are closed.
- If the door is opened and closed, or left opened for 10 seconds, Idle-Lock mode may be enabled and the shifter will lock. Since the fob will not be detected due to battery state, Idle-Lock will stay enabled until the ignition is cycled off.

IdleLock Post Installation Instructions

Perform the following tests before mounting the module to allow viewing of the diagnostic LED's, if needed.

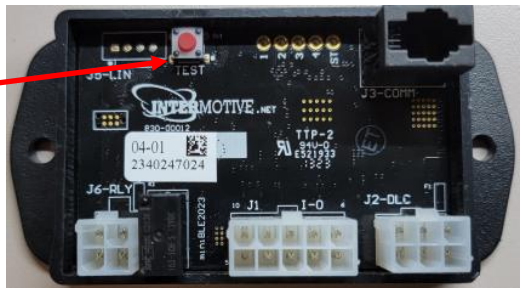
1. With the engine running, confirm Idle-Lock is off by shifting out of Park.
2. Place transmission in Park, step away from the vehicle with the Key Fob in hand and close the driver door.
3. Place the Key Fob around 10 feet from the vehicle.
4. Open the driver door, get in the driver seat, and confirm the shifter is locked in Park. Press the Service Brake and the Horn will sound for 20 seconds as an alarm.
5. Grab the key fob and place it in your pocket. Get back in the driver seat and at this point the Idle-Lock should be disabled. Confirm by shifting out of Park.

DO NOT PUT VEHICLE IN SERVICE IF IT DOES NOT PASS ALL OF THE ABOVE TESTS

Contact InterMotive at 1-800-969-6080 for technical assistance.

Diagnostics

Diagnostic mode is entered by pressing the red test button. The module provides diagnostic LEDs which illuminate according to the following table. LEDs 1-4 show the state of Idle-Lock. There are two pages of Diagnostic mode. Pressing the rest test button moves between Page 1 -> Page 2-> Off. Contact Intermotive for assistance.



Page 1			
LED	**Description**	**ON**	**OFF**
1	IdleLock Active	Active	Not Active
2	Transmission in Park	In Park	Not in Park
3	All Doors Closed	Closed	Open
4	Fob Present	Present	Missing

Page 2			
LED	**Description**	**ON**	**OFF**
1	VSS < 2mph	True	False
2	Service Brake Pressed	Released	Pressed
3	Engine RPM >=200	True	False
4	CAN Horn Alarm Enabled	Enabled	Disabled

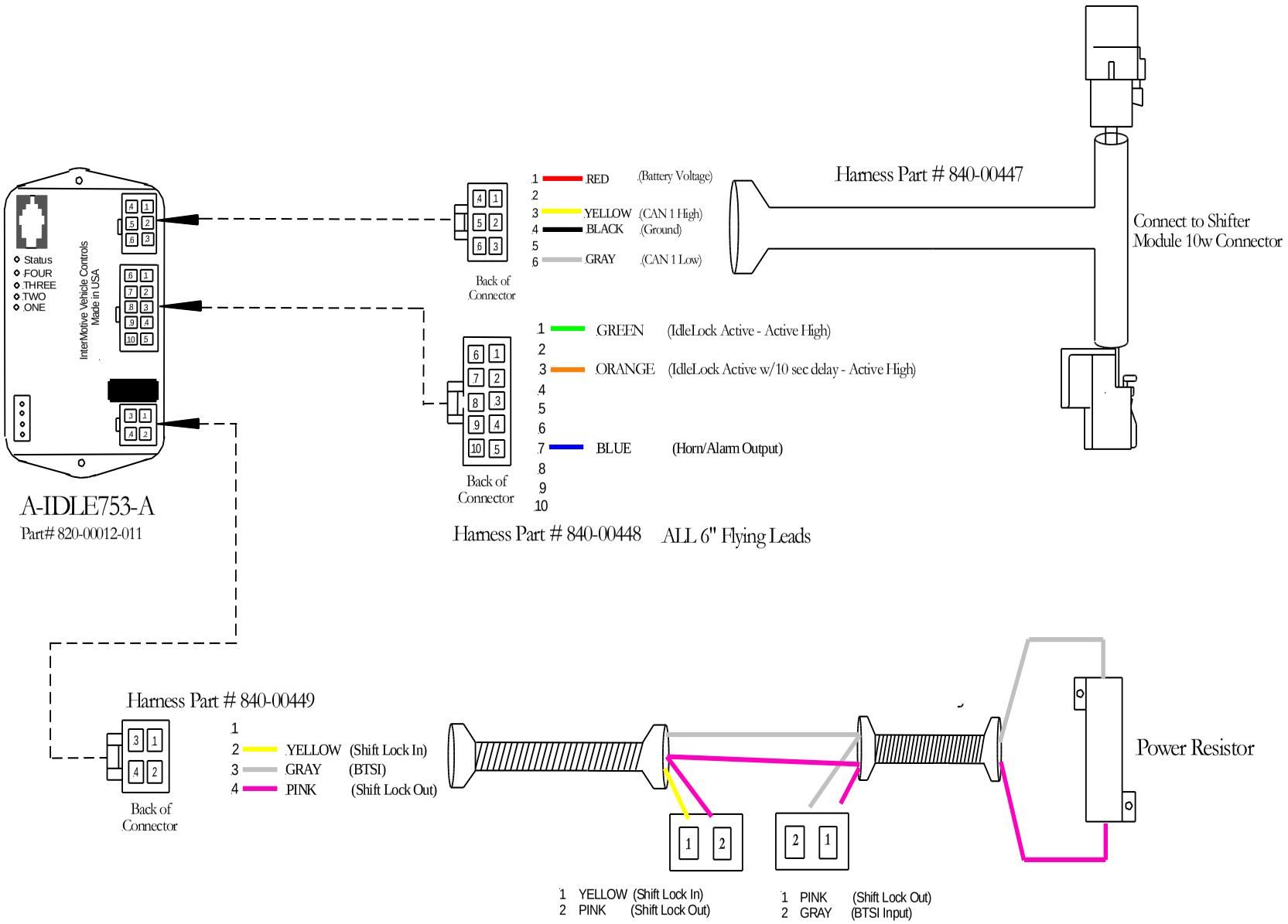
CAN Horn Control Enable/Disable Programming Sequence

By default Idle-Lock will control the OEM horn via CAN. If desired, this feature can be disabled with the following procedure:

1. With module installed and engine **on**.
2. Transmission must be in **Park**.
3. **Set the Park Brake**.
4. Put the module in diagnostic mode by pressing the Red test button on the module and shift to Neutral and shut off the engine. While in diagnostic mode, several of the LEDs on the module will start to flash.
5. Press the service brake five times within 10 seconds.

Once the above sequence is executed, LED 1 on the module will flash three times if enabling, or six times if disabling the feature. If LED 1 does not flash, then the sequence was not recognized and should be re-attempted after waiting 10 seconds.

Note: To re-enable CAN horn control, repeat the steps above. If LED 1 does not flash, then the sequence was not recognized and should be re-attempted after waiting 10 seconds.



Submit product registration at www.intermotive.net

If the E-IDLE751 fails any step in the System Operation Test, review the installation instructions and check all connections.
If necessary, call InterMotive Technical Support at (530) 823-1048

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