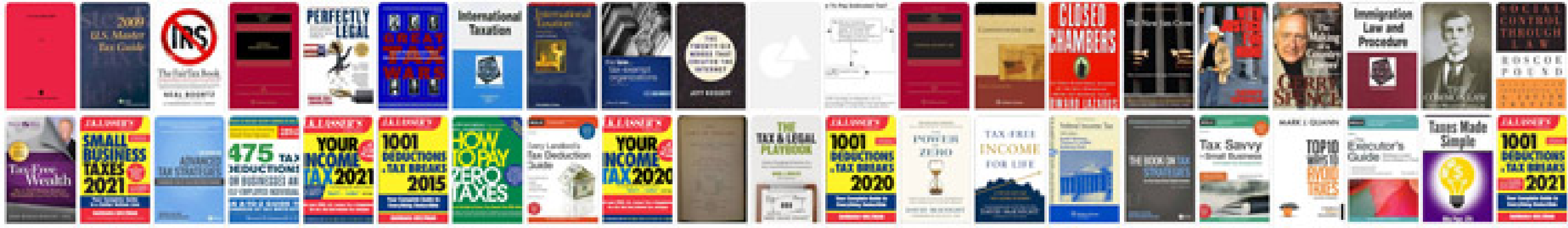

2015 dodge charger police package wiring diagram

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This pictorial diagram shows us a physical connection that is much easier to understand in an electrical circuit or system. An electrical diagram can indicate all the interconnections, indicating their relative positions. The use of this Array can be positively recognized in a production project or in solving electrical problems. This can prevent a lot of damage that even derail electrical plans. The layout facilitates communication between electrical engineers designing electrical circuits and implementing them. The pictures are also helpful in making repairs. It shows whether the installation has been appropriately designed and implemented while confirming the safety regulators. A usually gives information about the relative position and arrangement of devices and terminals on the devices, to help in building or servicing the device. This is unlike a schematic diagram, where the arrangement of the components interconnections on the diagram usually does not correspond to the components physical locations in the finished device. A pictorial would show more detail of the physical appearance, whereas a wiring diagram uses a more symbolic notation to emphasize interconnections over physical appearance. Dodge Charger Police Wiring Diagram show the circuit flow with its impression rather than a genuine representation. They only provide general information and cannot be used to repair or examine a circuit. The functions of different equipment used within the circuit get presented with the help of a schematic diagram whose symbols generally include vertical and horizontal lines. However, these lines are known to show the flow of the system rather than its wires. A represents the original and physical layout of electrical interconnections. Wiring on the picture with different symbols shows the exact location of equipment in the whole circuit. Its components are shown by the pictorial to be easily identifiable. They are often photos attached with highly-detailed drawings or labels of the physical components. A person with a strong knowledge of electrical wiring diagrams can only understand a pictorial. Dodge Charger Police Wiring Diagram The layout facilitates communication between electrical engineers designing electrical circuits and implementing them. FRDiagram Database - logeco. Wiring Collection. Repairing electrical wiring, even more than some other home project is about safety. Install an electrical outlet appropriately and it's because safe as this can be; set it up improperly and is actually potentially deadly. That is why there are so many regulations surrounding electrical cabling and installations. The rules can become complicated, for certain, and sometimes complicated, even for learn electricians, but you can find basic concepts and practices that affect almost every electrical wiring project, especially the kind of which DIYers are competent to tackle. Print the cabling diagram off plus use highlighters to be able to trace the routine. When you employ your finger or follow the circuit with your eyes, it is easy to mistrace the circuit. A single trick that We use is to print the same wiring plan off twice. Before reading a schematic, get familiar and understand each of the symbols. Read typically the schematic like a new roadmap. Be sure to keep these security tips in mind to avoid hazards during your home cabling project. Make sure everyone in your house is aware that electrical work is going on. Tape the circuit breaker into the off position. Never touch plumbing or gasoline pipes while working together with electricity they are often used to ground electrical systems. Before beginning, be sure to have an idea in place as to what outlets, switches and fixtures will be involved in your project. You may be capable to hire some of this equipment from your neighborhood hardware store. If you are installing new receptacles make positive the new ones match the cabling in your home. A AL-CU seal of approval means you can use it on aluminum and copper mineral wiring. If it is unmarked or there exists a slash through the AL if should only be used on copper wiring. Never splice wires together and cover up them within a wall with no passageway box â€" an accessible junction box should always be used to become a member of wires. When in doubt, talk to reveal reference book or find a professional to do the work. Even though you think you obtained the project right, one mistake could leave a prospective fire hazard stalking in your walls. A reputable electrical contractor understands all aspects of home wiring and may even be able to wire your home safely quicker than it takes you to learn. Facebook Tweet Pin. Dodge - Ramcharger - Wiring Diagram - - Dodge Charger Workshop Manual V We'll send you a quick email a new Dodge Charger document is added. Spam free: Maximum of 1 email per month. Donations are totally optional, if you can't afford a few dollars right now please don't feel pressured, but if you can Pretty please could you help? Show full PDF. Get your hands on the complete Dodge factory workshop software. Check out our popular Dodge Charger Manuals below:. Summary of Content. This guide is divided into topics pertinent to upfitters of police vehicles. This guide must be used as a reference to help ensure that certain important steps in the modification process have been considered. Chrysler LLC provides this information only to assist the upfitters, and does not warrant the products, procedures, materials, or the workmanship of the upfitters. Chrysler LLC does not provide warranty coverage against failures that result from modification of the vehicle. Following the guidelines contained in this guide does not assure the individual upfitters that the products they modify comply with the U. The guidelines set forth are based on engineering analyses of the typical police vehicles. Compliance testing that may be required for certification of specific vehicle configurations or constructions is, however, the sole responsibility of the individual modifier. Chrysler LLC reserves the right to discontinue models or change specifications or designs at any time without notice and without incurring any obligation. This publication provides general guidelines and directions for installing police related equipment on the Dodge Charger and Magnum police certified vehicles. Following these guidelines and using appropriate installation procedures is essential for the safe, reliable operation of the vehicles as well as the personal safety of the individual performing the work. Anyone who deviates from the guidelines provided in this guide must first make sure that personal safety and vehicle integrity are not compromised by his choice of methods, tools or parts. Follow these general warnings and cautions any time work is performed on a vehicle. Chrysler LLC has prepared the following information for persons who intend to modify the Dodge Charger or Dodge Magnum police prep package vehicles. The vehicle modifier or alterer is responsible for re-certifying the modified vehicle as altered pursuant to Title 49 of the Code of Federal Regulations S A vehicle modifier is a person or company who modifies a previously certified vehicle other than by the addition, substitution or removal of readily attachable components. Other penalties apply in Canada. This material is for informational purposes only and sets forth some general observation on this subject. The vehicles listed in the following table will conform to the safety standards noted above provided the following conditions are satisfied. These features, which include for example brakes, lights, tires, seat belts, airbags, the key-in-ignition chime, the brake lights, etc. Take bumper height measurements with the vehicle at curb weight. Measure the bumper heights as follows: NOTE: Take the measurements from the bottom of the bumper structural beam, not from the bumper fascia surface. The VIN contains 17 characters that provide data concerning the vehicle. Refer to the decoding chart to determine the identification of a vehicle. To protect the consumer from theft and possible fraud, the manufacturer is required to include a check digit at the ninth position of the VIN. The check digit is used by the manufacturer and government agencies to verify the authenticity of the vehicle and official documentation. The formula to use the check digit is not released to the general public. There are unique labels for vehicles built for sale in the state of California and the country of Canada. Canadian labels are written in both the English and French languages. These labels are permanently attached and cannot be removed without defacing the information and destroying the label. The label certifies that the vehicle conforms to all applicable Federal Motor Vehicle Standards. The gross front and rear axle weight ratings GAWRs are based on a minimum rim size and maximum cold tire inflation pressure. If possible, store the vehicle indoors, in a clean and dry place. Inspect the vehicle regularly to check for such damage. This prevents hydrostatic lock caused by fuel draining into the engine. Wash away the snow more often since it can trap harmful contaminants. Dry all horizontal surfaces. Remove the IOD fuse to prevent battery drain and possible damage. Check the engine coolant and anti-freeze protection. Check the vehicle battery at least once a month for proper charge at least Charge the battery as necessary to help prevent freezing and deterioration. Always make sure that the battery vent tube is properly connected to the battery and to the floor pan. Check the vehicle tires and inflate them to the maximum recommended levels. To avoid flat spotting, move the vehicle at least once a month so that a different portion of the tire tread contacts the ground. Leave the parking brake in the OFF position. Keep all windows closed, all doors locked, and all trim covers intact and in place. Do not use chalk, crayon or any marker containing abrasives on painted, plated, or glass surfaces. Use protective thin plastic film to avoid soiling seats when moving a vehicle. The energy generated by electricity is used to perform various types of work. Electrical energy can be created, stored, controlled and made to perform certain functions in electrical circuits. We see the effects of electrical energy when a light bulb illuminates, hear its effects when a horn sounds, feel its effects in the form of static electricity and smell it when its heating effects become excessive fig. Current Flow Conventions Fig 2 Two different theories describe how current flows through a conductor. The number of electrons in the outer ring determines if the element is a conductor, an insulator or a semiconductor. Fig 3 Materials with one to three electrons in the outer ring of the atom are conductors. Copper, with one electron in the outer ring is a good example. A conductor is a material that allows electrons to pass easily through it, in much the same way that water passes through a pipe. Common examples on a vehicle are the electrical wires and the metallic components such as the engine, sheet metal parts and the frame. Materials with five to eight electrons in the outer ring of the atom are called insulators. Just as the hard shell of a pipe directs the movement of water, insulating materials such as air, glass, rubber and plastic, control or direct the flow of electrons. Materials with exactly four electrons in the atom outer ring, such as carbon, germanium and silicon are called semi-conductors. They have properties of both conductors and insulators and their exact function depends on other conditions existing in the circuit at a given time. All methods involve conversion from another form of energy. Fig 4 The battery is an electrochemical device that provides the necessary power to start the engine and to operate the electrical system for brief periods when the engine is not running. It is a storage device that dampens electrical surges and acts as a reserve power source when current demands are more than the generator can output. The alternator converts magnetism into an electrical current to power the electrical system when the engine is running, and to keep the vehicle battery charged. Because the engine drives the alternator, you could say that the vehicle electrical energy, ultimately comes from the fuel in the tank. A vehicle uses electricity to make some of its systems and components work. The electricity in a vehicle is produced by The battery, and an alternator which can be compared with a water pump. As a water pump moves the water molecules, the alternator moves the electrons. As a water pump pushes a certain amount of water molecules, the alternator pushes a certain amount of electrons, and as a water pump pushes the water molecules with a certain pressure, the alternator pushes the electrons with a certain pressure. Electricity is distributed to the battery and to various components through a network of conductors called a wiring harness. The same way the water is pushed through pipes, is the same way the electrons are pushed through metallic conductors called wires. As the pipe diameter limits the number of water molecules that can travel at any given point, the size of the wire limits the amount of the electrons that can travel at any given point. The rate at which a device converts the electricity to a different form of energy visual, acoustical, mechanical, or hydraulic is called power, and is measured in watts. This equation is necessary when making calculations for making proper and safe electrical installation of new equipment and new wiring harnesses in a vehicle. To understand the behavior of electricity, we must see the relationship between voltage, current and resistance. Voltage Voltage is an electrical pressure caused by a potential force or difference in the electrical charge between two points. It can force current to flow through a conductor, but not through an insulator. Voltage can exist without current flow. A good example is the storage battery in a vehicle. A voltage or potential exists at the battery posts, but no current flows until the battery is connected to an electrical circuit. The basic unit for measuring voltage is the volt. Examples of these circuits are the starter, alternator, wiper motor, blower motor. Low Current Electronic Circuits: As a rule you are usually never allowed to exceed. Examples of these circuits are fuel system inputs sensors , resistive multiplexed circuits, vehicle networking circuits. Current flow cannot take place without an electromotive force voltage and complete path in which to flow. This is the type of current produced by batteries, including the vehicle battery. The electrical components in a car are powered by direct current. When the current repeatedly changes back and forth from positive to negative, it is called alternating current, or AC. The electrical supply in your home is volt alternating current which changes it polarity from positive to negative and back to positive, 60 times every second. This has traditionally been called cycle AC. So your house current is now called 60 Hz. The vehicle generator produces an alternating current of approximately This alternating current is rectified, or changed to direct current to operate the vehicle electrical system and keep the battery charged. A normal vehicle electrical system will draw from five to thirty-five milliamperes 0. Up to thirty-five milliamperes are needed to enable the memory functions for the Powertrain Control Module PCM , digital clock, electronically tuned radio, and other modules which may vary with the vehicle equipment. A vehicle that has not been operated for approximately twenty days, may discharge the battery to an inadequate level. This will reduce battery discharging. In most cases, the battery can be charged and returned to service after the excessive IOD condition has been corrected. It is imperative that you know the current draw of the device. The two test lamps to the right have different bulbs. There is about 45 milli-amps of current flow with this test lamp. Note: Neither lamp is better than the other, both serve a purpose. With the IOD specification of 35 milliamps max it is apparent that the test lamp on the bottom is inappropriate to use at it requires 9X the allowable IOD specification for the bulb to light. There are two main types of test lamps, the volt test lamp and the self-powered test lamp. The volt test lamp has no power of its own. It could also indicate a high resistance condition if the lamp glows dimly. The self-powered test lamp contains its own battery. It is used to test continuity by being placed in series with the tested circuit. This lamp must be used with the power off in the circuit. Using a Test Lamp A volt test lamp can be used for checking for power by grounding the alligator clip and moving the test probe from connection to connection until power is lost. This type of lamp can also be used to detect an Ignition Off Current Draw IOD by connecting it between the negative battery post and the negative battery cable. Note: Self-powered test lamp. A volt or self-powered test lamp should not be used on low power electronic circuits because its low internal resistance can damage sensitive electronic parts.

The following Police package items will cause the battery to discharge if left on: Dome lamp, map lamps, both front spot lamps, trunk light, Underhood lamp. Anything that is installed that uses the circuitry of the Police PDC plus any additional Upfitter installed items. Sometimes unplugging or powering down the module will temporarily resolve the problem. In order to determine current flow without removing a fuse or powering down a component you can check voltage drop across the fuse. For cartridge style fuses you will need to remove the cover for access. Not all fuse sizes are shown and the values are for reference only. Note: The purpose of this test is to determine what circuit s on the vehicle is problematic. This allows for conformation of a problem before attempting to install the ammeter in series with the battery negative. The most critical part of connecting the ammeter with the battery is not to break the electrical connection in the circuit while connecting the meter. If the connection is lost then generally the IOD issue will temporarily resolve itself. Verify that all electrical accessories are off. Turn off all lamps, remove the ignition key, and close all doors. If the vehicle is equipped with an illuminated entry system or an electronically tuned radio, allow the electronic timer function of these systems to automatically shut off time out. This may take up to three minutes. Determine that the underhood lamp is operating properly, then disconnect the lamp wire harness connector or remove the lamp bulb 3. Disconnect the battery negative cable. Set an electronic digital multi-meter to its highest amperage scale. Connect the multi-meter between the disconnected battery negative cable terminal clamp and the battery negative terminal post. Make sure that the doors remain closed so that the illuminated entry system is not activated. The multi-meter amperage reading may remain high for up to three minutes, or may not give any reading at all while set in the highest amperage scale, depending upon the electrical equipment in the vehicle. The multi-meter leads must be securely clamped to the battery negative cable terminal clamp and the battery negative terminal post. If continuity between the battery negative terminal post and the negative cable terminal clamp is lost during any part of the IOD test, the electronic timer function will be activated and all of the tests will have to be repeated 5. After about three minutes, the high-amperage IOD reading on the multi-meter should become very low or nonexistent, depending upon the electrical equipment in the vehicle. If the amperage reading remains high, remove and replace each fuse in the Power Distribution Center PDC and TIPM, one at a time until the amperage reading becomes very low, or nonexistent. If you have performed the IOD pretest above focus on the fuse s where voltage drop occurred. This will isolate each circuit and identify the circuit that is the source of the high-amperage IOD. If the amperage reading remains high after removing and replacing each fuse and circuit breaker, disconnect the wire harness from the generator. If the amperage reading now becomes very low or nonexistent, diagnose and repair the Charging System as necessary. After the high-amperage IOD has been corrected, switch the multi-meter to progressively lower amperage scales and, if necessary, repeat the fuse and circuit breaker remove-and-replace process to identify and correct all sources of excessive IOD. It is now safe to select the lowest milliampere scale of the multi-meter to check the low-amperage IOD. CAUTION: Do not open any doors, or turn on any electrical accessories with the lowest milliampere scale selected, or the multi-meter may be damaged. Observe the multi-meter reading. The low-amperage IOD should not exceed thirty-five milliamperes 0. If the current draw exceeds thirty-five milliamperes, isolate each circuit using the fuse and circuit breaker remove-andreplace process in Step 5. The multi-meter reading will drop to within the acceptable limit when the source of the excessive current draw is disconnected. Repair this circuit as required; whether a wiring short, incorrect switch adjustment, or an inoperative component is the cause. Resistance is what converts electricity into other forms of energy such as light, heat and motion. Fig 7 Measuring Resistance Resistance is measured with an ohmmeter with no power applied to the circuit or component. Caution: If resistance is measured with power applied to the circuit, the meter can be damaged or the meter fuse if equipped may blow. Note: On high current circuits voltage drop is preferred to measuring resistance when diagnosing. Table 3 Measuring Resistance Factors Affecting Resistance The resistance of a conductor is affected by five different factors: conductor material, diameter, length, physical condition and temperature. Materials such as copper, aluminum and silver with plenty of free electrons, have low resistance and are good conductors. Materials such as rubber, plastic and air are combinations of elements that have a lack of free electrons. They have high resistance and are poor conductors. All other things being equal, a long wire has more resistance than a shorter wire. The bigger the diameter of a conductor, the less resistance it has to the flow of current just as a large diameter pipe allows more water to flow at the same pressure than does a small diameter pipe. A nicked or partly broken wire has the same characteristics as a smaller diameter wire. There is a higher resistance in the affected area. For example, a lamp filament might measure a half ohm when cold and more than six ohms when hot. A theory-minded technician who works things out mathematically might get some unexpected results if this not taken in account. No work is performed until the air flows through a device such as an impact wrench or pneumatic cylinder. Similarly, work is performed when electrical pressure voltage produces a flow of electrons current through a load device such as a lamp, motor or stereo amplifier. Electrical power, which produces work, is measured in watts and is equal to voltage in volts times current in amps. Using the pie illustrated above, you can cover the unknown value and perform the math problem indicated. High resistance for example, causes low current at a give voltage. High current could be caused by excessive voltage or low resistance such as a short circuit. Low source voltage causes low current at a given resistance. This is considered to be a closed or complete circuit. Circuit control on recent vehicles is often on the ground side. It can also be a relay control on the power side. In a vehicle, however, the negative side of the circuit is usually provided by the chassis itself, which is connected to the negative post of the vehicle battery. At first glance this may look as though the circuit is not complete, but every ground symbol on a diagram is connected to the negative side of the battery. Note: There are many different symbols used to represent ground. The symbol used in the bottom view of fig. Each of these circuits has a specific set of rules that control the flow of electrons in the circuit. Series Circuit In a series circuit, current flow follows one continuous path from the power source through the circuit components and back to the power source. An open anywhere in the circuit stops the current flow through the entire circuit fig. Series Circuit Rules 1. Current flow is the same anywhere in the circuit, regardless of the number of load devices. To find the total resistance, simply add all the individual resistances in the circuit. The sum of all the voltage drops will always be equal to the voltage of the power supply. Low voltage causes a decrease in current flow and higher voltages cause an increase in current flow. Voltage drop or loss is directly related to the resistance of the load device. The higher the resistance of the load device, the higher the voltage drop across it. The points where the current flow splits into parallel branches or rejoins again are called junctions. An open in one branch does not stop the current flow in the remaining branches. Similarly, high or low resistance in one branch only affects components in that branch fig. Parallel Circuit Rules 1. The voltage applied to each load device is the same as the source voltage assuming one load on each branch. Current flow through each load device is determined by its resistance and any branch resistance. The total resistance of a parallel circuit Rp is always less than the lowest resistance value of any of the branches. Calculating the total resistance is a little trickier than it is with series resistances, where the values are simply added together. The formula for calculating the total resistance of parallel load looks like this: The bottom half denominator of the fraction is calculated first. It adds the reciprocals of each individual resistance R1, R2, etc. The reciprocal of that sum is the total resistance for the circuit. For example, the branch currents in fig. By using the above equation: And then taking the reciprocal, the total resistance is calculated as: 4. To find the total current flow in a parallel circuit, simply add all of the branch currents. The loss of one or more branches reduces the total current flow in the circuit. Remember that the total resistance of a parallel circuit is always less than the lowest resistance value in any branch. Low voltage decreases current flow through the branches; high voltage increases current in the branches. Most automotive circuits are this type. One of the most common series-parallel circuits is the back-up lamp circuit. The ignition switch, backup lamp switch and fuse are in series with the battery, and the lamps are wired in parallel. That resistance can then be added to all the series resistance to determine the total resistance for the circuit. Total current flow for the circuit can be calculated by dividing the source voltage by the total resistance. Series-Parallel Circuit Rules 1. Current flowing in the series portion of the circuit is equal to the sum of the branch currents. To find the total resistance of a series-parallel circuit, add the total resistance of the series portion to the total resistance of the parallel portion of the circuit. To find the voltage drop of the parallel branches, subtract the voltage drop of the series portion of the circuit from the source voltage. High resistance in a parallel branch reduces total current flow but current flow stays the same in other branches. The total resistance of a parallel circuit is always less than the lowest total resistance value of any branch. The causes of these types of problems can be identified using a logical diagnostic process and the proper test equipment. A high resistance fault does not cause a fuse to blow, a circuit breaker to open or wires to melt. However, a broken wire, defective circuit protection device, tripped or open switch, tripped or open load device or an interruption in the ground path back to the power source may cause opens. In newer vehicles, switches and other control devices are normally located on the ground side of the circuit to minimize arcing across the contacts as they are opened and closed. This is probably the most common automotive electrical problem. Remember that electricity has to travel a complete path from the power source through the device and back to the power source. Most components are directly wired only to the positive side of the vehicle electrical system. The negative or ground side of the circuit is provided by the chassis itself that is connected to the negative post of the battery. If there is poor metal-to-metal contact between the device and the chassis, a bad ground will result. This usually is caused by corrosion or a loose attachment and is often the reason for intermittent problems with the device. Another source of high resistance is corrosion caused by water, dirt, road salts and other contaminants entering wiring harnesses through openings in the insulation, exposed terminals and other unprotected areas. Contaminants are often trapped in the harnesses, between wires and around splice areas. The outward appearance of a wiring harness does not always indicate that the harness is being attacked by corrosion. Corrosion does its damage by adding resistance to the circuit, causing the current to decrease. Motors can slow down, lamps can dim or flicker and some components can stop working completely. Even small amounts of corrosion can have a large effect on the return voltage from a sensor. Corrosion can also be located on battery terminals, at engine chassis and body ground connections. Remember that high resistance on the ground side of the circuit has the same effect on current flow as high resistance on the power side of the circuit. Frequently a short causes a fuse or fusible link to blow or the circuit breaker to cycle open and closed when the circuit is shorted bypassing the load device. A power window, seat or door lock circuit breaker remains open as long as the fault remains in the circuit. Unintentional grounds are another form of short circuit. These can occur when the ground is altered so that it returns to the power source through an unintended path. If the ground occurs before the load device, the fuse blows or the circuit breaker opens, causing current to stop flowing. When the ground occurs between the load device and the control device, the circuit operates at all times. Occasionally the ground path of one circuit comes into contact with the ground path of an unrelated circuit, causing both circuits to operate at the same time. Defective Components Mechanical control systems with numerous moving parts have been replaced with more reliable electronic systems and the parts themselves are produced with high quality. Certain electrical parts do wear out from time to time and have to be replaced. When only one device in a circuit is not working, the device itself should be tested before troubleshooting the complete circuit. When some electrical components fail, the result is excess current flow in the circuit. Some common examples are starter motors, blower motors and electric cooling fan motors. These meters are used to check the quality of an electrical circuit or an electronic component. These meters are usually combined into a single test equipment device called a Multimeter. Multimeter The Multimeter is usually capable of measuring current flow, voltage and resistance. This instrument allows you to see what is happening inside an electrical circuit. Types of Multimeters There are two basic types of millimeter used today; the analog multimeter that uses a calibrated dial face and a moving needle to indicate numerical values, and the digital multimeter that has an electronic digital display. Because analog multimeters have a low internal resistance impedance , they draw power from the circuit, just like adding another load device. This is the reason that they are not recommended for use on newer vehicle electronic systems. The internal circuitry of a digital multimeter provides a greater degree of accuracy and prevents possible damage to low power circuits. Caution: A similar situation can occur with digital multimeters having an impedance. Get notified when we add a new Dodge Charger Manual Notify me. Get notified when we add a new DodgeCharger Manual. Notify me. We cover 60 Dodge vehicles, were you looking for one of these? Caution: A similar situation can occur with digital multimeters having an impedance Thanks for visiting my little site! Can you help keep us online? Or add your coupon if you have it? Thank you for visiting OnlyManuals. We have Dodge Charger manuals covering a total of 51 years of production. Our most popular manual is the Dodge--Charger Cylinders R 2. This like all of our manuals is available to download for free in PDF format. How to download a Dodge Charger Repair Manual for any year. In total, that's over pages of content dedicated to your Dodge Charger. 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