



***2021-2022
Dodge Durango Pursuit
Upfit Guide***



SAFETY NOTICE

This publication's purpose is to provide technical training information to individuals in the automotive trade. All test and repair procedures must be performed in accordance with manufacturer's service and diagnostic manuals. All warnings, cautions, and notes must be observed for safety reasons. The following is a list of general guidelines:

- Proper service and repair is critical to the safe, reliable operation of all motor vehicles.
- The information in this publication has been developed for service personnel, and can help when diagnosing and performing vehicle repairs.
- Some service procedures require the use of special tools. These special tools must be used as recommended throughout this Technical Training Publication, the diagnostic manual, and the service manual.
- Special attention should be exercised when working with spring- or tension-loaded fasteners and devices such as E-Clips, circlips, snap rings, etc. Careless removal may cause personal injury.
- Always wear safety goggles when working on vehicles or vehicle components.
- Improper service methods may damage the vehicle or render it unsafe.
- Observe all warnings to avoid the risk of personal injury.
- Observe all cautions to avoid damage to equipment and vehicles.
- Notes are intended to add clarity and should help make your job easier.

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ABOUT THIS GUIDE



Figure 1: Dodge Durango Pursuit Interior with aftermarket equipment

This guide has been assembled to give facilities technical information on the Dodge Durango Pursuit vehicle that may be required when installing accessories or equipment for use in fleet applications. Not all vehicles purchased are equipped with the same accessories, so there may be items covered in this guide that are not featured on the vehicle purchased by your agency.

FLEET WEBSITE



Figure 2: Fleet Website, aftermarket equipment shown

The Fleet website is another resource for up-to-date specification information on the Dodge Durango Pursuit and other fleet vehicles. An electronic copy of additional upfitter information, as well as options and service recommendations, are also found at www.fcausfleet.com.

VEHICLE DIMENSIONS

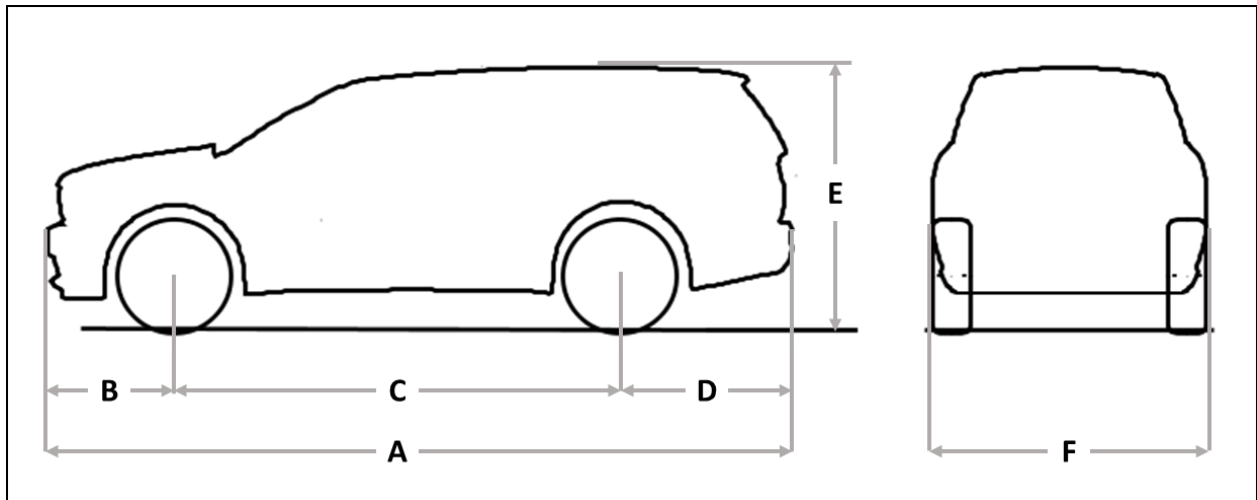


Figure 3: Vehicle Dimensions

A. Length	5082 mm (200.1 in.)
B. Front overhang	869 mm (34.2 in.)
C. Wheelbase	3042 mm (119.8 in.)
D. Rear overhang	1171 mm (46.1 in.)
E. Height	1850 mm (72.8 in.)
F. Width	1910 mm (75.2 in.)

ELECTRICAL

CAN Communication and Cybersecurity

The vehicle security gateway blocks unauthorized CAN communication from the vehicle diagnostic connector. Legislated/regulated diagnostic modes \$01-\$0A under SAE J1979 are still fully supported for aftermarket tools.

Radar or other aftermarket CAN bus connections

Radar speed measuring equipment or other police equipment may require a connection to the vehicle to determine the police vehicle's speed. The Durango pursuit provides two connection methods for this purpose:

1. A hardwired output from the Vehicle Systems Interface Module (VSIM) which gives vehicle speed as a square wave output. Refer to the section on the *VSIM 24-way upfitter C2 connector* cavity 19 for more details on this signal.
2. A CAN output from the VSIM upfitter bus which gives vehicle speed as a J1939 CAN signal. Refer to the section *Upfitter CAN bus* within the VSIM information for more details on this connection.

CAUTION: Do not connect a radar unit or any other police equipment to the vehicle's diagnostic connector or the vehicle operating CAN bus. These connections are designed only for authorized service tools during vehicle maintenance. Other equipment connected to the vehicle in this manner can induce unexpected faults and/or degraded vehicle performance and will not be covered by the vehicle's manufacturer warranty.

NOTE: There are sensors for the keyless entry and antilock brake systems, and an occupant restraint controller located under the center console, or equipment mounting plate if equipped. Make sure during upfit that the sensors are not repositioned. Sensor placement is critical for proper system operation.

NOTE: The equipment mounting plate must be removed while holes are drilled in it. The graphics on the plate indicate where there is the least amount of clearance under the plate. Be extra careful in this area that any fasteners used for mounting equipment will not contact the vehicle electronics when the mounting plate is reinstalled into the vehicle.

NOTE: Do not remove the occupant restraint controller without first disconnecting the battery and waiting two minutes. Follow information in the Mopar Service Library for disabling the restraint system. Failure to do so could cause airbag deployment.

Basic Electrical Tips

ISO Relays

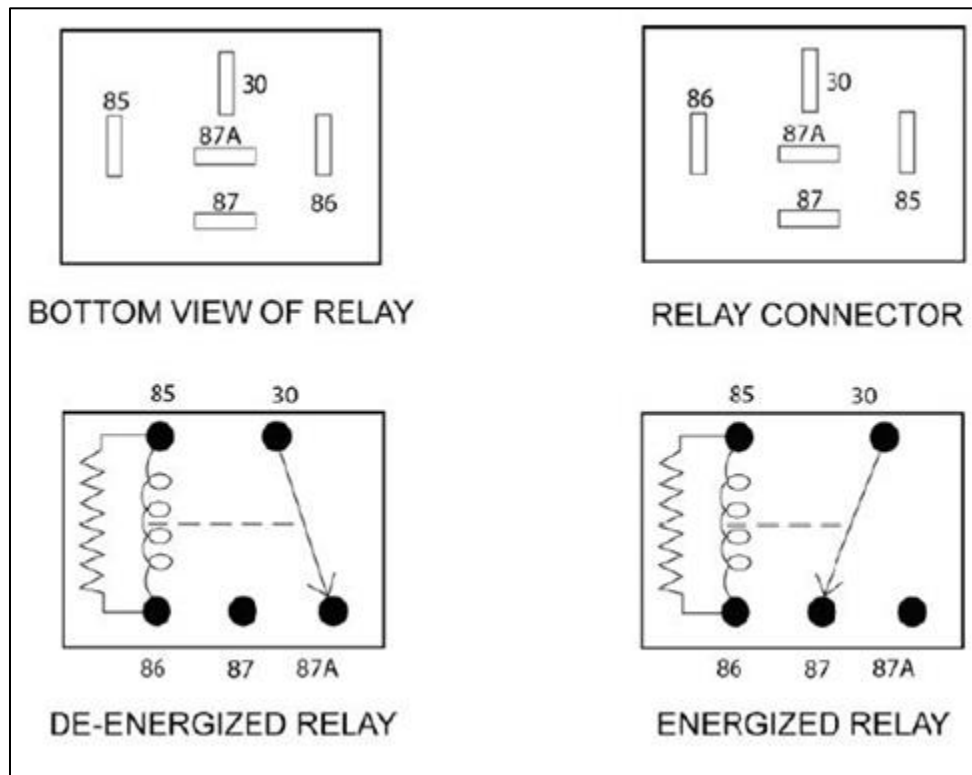


Figure 4: ISO Relays

ISO relays conform to the specifications of the International Organization for Standardization for common size and terminal pattern. ISO relays are used in many applications such as the starter, horn, electric fan, air conditioning clutch, auto shut down, and fuel pump circuits.

Relay connection terminals are defined as follows:

- Terminal 30 is usually connected to battery voltage. This battery voltage source can be switched on or off by the ignition switch, or un-switched, connected directly to the battery.
- Terminal 87A is connected to Terminal 30 in the de-energized position.
- Terminal 87 is connected to Terminal 30 in the energized position. When energized, the relay supplies battery voltage to Terminal 87, or removes battery voltage from a device connected to Terminal 87A.
- Terminal 86 is connected to the electromagnet and is usually connected to a switched battery voltage source.
- Terminal 85 is connected to the electromagnet and is usually connected to a switched or unswitched ground

Micro Relays

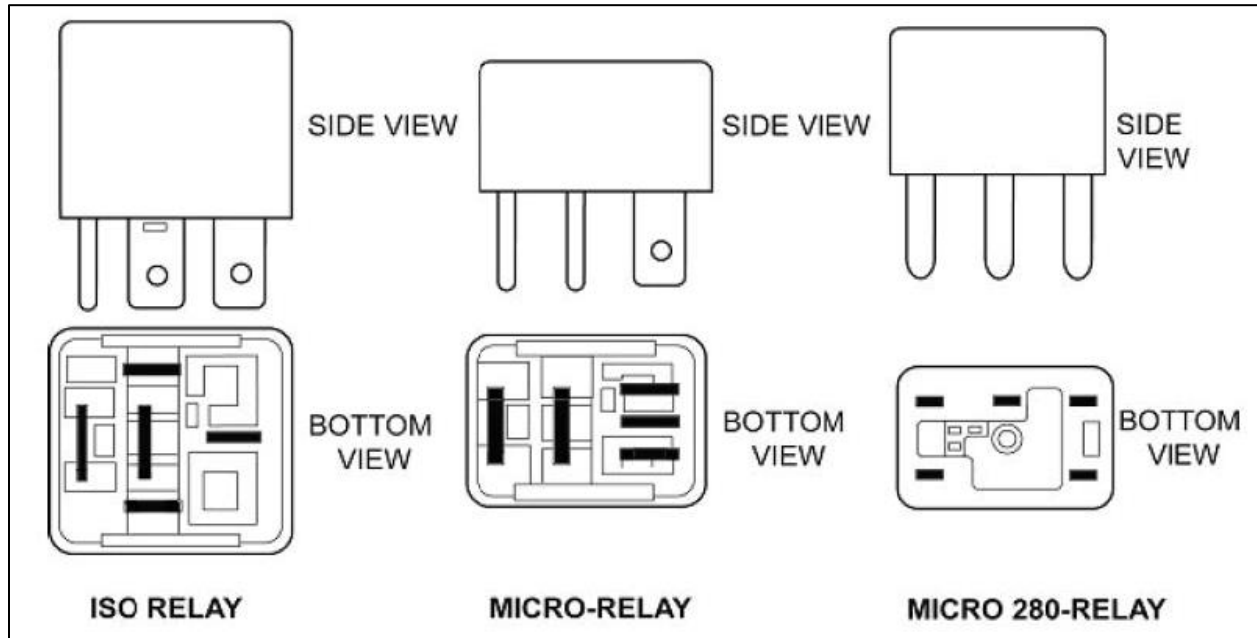


Figure 5: Micro Relays

Micro relays and micro 280 relays perform the same function as ISO relays but are smaller in size and have different terminal patterns. A map of the pattern and terminal identification is usually located on the top or side of the relay.

Fuses / Power Distribution Centers

There are two fuse and relay locations on the vehicle for the standard electrical systems. The fuse values and positions for the standard electrical systems are described below.

CAUTION: When installing the Power Distribution Center (PDC) cover, make sure it is properly positioned and latched to prevent water from getting into the PDC and causing an electrical system failure. When replacing a blown fuse, use only a fuse having the correct amperage rating. The use of a fuse with a rating other than indicated may result in an electrical system overload. If a properly rated fuse continues to blow, it indicates a problem in the circuit that must be corrected.

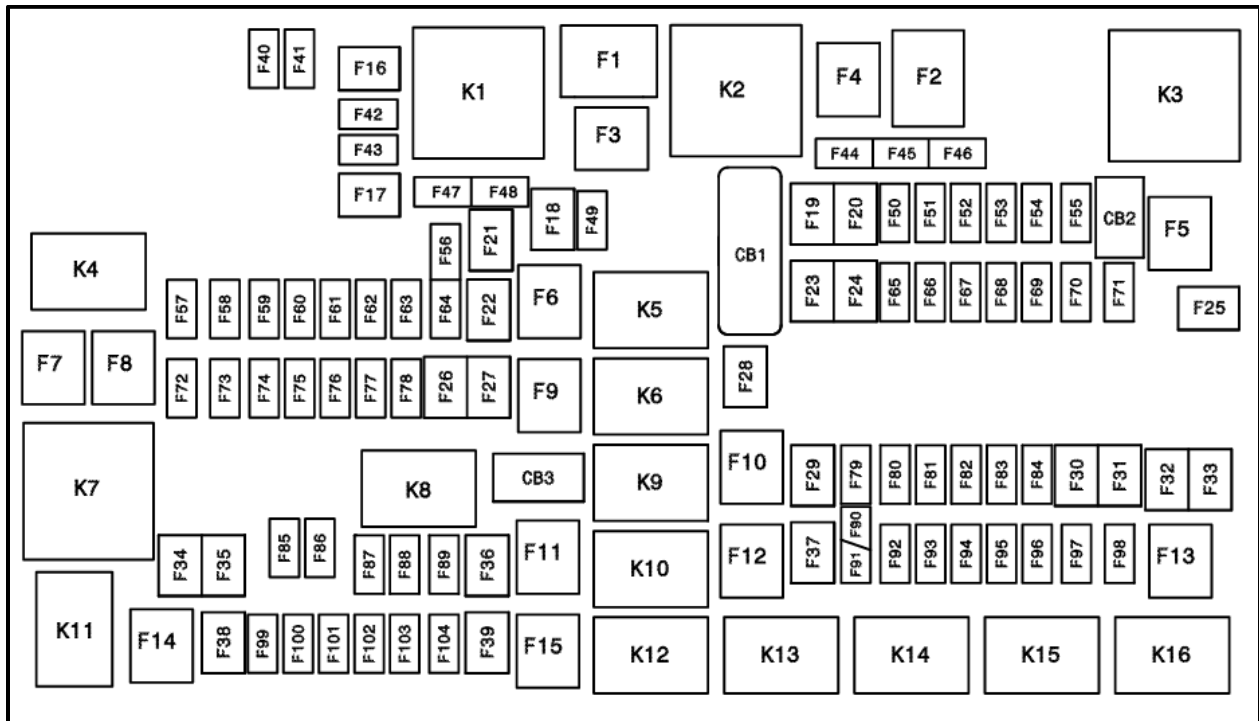


Figure 6: Underhood PDC

Table 1: Underhood Fuses

Note: Fuse specifications may vary slightly from the table below and based on vehicle content, refer to the vehicle service information for the most current information.

FUSE NUMBER	CIRCUIT NAME	FUNCTION	RATING
Ckt Brkr 1	F981	RR POWER WINDOWS / POWER WINDOW (DRIVER) / (PASSENGER)	25A
Ckt Brkr 2	A942	POWER SEAT - DRIVER / MEMORY	25A
Ckt Brkr 3	A949	POWER SEAT - PASSENGER	25A
F1		NOT USED	
F2		NOT USED	
F3		NOT USED	
F4	A107	ESP PUMP MOTOR	60A
F5	F105	POLICE 20A IGNITION/RUN FEED #1	20A

FUSE NUMBER	CIRCUIT NAME	FUNCTION	RATING
F6		NOT USED	
F7		START / STOP	30A
F9	T108	VACUUM PUMP (V6 ONLY)	30A
F10	A903	CBC - FEED 2 (EXT. LIGHTS)	40A
F11	A400	PWR - TRAILER TOW ELECTRIC BRAKE BATTERY FEED	30A
F12	A906	CBC - FEED 3 (POWER LOCKS)	40A
F13	C7	HVAC BLOWER MOTOR - FT	40A
F14	A904	CBC - FEED 4 (EXT. LIGHTS)	40A
F15		NOT USED	
F16		NOT USED	
F17	F103	POLICE 20A IGNITION/RUN FEED #3	20A
F18	A101	POLICE 20A BATTERY FEED #1	20A
F19	F102	POLICE 20A IGNITION/RUN FEED #2	20A
F20	A925	PASSENGER DOOR CONTROL MODULE	30A
F21		NOT USED	20A
F22	A209	ENGINE CONTROL MODULE	20A
F23	A905	CBC - FEED 1 (INT. LIGHTS)	30A
F24	A924	DRIVER DOOR CONTROL MODULE	30A
F25		FT WIPER	30A
F26	A200	ESP - ECU & VALVES	30A
F27		NOT USED	20A
F28	L111	TRAILER TOW - BACKUP LIGHTS	20A
F29	L76	TRAILER TOW - PARKING LIGHTS	20A
F30	A100	TRAILER TOW (RECEPTACLE) / TRAILER TOW (SEPARATE E-BRAKE)	30A
F31	A102	POLICE 20A BATTERY FEED #2	20A
F32	A194	DTCM	30A
F33	A103	POLICE 20A BATTERY FEED #3	20A
F34		NOT USED	
F35	A991	VSIM FEED	30A
F36	C15	REAR DEFROSTER (EBL)	30A
F37	C51	HVAC RR MODULE - BLOWER	25A
F38	A401	POWER INVERTER - 115V AC	30A
F39	A111	POWER LIFTGATE MODULE	30A
F40	F927	HEADLAMP LEVELING	10A
F41		NOT USED	
F42	X21	HORN DRIVER	20A
F43		NOT USED	
F44	A900	DIAGNOSTIC PORT	10A
F45	A902	CYBERSECURITY MODULE	5A
F46		NOT USED	
F47		NOT USED	
F48		NOT USED	

FUSE NUMBER	CIRCUIT NAME	FUNCTION	RATING
F49	A391	ICS / HVAC	10A
F50	A206	ELSD	
F51	A910	KIN / RF HUB	15A
F52		NOT USED	
F53	L615	TRAILER TOW - LT TURN/STOP LIGHTS	20A
F54		NOT USED	
F55		NOT USED	
F56		NOT USED	
F57		NOT USED	
F58		NOT USED	
F59	A382	POLICE SPOT LAMP - LEFT	15A
F60	A190	TRANSMISSION CONTROL MODULE	15A
F61		NOT USED	
F62	C3	A/C CLUTCH	10A
F63	F343	IGNITION COILS / IGNITION COIL CAPACITORS	20A
F64	F342	FUEL INJECTORS / ECM	25A
F65		NOT USED	
F56	F982	INSIDE REARVIEW MIRROR / USB PORT	10A
F67	A383	USB CHARGING PORT - REAR	15A
F68	W13	REAR WIPER MOTOR	20A
F69	A301	POLICE SPOT LAMP - RIGHT	15A
F70	N1	FUEL PUMP MOTOR	20A
F71	A931	AMPLIFIER / ANC	30A
F72	T753	ECM (V6 ONLY)	10A
F73		NOT USED	
F74		NOT USED	
F75		DUAL BATT CTRL	10A
F76	F941	ESP	10A
F77	F946	DRIVE TRAIN CONTROL MODULE	10A
F78	F942	ECM / ELECTRIC POWER STEERING	10A
F79		NOT USED	
F80	A990	UGDO	10A
F81	L614	TRAILER TOW - RT TURN/STOP LIGHTS	20A
F82	A381	STEERING COLUMN CONTROL MODULE / CRUISE CONTROL	10A
F83	A140	FUEL DOOR	10A
F84	A394	INSTRUMENT CLUSTER	15A
F85	F929	AIRBAGS	10A
F86	F945	AIRBAGS	10A
F87		NOT USED	
F88	F949	INSTRUMENT PANEL CLUSTER	15A
F89		NOT USED	

FUSE NUMBER	CIRCUIT NAME	FUNCTION	RATING
F90	F983	POWER OUTLET - CARGO AREA BATTERY FED POSITION	
F91	F983	POWER OUTLET - CARGO AREA IGN FED POSITION (DEFAULT)	20A
F92	F985	REAR CONSOLE LAMP / POWER OUTLET - REAR OF CONSOLE	10A
F93	F986	POWER OUTLET - LEFT OF GLOVEBOX	20A
F94	A195	SHIFTER / TRANSFER CASE SWITCH	10A
F95	F923	REAR CAMERA / BLIND SPOT SENSOR	10A
F96	F928	RELAY COILS - POLICE IGNITION/RUN #1, #2, #3	10A
F97		NOT USED	
F98		NOT USED	
F99	F948	HVAC / DASM / HLFM / PARKTRONICS	10A
F100		NOT USED	
F101	F910	IN-CAR TEMPERATURE SENSOR / HUMIDITY SENSOR	15A
F102		SPARE	15A
F103	F911	REAR HVAC	10A
F104	A932	POWER OUTLET - IN CENTER CONSOLE	20A

There are also high current fuses in a power distribution center connected to the positive jump start post.

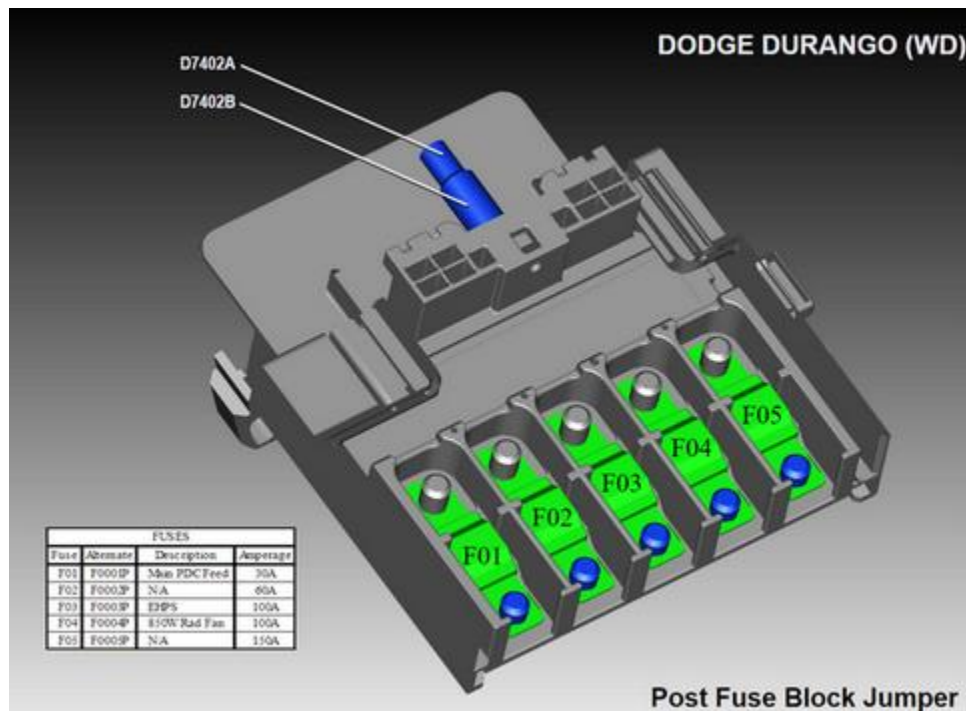


Figure 7: High Current Fuses

Table 2: Underhood Relays

Note: Relay specifications may vary slightly from the table below and based on vehicle content, refer to the service information for the most current information.

RELAY NUMBER	FUNCTION	POPULATED
K01	NOT USED	N
K02	NOT USED	N
K03	POLICE IGNITION RUN #1	Y
K04	NOT USED	N
K05	ASD RELAY	Y
K06	RUN/ACC #1 RELAY	Y
K07	STARTER SOLENOID RELAY	Y
K08	RUN START RELAY	Y
K09	VACUUM PUMP	Y
K10	EBL RELAY	Y
K11	STOP/START RELAY	V6 ONLY
K12	RUN/ONLY #2 RELAY	Y
K13	RR HVAC BLOWER RELAY	Y
K14	RUN/ACC #2 RELAY	Y
K15	RUN/ONLY #1 RELAY	Y
K16	BLOWER MOTOR RELAY	Y
K17	TRAILER TOW LT TURN RELAY	INTERNAL
K18	NOT USED	N
K19	HORN RELAY	INTERNAL
K20	POLICE IGNITION/RUN #3	INTERNAL
K21	NOT USED	N
K23	A/C CLUTCH RELAY	INTERNAL
K24	POLICE IGNITION RUN #2	INTERNAL
K25	TRAILER TOW B/U RELAY	INTERNAL
K26	TRAILER TOW PARK RELAY	INTERNAL
K27	RR WIPER ON/OFF RELAY	INTERNAL
K28	TRAILER TOW RT TURN RELAY	INTERNAL
K29	FUEL PUMP RELAY	INTERNAL
K30	FT WIPER HI/LO SPD RELAY	INTERNAL
K31	FT WIPER ON/OFF RELAY	INTERNAL
K32	NOT USED	N
K33	NOT USED	N
K34	DUAL BATTERY CONTROL RELAY	INTERNAL

Auxiliary Power Distribution Center

The Auxiliary PDC is included as part of the optional Mopar front and rear wiring harness, sales code XPW. Use the contact info on the fleet website for more information on that package.

Power and Ground

NOTE: All equipment circuits connecting to vehicle circuits should be protected with fuses and use industry accepted connection methods including weatherproofing where appropriate.

NOTE: Any circuits connecting to existing vehicle signal wires should be high impedance and/or isolated with relays to prevent unwanted interference with the vehicle signal. Wiring locations described herein are for information only and it is up to the installer to ensure that circuits chosen are suitable for the desired application and do not have a negative impact on vehicle operation.

(3) 20A circuits of battery power and (3) 20A circuits of ignition power are provided at the 12-way VSIM jumper connector. See the VSIM section for more information.

12V battery power can also be found in the cabin at the vehicle battery, located under the passenger seat. On V6 models with Stop/Start, the larger battery is used for cranking the engine and the smaller auxiliary battery is used to maintain electrical loads while the engine is in an Autostop.



Figure 8: Battery Under Passenger Seat (V8 model shown)

12V battery power can also be found underhood at the remote jump start post, as shown in the figures below.

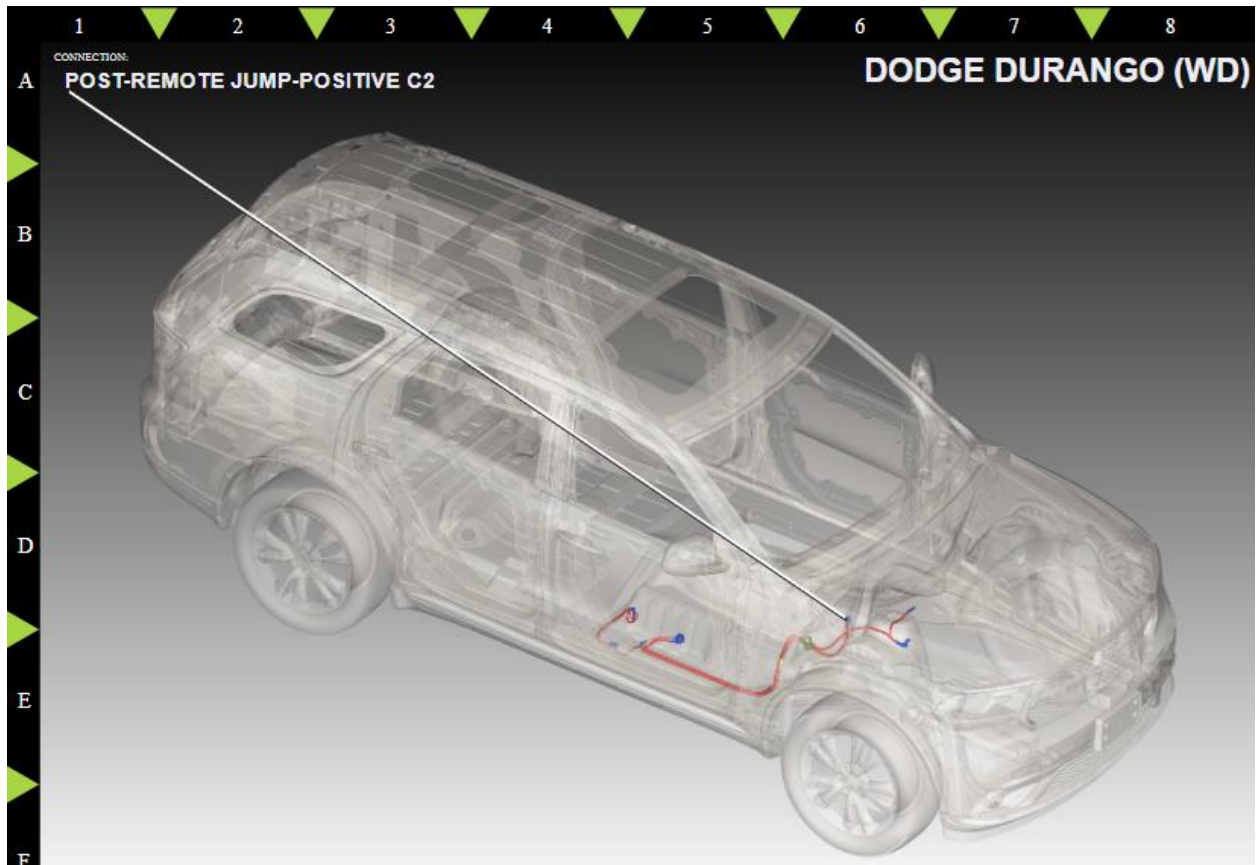


Figure 9: Underhood Jump Start Post

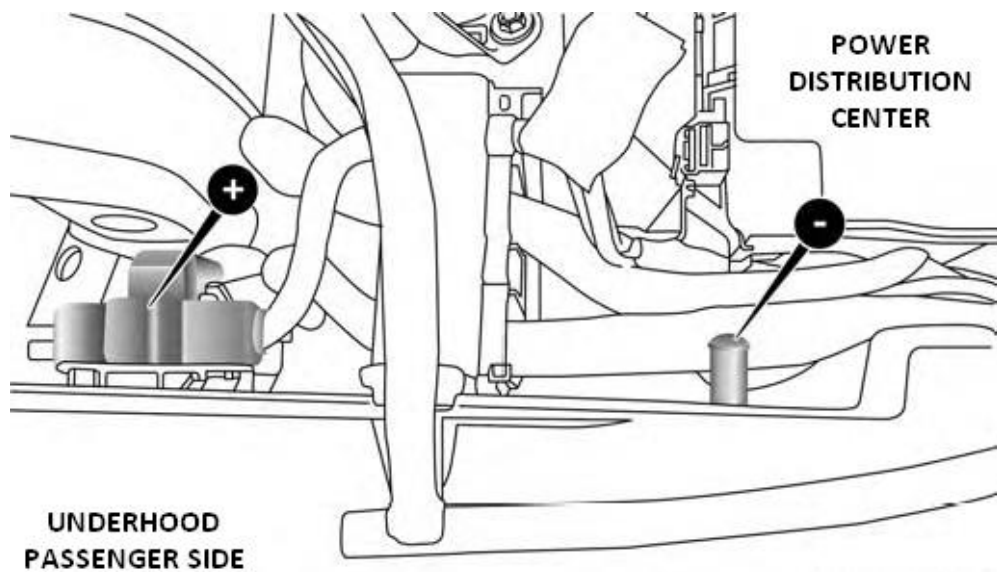


Figure 10: Positive and Negative Jump Start Posts

For permanently mounted aftermarket equipment, the power sources shown above are recommended. For portable equipment, ignition circuits can be found at 2 aux power outlets in the cabin, which are each rated for 13A for customer use. They can be used to drive low power loads as long as each does not exceed the rated current draw. The aux power outlets are located:

1. To the left of the glovebox (powered with ignition on)
2. In the center console (powered from the battery), only with optional full size console
3. In the rear cargo area, it is set up from the factory to be powered with ignition on, but by changing a fuse position in the underhood power distribution center (PDC) it can be changed to battery powered (see fuse F90/F91).

Ignition circuits underhood can be found at the IGN relays in the PDC, though it is recommended that splicing into PDC circuits be avoided to avoid disruption to factory installed vehicle electrical systems. If IGN relays are utilized, it is recommended to use K03, K20, and K24 which are already dedicated for aftermarket equipment and feed the ignition circuits in the VSIM 12-way jumper.

Multiple grounding locations can be found and are visible underhood. In the cabin, grounding locations can be found behind trim in the following locations:

1. Under the center console
2. At the vehicle battery under the passenger seat
3. Adjacent to the rear wheel wells, driver's and passenger's sides

See the figures on the following pages for ground locations.



Figure 11: Center Console Grounding Locations



**Figure 12: Driver's Side C-Pillar Ground Location
(Passenger Side Similar)**



**Figure 13: Passenger's Side D-Pillar Ground Location
(Driver's Side Similar)**

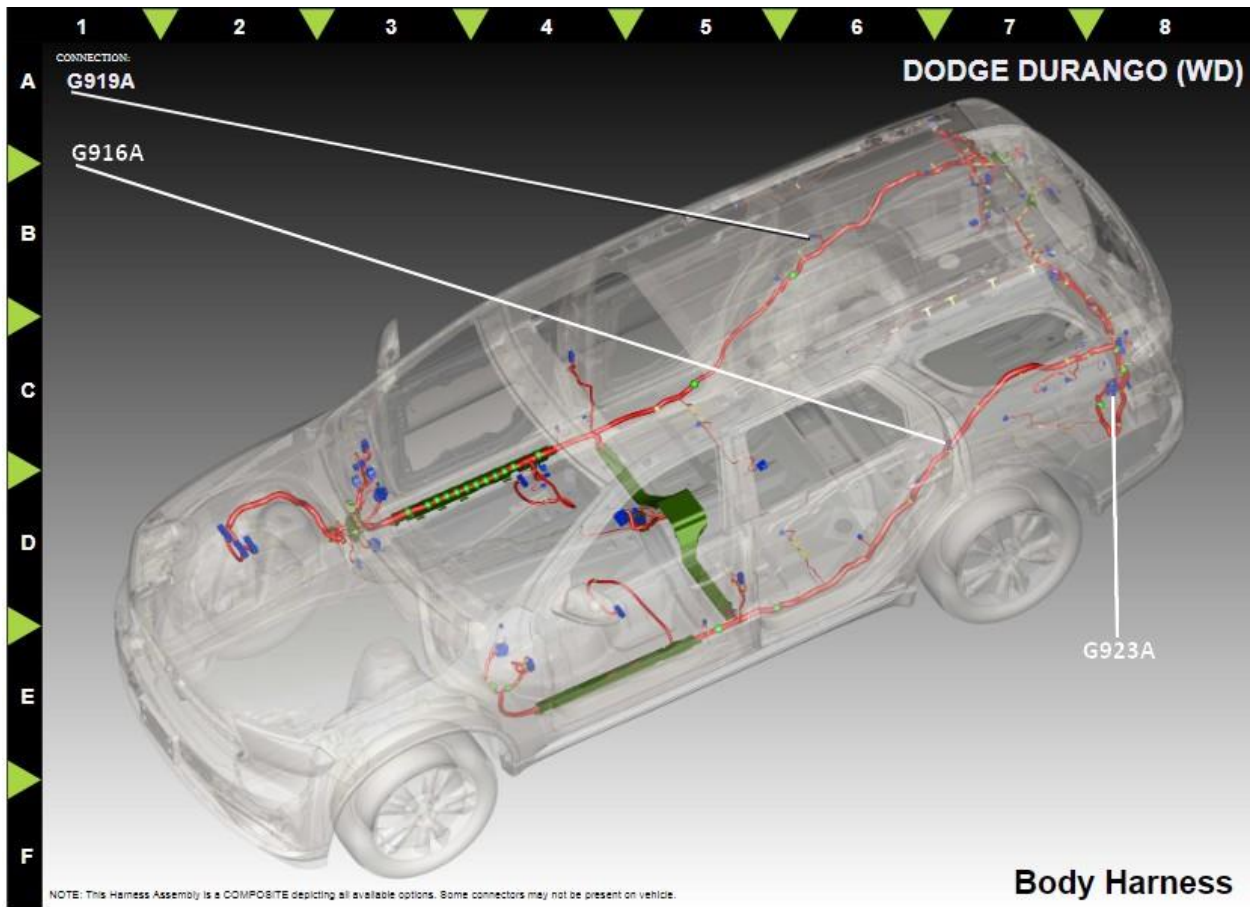


Figure 14: Cargo Area Grounding Locations

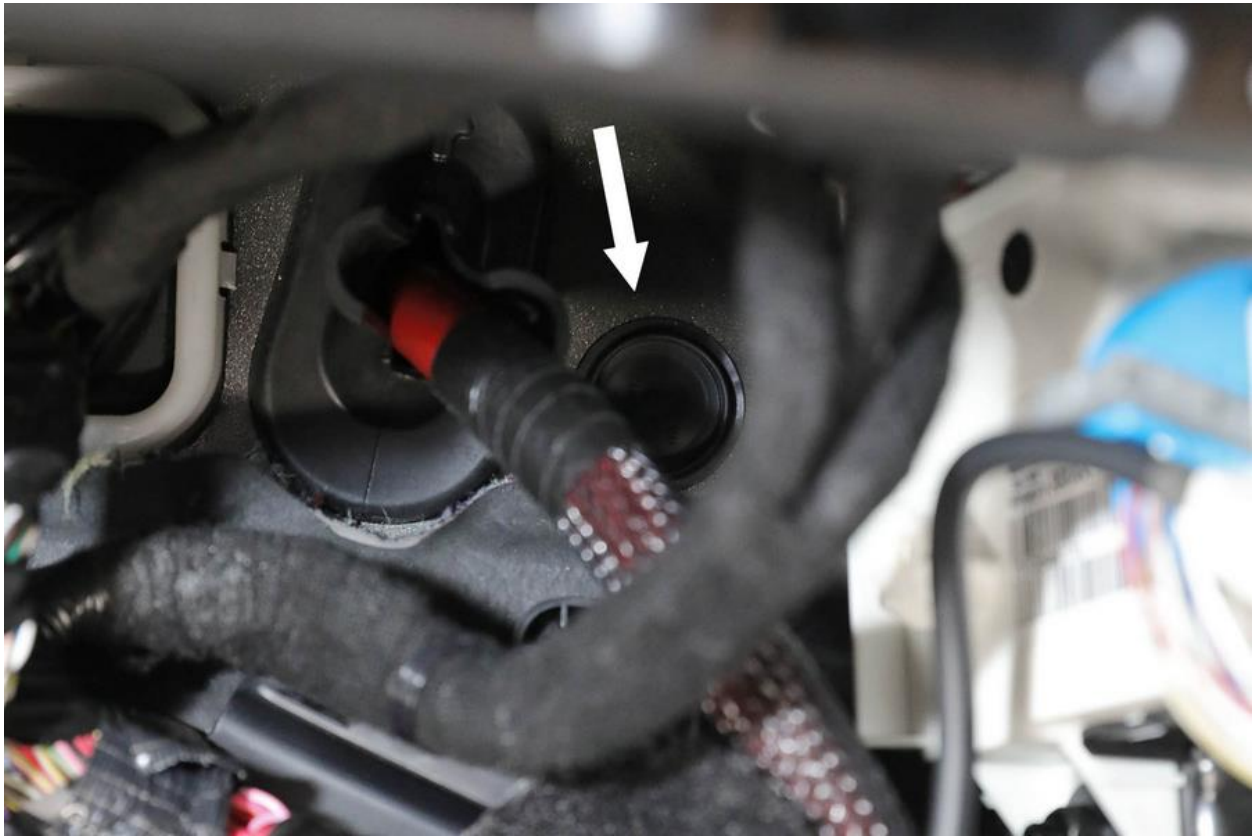
Pass Through Circuits

There are (6) unused 18 gauge wires available to the upfitter that are blunt cut in the underhood area near the power distribution center (PDC) with the other end terminated in the 12-way upfitter connector with the VSIM jumpers. See the VSIM section for more information. These wires are the preferred method to get power/signal circuits for aftermarket equipment between the underhood area and the vehicle interior.

In the event additional capacity is necessary, many models have a pre-stamped hole through the front of dash that can be used for passing through additional wires for customer use. The hole is currently sealed with a grommet, and must be fully weather sealed if any wires are passed through.



Figure 15: Pass Through Grommet
(view from above in engine compartment, looking down in area behind the positive jump start post)



**Figure 16: Pass Through Grommet
(view from passenger foot well area with trim removed)**

VEHICLE SYSTEMS INTERFACE MODULE (VSIM)

VSIM Upfitter connector location

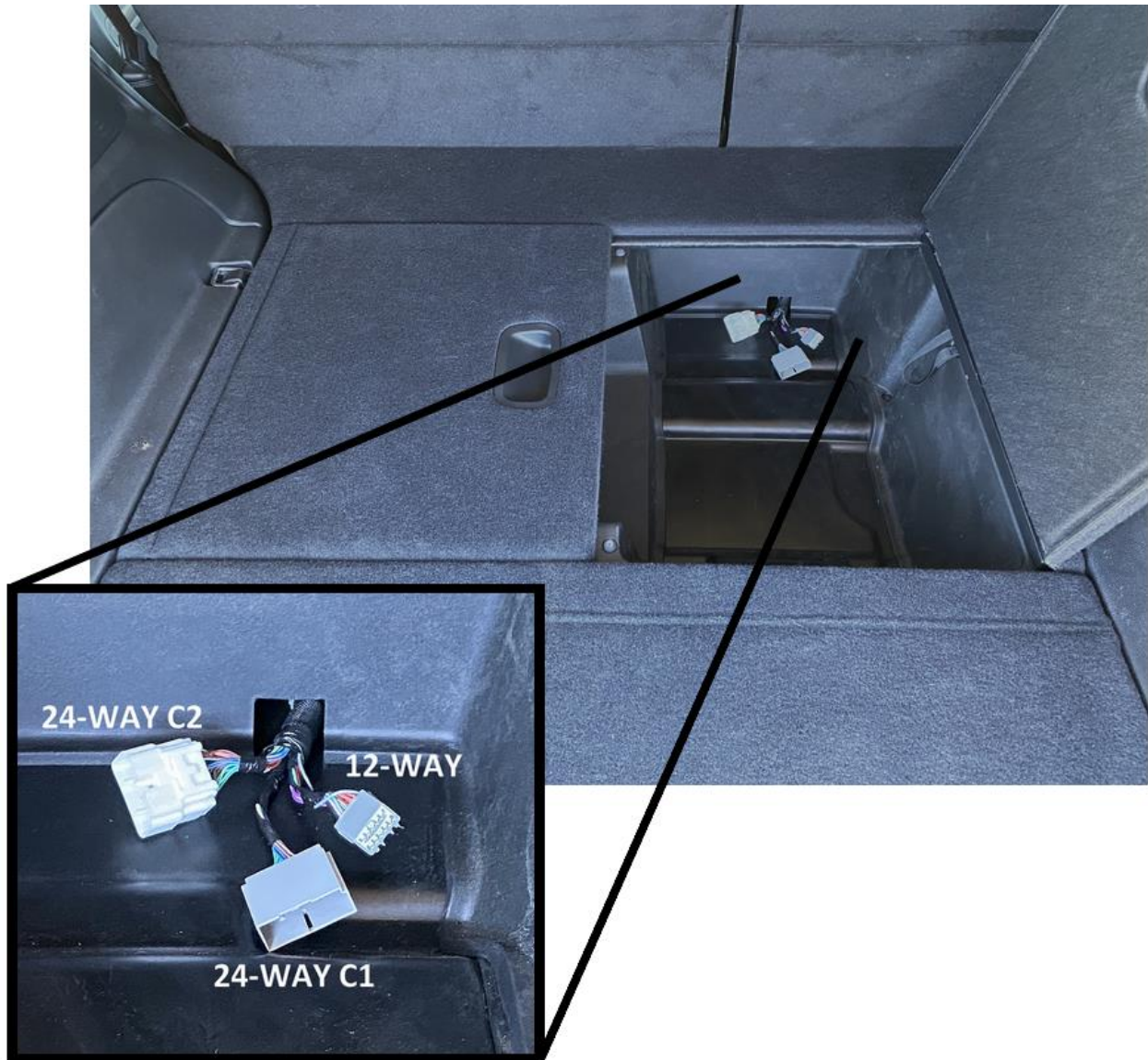


Figure 17: VSIM Upfitter Connectors

The VSIM upfitter connectors are in the right front underfloor bin in the cargo area.

Underhood pass-through circuits

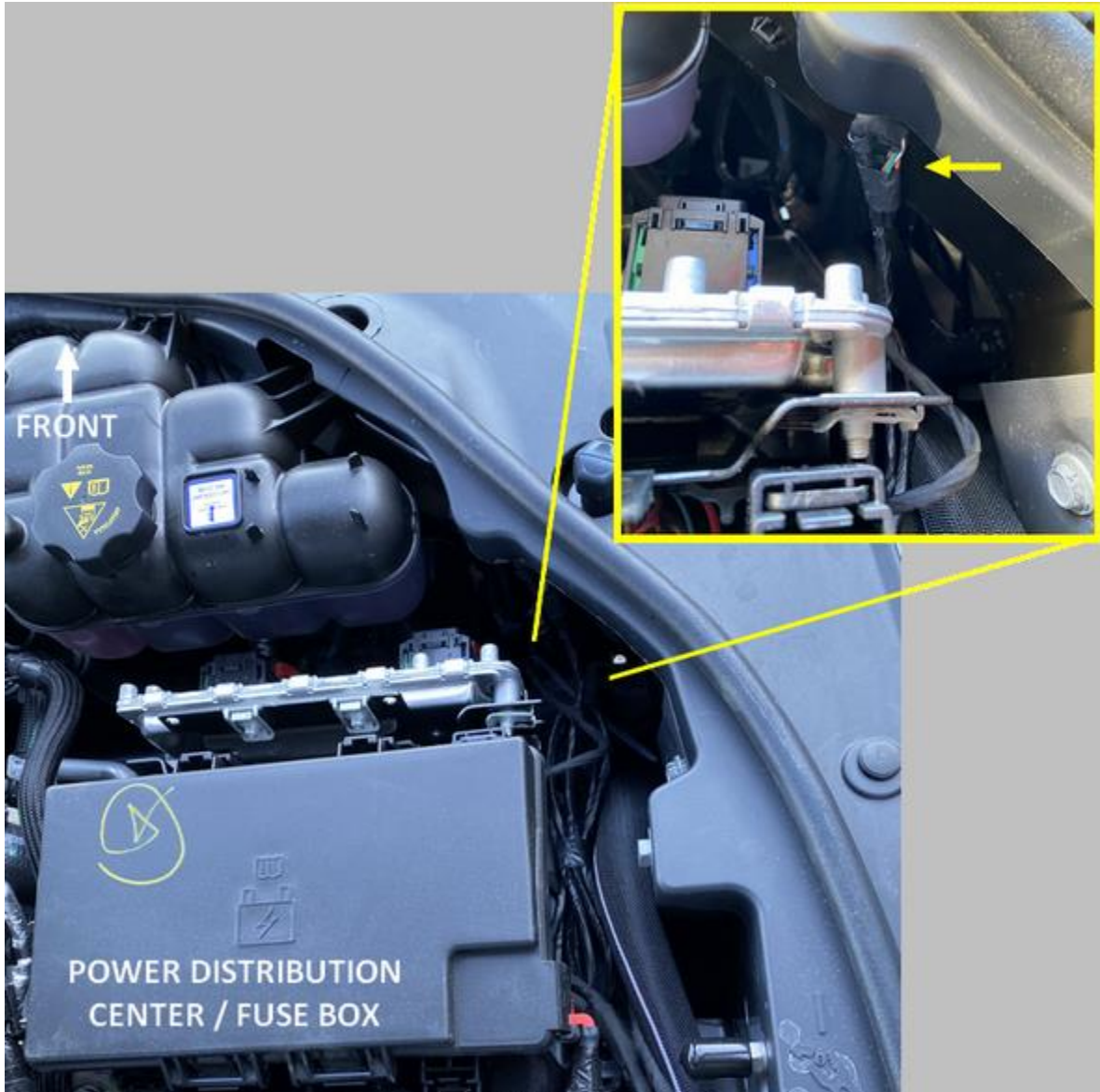


Figure 18: Underhood pass-through circuits location (6 circuits total)

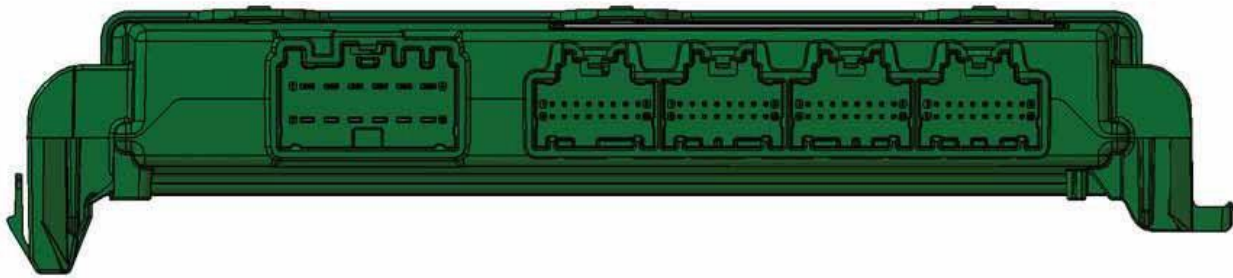


Figure 19: VSIM

The microcontroller-based electronic Vehicle Systems Interface Module (VSIM) is located on the forward facing surface of the rear cargo bin immediately behind the right hand side 2nd row seat. The VSIM contains the electronic logic circuitry and software that enable many of the aftermarket equipment and systems typically installed on police or fleet vehicles to communicate with and be integrated with the electronic control modules and features already installed in the vehicle. It can communicate with aftermarket modules or with other electronic modules in the vehicle using the Controller Area Network (CAN) data bus.

The VSIM awakens or sleeps based upon the status of the CAN data bus network. The module monitors both active and stored Diagnostic Trouble Codes (DTC) through On-Board Diagnostics (OBD) and communicates with a diagnostic scan tool using the CAN data bus.

Upfitter CAN bus

The VSIM upfitter J1939 CAN bus (cavities 11 and 12 in the VSIM 24-way upfitter C2 connector) supports the following signals in addition to many industry standard J1939 signals:

Table 3: VSIM CAN Output Signals

Signals provided by the VSIM to indicate current operating conditions

Data Format	Signal	Note
Boolean	Park Brake Applied	
Boolean	Brake Pedal Applied	
Boolean	A/C Turned On	
Raw data	Throttle Position %	
Enumerated	Shifter Position	
Boolean	FL Door Ajar	
Boolean	FR Door Ajar	
Boolean	RL Door Ajar	
Boolean	RR Door Ajar	
Boolean	Any Front Door Ajar	
Boolean	Any Back Door Ajar	
Boolean	Liftgate Ajar	
Boolean	Park Lamps On (manual or auto)	
Boolean	Low Beams On (manual or auto)	
Boolean	Cluster is Dimmed	
Boolean	High Beam Lever Selected On	
Boolean	RT Turn Signal On	
Boolean	LT Turn Signal On	

Data Format	Signal	Note
Boolean	Hazard Lights On	
Boolean	IGN Switch OFF	
Boolean	IGN Switch ACC	
Boolean	IGN Switch RUN/CRANK	
Boolean	Driver Seatbelt Status	
Boolean	Passenger Seatbelt Status	
Boolean	Horn Button is Pressed	
Boolean	Stealth Mode Active	
Boolean	Secure Park Active	
Boolean	Vehicle Securement Triggered	
Boolean	AUX Output 1 Status	
Boolean	AUX Output 2 Status	
Boolean	AUX Output 3 Status	
Boolean	AUX Output 4 Status	
Raw data	Vehicle Speed	
Boolean	Vehicle Speed is above 30MPH	
Raw data	Fuel Level %	
Boolean	A/C Clutch Engaged	
Raw data	Engine RPM	
Boolean	Transmission in Park	
Boolean	Transmission in Reverse	
Boolean	Transmission in Neutral	
Boolean	Transmission in Drive or any Forward Gear	
Boolean	Engine is Running	
Enumerated	IGN Switch Position	
Boolean	MIL is Active	
Raw data	Oil Life %	
Raw data	Odometer	
Raw data	Engine Hours	
Raw data	Idle Hours	

Note: Not all signals are available in all applications.

Table 4: VSIM CAN Input Signals

Signals that aftermarket equipment sends to the VSIM to request action

Data Format	Signal	Note
Boolean	Activate Front Wigwag	Front wigwag only stays active while signal is set
Boolean	Activate Rear Wigwag	Rear wigwag only stays active while signal is set
Boolean	Mute Entertainment Audio	Mute only stays active while signal is set
Boolean	Activate Stealth Mode	Stealth mode only stays active while signal is set
Boolean	Activate Secure Park	Secure park activates on rising edge of this signal; does not require signal to be set continuously
Boolean	Deactivate Secure Park	Secure park deactivates on rising edge of this signal (with valid FOB present); does not require signal to be set continuously
Boolean	Temporarily Suppress Forward Collision Warning/Automatic Emergency Braking (FCW/AEB)	FCW/AEB only stays suppressed while signal is set; return to previous customer setting when not set
Boolean	Activate AUX output 1	Output only stays active while signal is set
Boolean	Activate AUX output 2	Output only stays active while signal is set

Data Format	Signal	Note
Boolean	Activate AUX output 3	Output only stays active while signal is set
Boolean	Activate AUX output 4	Output only stays active while signal is set

Note: Not all signals are available in all applications.

The J1939 database for CAN (.dbc) file for these signals is available, send an e-mail to lawenforcement@chrysler.com to request it and include "VSIM J1939 dbc file for [your model year] Durango Pursuit" in your e-mail.

12-way Upfitter connector

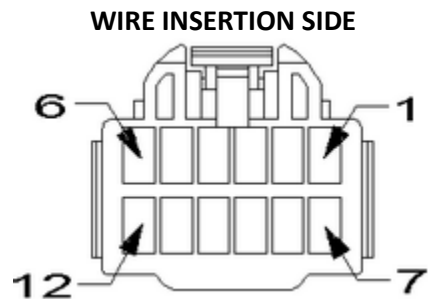
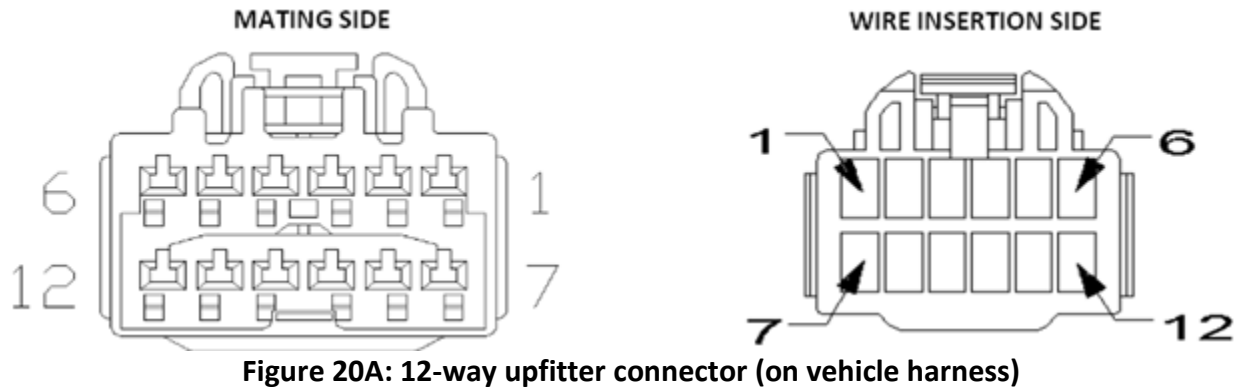


Table 5: 12-way upfitter connector pinout

CAVITY	SIGNAL	TYPE	USER DESCRIPTION	CIRCUIT #	COLOR / STRIPE
1	FUSED B(+)	OUTPUT	20A battery feed	A100	Red / Violet
2	FUSED B(+)	OUTPUT	20A battery feed	A101	Violet / Red
3	FUSED B(+)	OUTPUT	20A battery feed	A102	White / Red
4	IGN FEED - RUN	OUTPUT	20A IGN feed active in RUN (engine running or not running). Drops out in CRANK, but stays active in an engine stop-start (ESS) CRANK.	F105	Pink
5	IGN FEED - RUN	OUTPUT	20A IGN feed active in RUN (engine running or not running). Drops out in CRANK, but stays active in an engine stop-start (ESS) CRANK.	F103	Pink / Gray
6	IGN FEED - RUN	OUTPUT	20A IGN feed active in RUN (engine running or not running). Drops out in CRANK, but stays active in an engine stop-start (ESS) CRANK.	F102	Pink / Dk Blue
7	PASS THROUGH (18 GAUGE)	SPARE	Pass-through to underhood blunt-cut bundle	Z384	Black
8	PASS THROUGH (18 GAUGE)	SPARE	Pass-through to underhood blunt-cut bundle	P239	Green / White
9	PASS THROUGH (18 GAUGE)	SPARE	Pass-through to underhood blunt-cut bundle	P820	Brown / Orange
10	PASS THROUGH (18 GAUGE)	SPARE	Pass-through to underhood blunt-cut bundle	P822	Brown / White

CAVITY	SIGNAL	TYPE	USER DESCRIPTION	CIRCUIT #	COLOR / STRIPE
11	PASS THROUGH (18 GAUGE)	SPARE	Pass-through to underhood blunt-cut bundle	W507	Orange
12	PASS THROUGH (18 GAUGE)	SPARE	Pass-through to underhood blunt-cut bundle	W508	Orange / Brown

NOTE: The 12-way connector is located in the underfloor bin along with the (2) 24-way VSIM upfitter connectors. The opposite end of the 18 gauge pass-through circuits in cavities 7-12 of the 12-way connector can be found bundled as blunt cut wires near the underhood power distribution center, see figure 18.

24-way Upfitter C1 connector (gray)

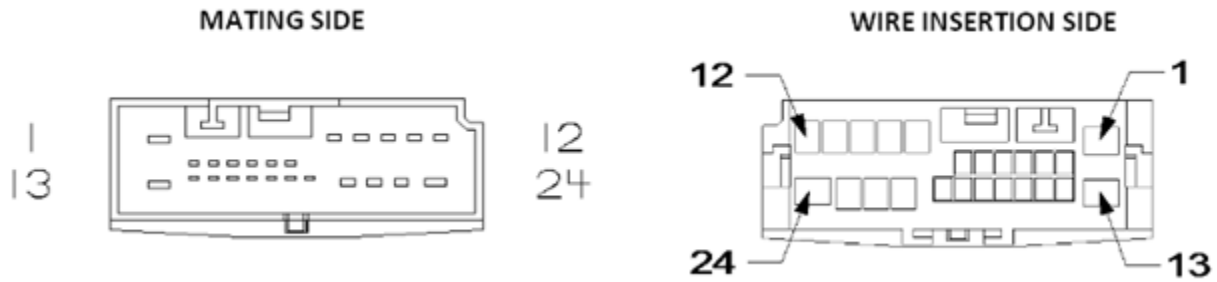


Figure 21A: VSIM 24-way upfitter C1 connector (on vehicle harness)

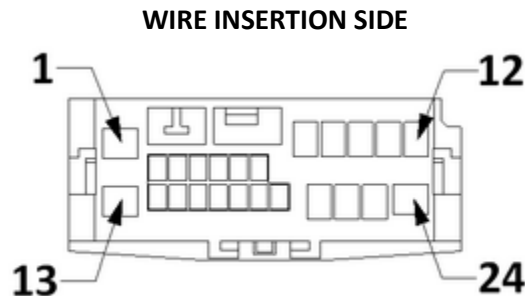


Figure 21B: VSIM 24-way upfitter C1 connector (on jumper 68518169AA)

Table 6: VSIM 24-way upfitter C1 Connector Pinout

CAVITY	SIGNAL	TYPE	USER DESCRIPTION	CIRCUIT #	COLOR / STRIPE
1	AUX 1 OUTPUT	OUTPUT	Get 12V max 500mA when AUX1 output is active	W561	Green / Brown
2	AUX 2 OUTPUT	OUTPUT	Get 12V max 500mA when AUX2 output is active	W562	Green / Violet
3	FORWARD COLLISION WARNING/AUTOMATIC EMERGENCY BRAKING SUPPRESS (FCW/AEB)	INPUT	Apply 12V to suppress FCW/AEB (if equipped), remove voltage to restore prior state of FCW/AEB	W727	Green / Orange
4	NO CONNECT				Green / Gray
5	SECURE PARK ENABLE	INPUT	Apply 12V to activate secure park. Activation only occurs on a rising edge (must remove voltage and reapply to activate secure park again). No secure park deactivation is possible through this input.	W729	Green / Yellow
6	NO CONNECT				
7	NO CONNECT				
8	AUX 3 OUTPUT	OUTPUT	Get 12V max 500mA when AUX3 output is active	W563	Green / Dk Blue
9	IGNITION ACC SIGNAL	OUTPUT	Get GND when IGN is in ACC (or IGN passes through ACC)	W734	Pink / Gray
10	IGNITION RUN SIGNAL	OUTPUT	Get GND when IGN is in RUN (engine running or not running). GND drops out in CRANK.	W736	Pink / Yellow
11	ANY DOOR AJAR SIGNAL	OUTPUT	Get GND when any passenger door is ajar or open (does not include liftgate)	W720	Violet / Orange

CAVITY	SIGNAL	TYPE	USER DESCRIPTION	CIRCUIT #	COLOR / STRIPE
12	RIGHT FRONT DOOR AJAR	OUTPUT	Get GND when right front passenger door is ajar or open	G745	Violet / White
13	RIGHT REAR DOOR AJAR	OUTPUT	Get GND when right rear passenger door is ajar or open	G776	Violet / Yellow
14	NO CONNECT				
15	NO CONNECT				
16	NO CONNECT				
17	NO CONNECT				
18	NO CONNECT				
19	LEFT REAR DOOR AJAR	OUTPUT	Get GND when left rear passenger door is ajar or open	G755	Violet / Gray
20	INTERIOR LIGHTS DIMMED	OUTPUT	Get 12V max 500mA when the interior lights are at any dimming level (not full bright, not stealth)	W521	Orange / White
21	TRANS REVERSE SIGNAL	OUTPUT	Get GND when trans is in Reverse	W702	Dk Green / Dk Blue
22	TRANS DRIVE SIGNAL	OUTPUT	Get GND when trans is in Drive	W703	Dk Green / Blue
23	AUX 4 OUTPUT	OUTPUT	Get 12V max 500mA when AUX4 output is active	W564	Dk Blue / White
24	NO CONNECT				

NOTE: The 12V and GND signals provided by the VSIM are low current I/O intended only to drive very small loads (such as an automotive relay) or provide input signals to your aftermarket equipment. For sourcing or sinking higher current, use the 20A circuits provided in the 12-way connector and the ground terminals described within this guide.

24-way Upfitter C2 connector (white)

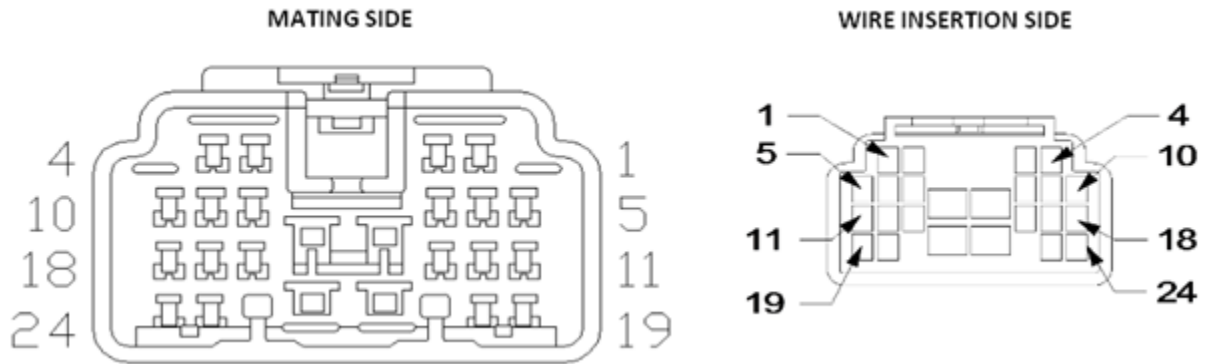


Figure 22A: VSIM 24-way upfitter C2 connector (on vehicle harness)

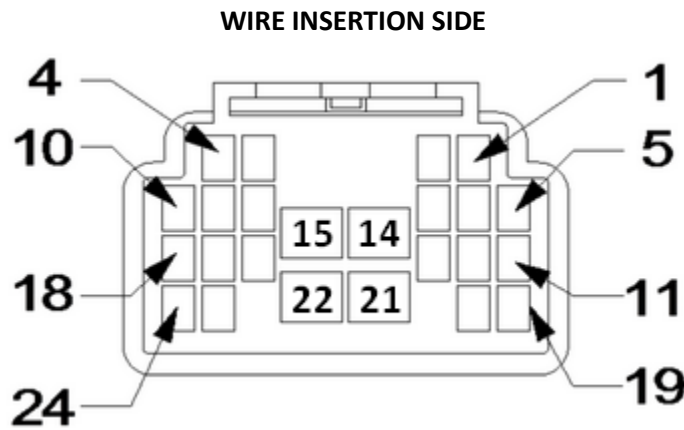


Figure 22B: VSIM 24-way upfitter C2 connector (on jumper 68251804AA)

Table 7: VSIM 24-way upfitter C2 connector pinout

CAVITY	SIGNAL	TYPE	USER DESCRIPTION	CIRCUIT #	COLOR / STRIPE
1	FRONT WIGWAG	INPUT	Apply 12V to activate lamps	W500	Brown / Orange
2	REAR WIGWAG	INPUT	Apply 12V to activate lamps	W501	Brown / Violet
3	RADIO MUTE	INPUT	Apply 12V to mute entertainment audio	W640	Brown / White
4	BRAKE PEDAL SIGNAL	OUTPUT	Get 12V max 250mA when brake pedal pressed	W726	Brown / Violet
5	HORN PAD SENSE	OUTPUT	Get 12V max 500mA when horn pad pressed	W513	Brown / Gray
6	TRANS PARK SIGNAL	OUTPUT	Get 12V max 500mA when in Park	W700	Brown / Yellow
7	SECURITY ALARM ON SIGNAL	OUTPUT	Get 12V max 500mA when vehicle theft alarm or Panic is alarming	W515	Brown / Blue
8	HEADLAMP ON SIGNAL	OUTPUT	Get 12V max 500mA when headlamps are on (manual or auto)	W516	Brown / Dk Blue
9	LOW VEHICLE SPEED	OUTPUT	Get 12V max 500mA when vehicle speed is below 30mph (48kmh)	W524	Brown / Green
10	STEALTH MODE ACTIVE	OUTPUT	Get 12V max 500mA when stealth mode is active	W553	Brown / Dk Green

CAVITY	SIGNAL	TYPE	USER DESCRIPTION	CIRCUIT #	COLOR / STRIPE
11	CAN J1939 (+)	CAN	Upfitter bus +	W532	Brown / Dk Green
12	CAN J1939 (-)	CAN	Upfitter bus -	W534	Brown / Green
13	CLUSTER DIMMING SIGNAL	OUTPUT	Pulse width modulated (PWM) output proportional to level of cluster dimming	W552	Brown / White
14	ENGINE RUNNING STATUS	OUTPUT	Get 12V max 500mA when engine is running	W522	Brown / Violet
15	LEFT FRONT DOOR AJAR	OUTPUT	Get 12V max 1000mA when driver door is ajar or open	W523	Brown / Gray
16	GROUND	INPUT		Z910	Black
17	SECURE PARK ACTIVE	OUTPUT	Get 12V max 500mA when secure park is active	W745	Dk Blue / Yellow
18	NO CONNECT				Dk Blue / White
19	VEHICLE SPEED SIGNAL	OUTPUT	Square wave: 10Hz per mph, at 50% duty cycle	W526	Brown / Dk Blue
20	HORN MUTE	INPUT	Apply 12V to mute horn (only horn via horn pad press is muted, not remote keyless chirps, etc.)	W536	Brown / Yellow
21	SECURITY ALARM MUTE	INPUT	Apply 12V to mute panic or vehicle theft alarm (if equipped)	W537	Brown / Orange
22	NO CONNECT				
23	LEFT FRONT SEAT BELT SWITCH SENSE	OUTPUT	Get 12V max 250mA when driver's seat belt is unbuckled	W710	Brown / Dk Blue
24	MIL ILLUMINATED	OUTPUT	Get 12V max 500mA when engine MIL is on (including non-fault conditions such as IGN ON with ENG OFF)	W540	Brown / Dk Green

NOTE: The 12V and GND signals provided by the VSIM are low current I/O intended only to drive very small loads (such as an automotive relay) or provide input signals to your aftermarket equipment. For sourcing or sinking higher current, use the 20A circuits provided in the 12-way connector and the ground terminals described within this guide.

FLEET SETTINGS MENU

The instrument cluster has a fleet settings menu to allow customization of certain police and VSIM related features. The arrow keys and OK button on the left side of the steering wheel are used to navigate into and around the menu and make selections.

Push and release the up or down arrow button until the Fleet Settings Menu icon/title is highlighted in the instrument cluster display. Push the left or right arrow button to scroll through the information submenus.

PIN Setup

The factory default PIN is 0000. **It is important to set a personalized 4 digit PIN** to deter anyone from making unwanted changes to the vehicle's fleet and security settings. Whether you set the same PIN for all vehicles in the fleet or individual PINs for each vehicle, **set a PIN**. If the PIN is lost, it can be reset by a dealer.

AUX Switches

Type

Latching – remains active after button is pressed, press again to turn off

Momentary – active only while the button is held down

Off at Ignition Off

Durango Pursuit AUX switches turn off when the ignition is turned off.

Set to Yes if the "Last State" feature (below) will be used

Last State

On – A latching AUX output will remember it's previous state on new ignition cycles

Off – The AUX output will reset to deactivated on each new ignition cycle

Note: Customization can be made for 4 AUX outputs. Even if the vehicle only has 3 switches in the integrated center stack switch bank, the AUX 4 output is still available to control via the VSIM upfitter CAN bus. See the VSIM section for more information.

Lockout Prevention

Enabled / Disabled – Refer to the **FOBIK-safe** feature in Owner's Manual

FOB Chime

Enabled / Disabled – "FOB has left the vehicle" audible chime is enabled or disabled

Theft Alarm

Enabled / Disabled – Vehicle must be equipped with vehicle theft alarm (sales code LSA)

Panic Alarm

Enabled / Disabled – **PANIC** button on key FOB is enabled or disabled

Secure Park

Activation

Manual – The center buttons on either side of the back of the steering wheel will activate Secure Park.

Auto – Secure Park is activated every time the vehicle is in Park, the driver's door is open, and the brake pedal is not pressed. It can also be activated manually.

Disabled – Secure Park is disabled on the vehicle. The center buttons on the back of the steering wheel become inoperative.

Deactivation

Manual – The center buttons on either side of the back of the steering wheel will deactivate Secure Park. If *Auto* Secure Park Activation is selected above, the driver's door must be closed and/or brake pedal applied to manually deactivate Secure Park. A valid FOB must be present to deactivate.

Auto – The vehicle will attempt to deactivate Secure Park every time the system is active, in Park, and the brake pedal is pressed. A valid FOB must be present to deactivate.

Note: The VSIM upfitter CAN bus may be used to activate or deactivate Secure Park. There is also a hardwired input available to activate Secure Park. See the VSIM section for more information.

Liftgate Release

Interior Release – Vehicle must be equipped with power liftgate (sales code JRC)

Ignition Only – The interior release button will only function if the ignition is in the RUN position.

Unlocked Vehicle – The interior release button will operate unless the vehicle theft alarm (sales code LSA) is equipped on the vehicle and armed.

Unlock with Doors – This setting applies for either manual or power liftgate

Enabled – The liftgate can be opened from the passive entry handle on the liftgate of the vehicle anytime the vehicle passenger doors are unlocked.

Disabled – The liftgate can only be opened from the passive entry handle on the liftgate if there is a FOB at the rear of the vehicle within approximately three feet of the liftgate, or by pressing the liftgate button 2x on the FOB to unlock (manual liftgate) or open (power liftgate).

VSIM Timeout

VSIM timeout is managed automatically on Pursuit models and no adjustments are available or necessary.

LIGHTING

Police Dome Lamps



Figure 23: Police Dome Lamp (front shown)

The Durango Pursuit is equipped with 2 police dome lamps. The dome lamp switch has three positions. One side of the switch turns on white LED lights, the other side turns on red LED lights, and the center position turns the lamp OFF. The dome lamps will work with the ignition on or if the courtesy lamp circuit is energized. Always remember to return the dome light switch to the OFF (center) position to prevent the vehicle battery from discharging.

Spot Lamp(s)



Figure 24: Spot Lamp

Mopar LED spot lamp(s) (optional) are recommended and are installed before vehicle delivery. If you choose to install your own spot lamp(s), you can find electrical connectors at the forward edge of the headliner near the A-pillars, see the figure below. There are electrical connectors on both driver and passenger sides, and they are battery fed through a pair of 15A fuses in the underhood PDC.

CAUTION: The side curtain airbag is tethered in the area of the spot lamp. If drilling and installing your own lamp, make sure the tether is not damaged during the install and is properly reattached when the installation is complete.

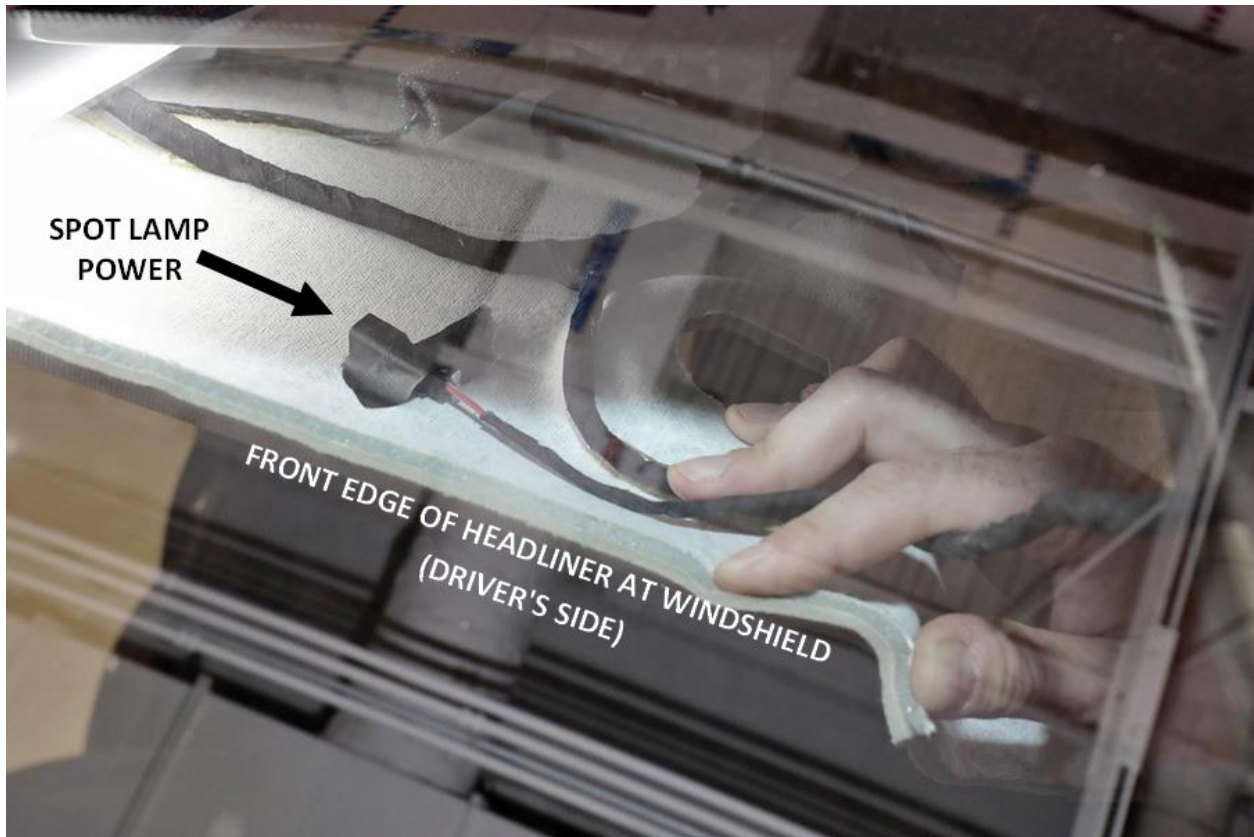


Figure 25: Spot Lamp Power Connector Taped Back Above Headliner

EQUIPMENT MOUNTING PLATE



Figure 26: Equipment Mounting Plate

The equipment mounting plate, if equipped, is designed to allow aftermarket equipment to be secured between the front seats. Remove the 4 bolts and remove the plate from the vehicle before cutting the plate or drilling holes. There are some electronics and wiring beneath the plate, be sure to confirm that once equipment is mounted that any fasteners will be clear of these electronics. The “No Drill” area marked on the plate denotes the area below which the most electronics are located and the greatest care should be taken to ensure any fasteners will not protrude too far below the plate.

USB MEDIA HUB REMOVAL



Figures 27A-B: Media Hub Removal

If the USB media hub is to be removed from the mini console during the upfit process, use 1-1.5mm shim stock to get between the media hub and the mini console housing. Push on the snaps and slide the shims over the 4 snap holes as shown. Once the shims cover all the holes, the USB hub can be rocked out of the console without damage.

RESTRAINTS

Occupant Restraint System Overview

- WARNING:** INSTALLING A CONVENTIONAL PRISONER PARTITION IS NOT RECOMMENDED ON VEHICLES EQUIPPED WITH LEFT AND RIGHT SIDE CURTAIN AIRBAGS, AS POLICE CAGES MAY INTERFERE WITH THE DEPLOYING AIRBAG. THE AREA WHERE THE SIDE CURTAIN AIRBAG IS LOCATED SHOULD REMAIN FREE FROM ANY OBSTRUCTIONS. ONLY INSTALL A PARTITION THAT IS DESIGNED TO BE COMPATIBLE WITH SIDE CURTAIN AIRBAGS.
- WARNING:** YOUR VEHICLE IS EQUIPPED WITH LEFT AND RIGHT SIDE CURTAIN AIRBAGS, AND CARE MUST BE TAKEN WHEN INSTALLING ANY TYPE OF ROOF EQUIPMENT. DRILLING AND INSTALLATION OF FASTENERS OR OTHER EQUIPMENT THAT MAY INTERFERE WITH THE SIDE CURTAIN AIRBAGS AND AIRBAG WIRING HARNESES IS NOT PERMITTED. MAKE SURE THAT NO EQUIPMENT OR FASTENERS ARE LOCATED IN THE AIRBAG DEPLOYMENT ZONE.
- WARNING:** DO NOT PLACE OBJECTS, OR MOUNT EQUIPMENT, IN FRONT OF THE AIRBAG MODULE COVER OR IN FRONT OF THE SEAT AREAS THAT MAY COME IN CONTACT WITH A DEPLOYING AIRBAG. FAILURE TO FOLLOW THIS INSTRUCTION COULD RESULT IN PERSONAL INJURY.
- WARNING:** DO NOT PLACE DASH, TUNNEL, OR CONSOLE-MOUNTED EQUIPMENT OUTSIDE OF THE SPECIFIED ZONE. FAILURE TO FOLLOW THIS INSTRUCTION COULD RESULT IN PERSONAL INJURY.

The occupant restraint system contains the following components:

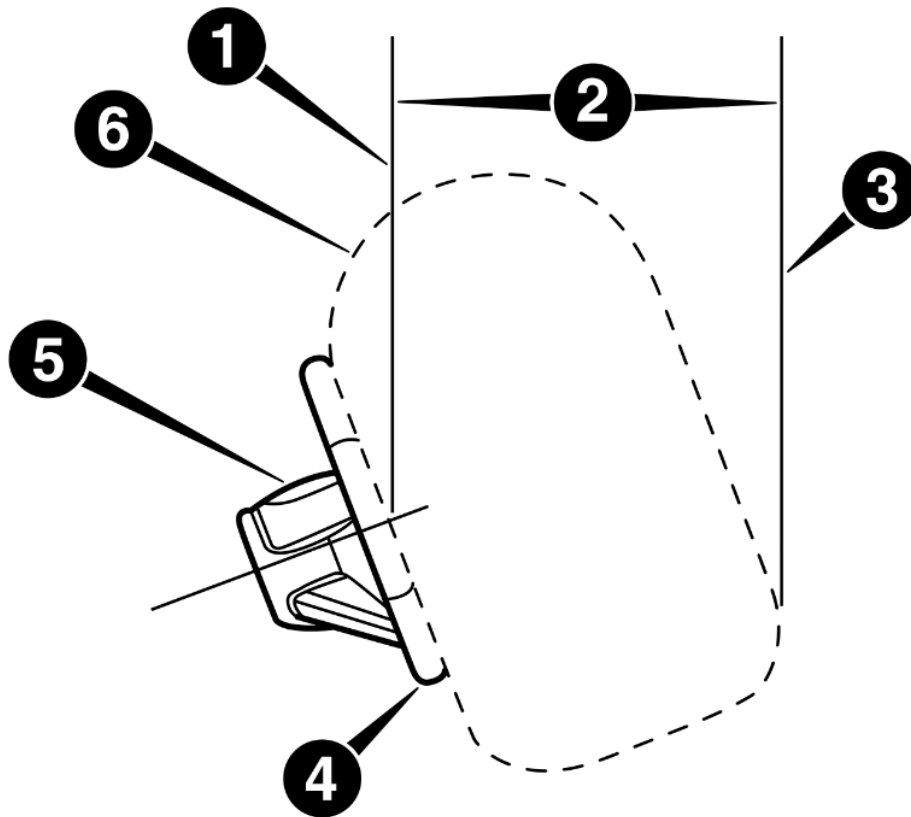
- Occupant restraint controller (ORC) module
- Front and side impact sensors
- Seatbelt pretensioners
- Seat track position sensors
- Occupant classification system
- Driver and passenger side knee impact bolsters
- Airbags:
 - Driver airbag
 - Driver side (seat mounted) airbag
 - Driver side curtain airbag
 - Supplemental driver knee airbag
 - Passenger airbag
 - Passenger side (seat mounted) airbag
 - Passenger side curtain airbag

There are four interior zones to be aware of:

- Driver airbag deployment zone
- Passenger airbag deployment zone

- Side curtain airbag deployment zone
- Side airbags (seat-mounted) deployment zone

Driver Airbag (DAB) Deployment Zone



1	Vertical Plane Passing Through the Center of the Steering Wheel	4	Steering Wheel
2	470 mm (18.5 in.)	5	Driver Airbag Retainer/Housing
3	Vertical Plane Passing Through the Maximum Rearward Point that the Driver Airbag Cushion Reaches	6	Driver Airbag Cushion

Figure 28: Driver Airbag Dimensions

NOTE: The illustration represents the maximum dynamic deployment shape.

Table 8: Driver Airbag Cushion Position

DAB (Driver Airbag) diameter when full	673 mm (26.5 in.)
DAB depth when full	381 mm (15 in.)
Maximum rearward displacement during fill	470 mm (18.5 in.)

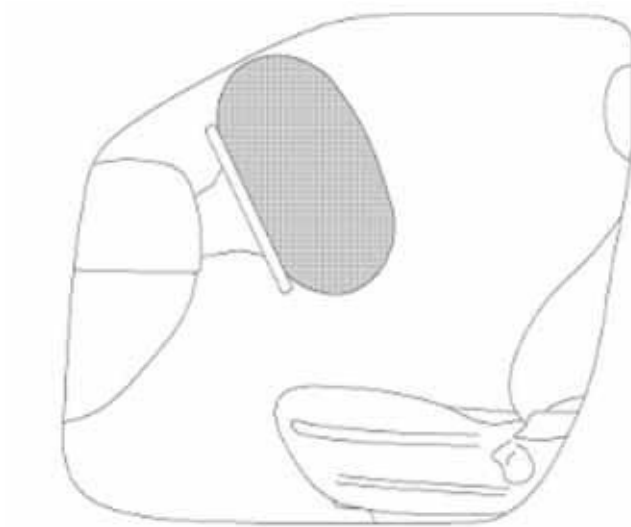
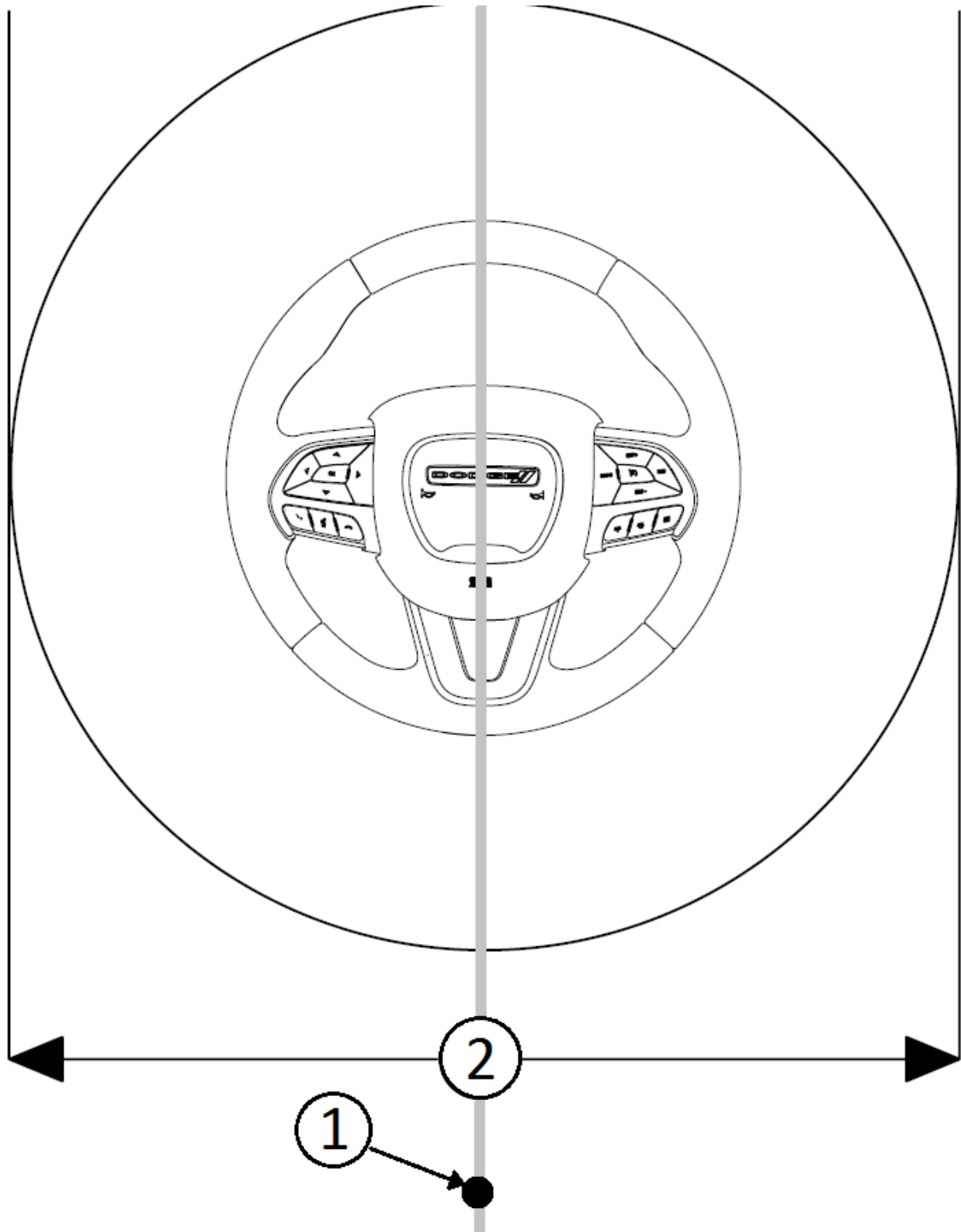


Figure 29: Driver Airbag Deployed Shape

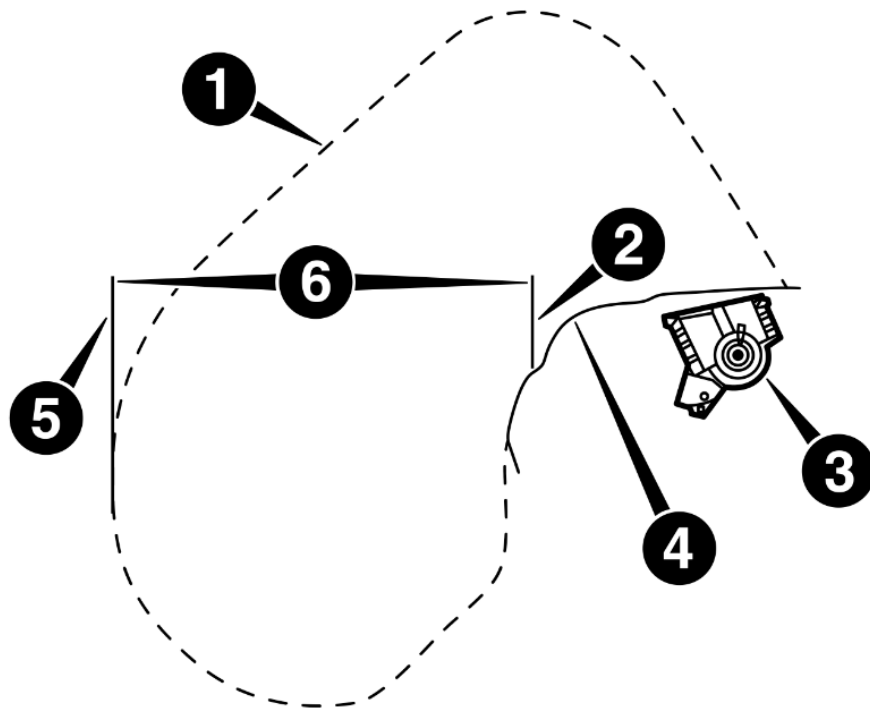
Table 9: Steering Column Tilt Position Range

± 2.5 degrees from steering column tilt pivot point
22.0 degrees from vertical is the normal position



1	Driver Seating Reference	2	Driver Airbag Cushion Lateral Deployment Zone 711mm (28 in.)
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Figure 30: Deployment Zone



1	Passenger Airbag Cushion	4	Instrument Panel Surface
2	Vertical Plane from Rearmost Point of Instrument Panel	5	Vertical Plane Passing Through the Maximum Rearward Point That the Passenger Airbag Cushion Reaches
3	Passenger Airbag Module	6	450 mm (17.7 in.)

Figure 31: Passenger Airbag Deployment Zone

NOTE: The illustration represents the maximum dynamic deployment shape.

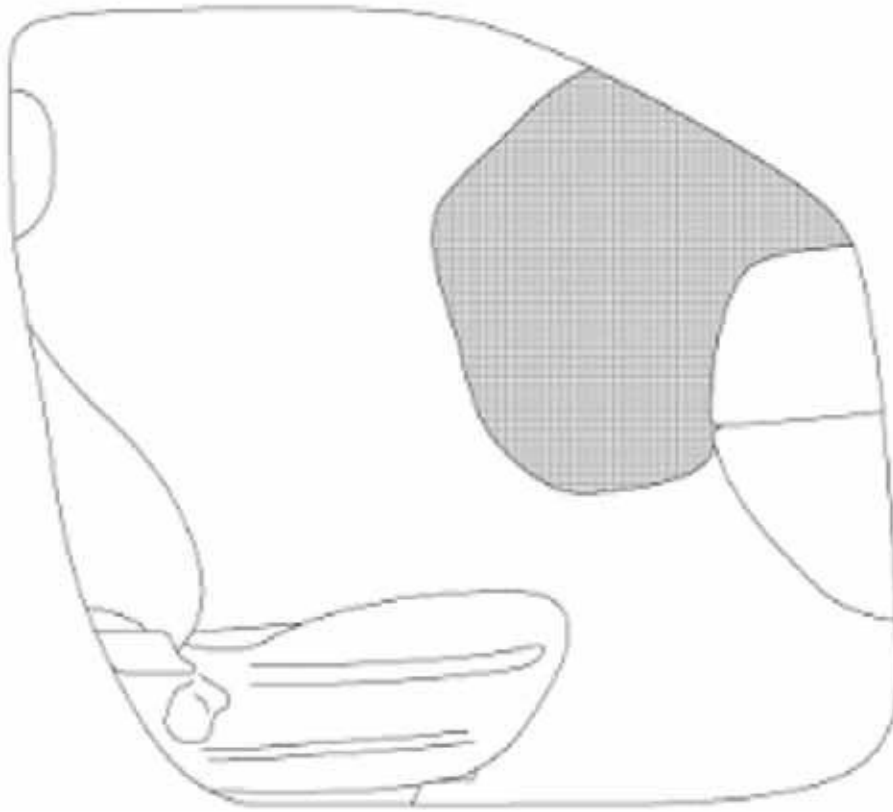
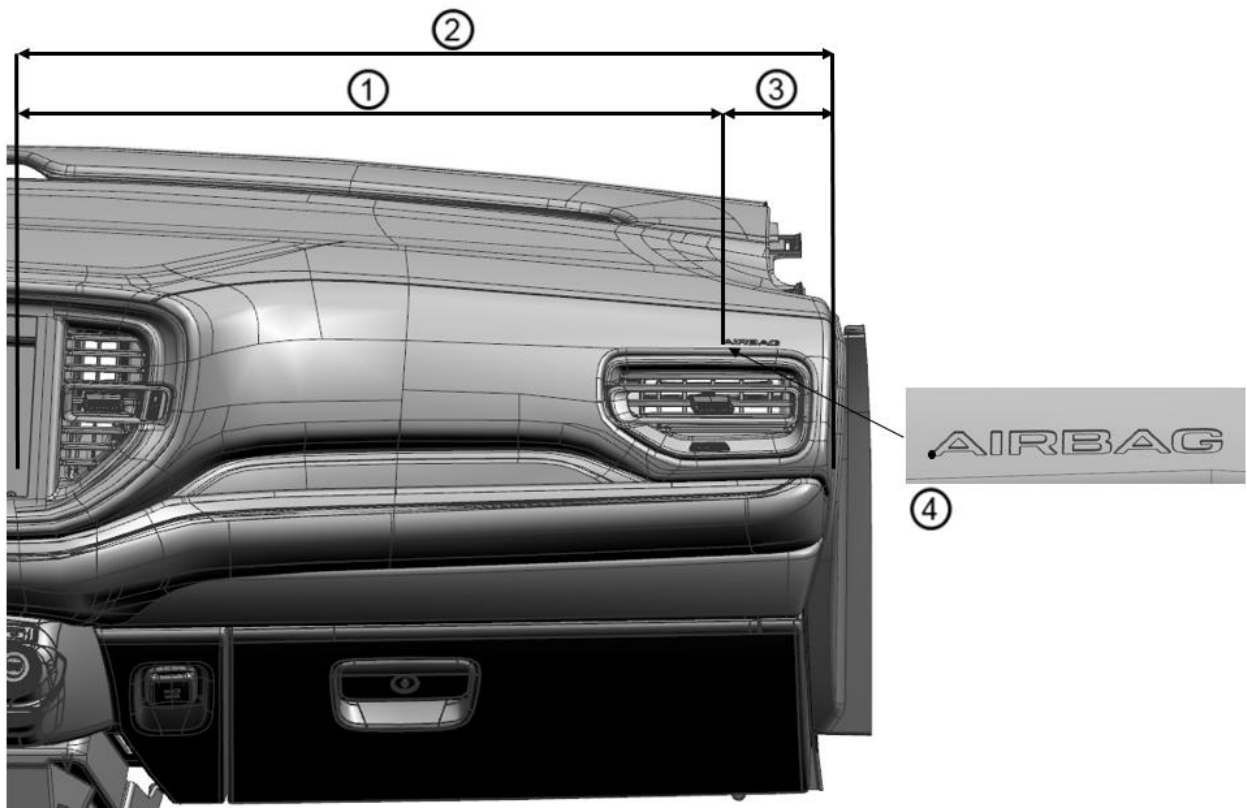


Figure 32: Final Deployment Shape



1	577 mm (22.7 in.)	3	87 mm (3.4 in.)
2	Passenger Airbag Deployment Zone	4	Reference Point

Figure 33: Deployment Zone

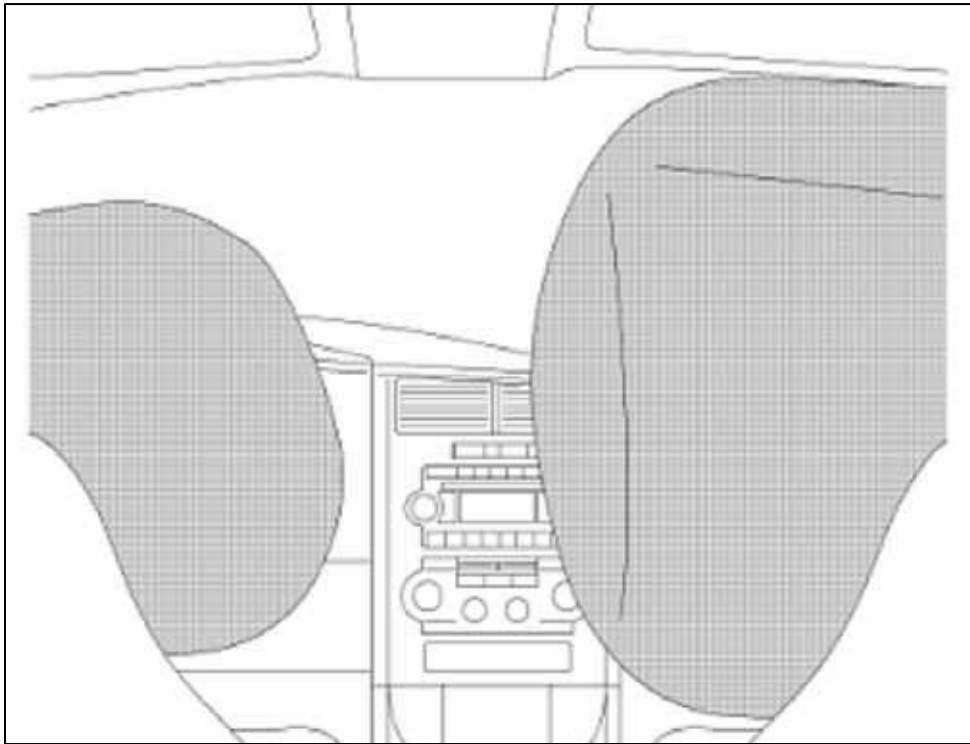


Figure 34: Center Interior Area

WARNING: MAKE SURE ADEQUATE SPACE IS AVAILABLE FOR AIRBAG DEPLOYMENT. MOUNTING ACCESSORIES AND EQUIPMENT INSIDE THE DEPLOYMENT ZONES IMPEDES AIRBAG DEPLOYMENT.

NOTE: The illustration represents the maximum dynamic deployment shape.

Side Curtain Airbag Deployment Zone

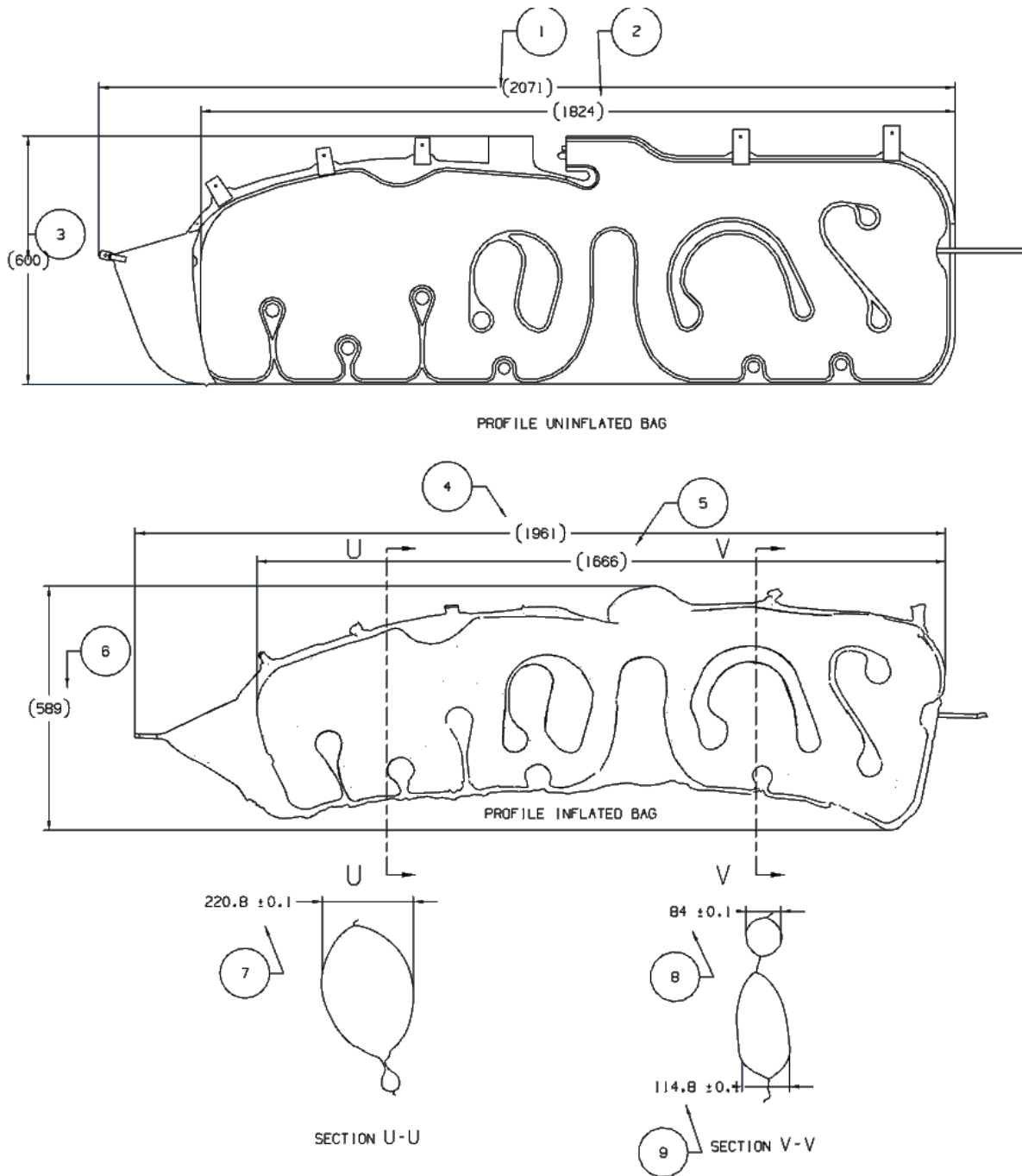


Figure 35: Side Curtain Airbag Deployment Zone

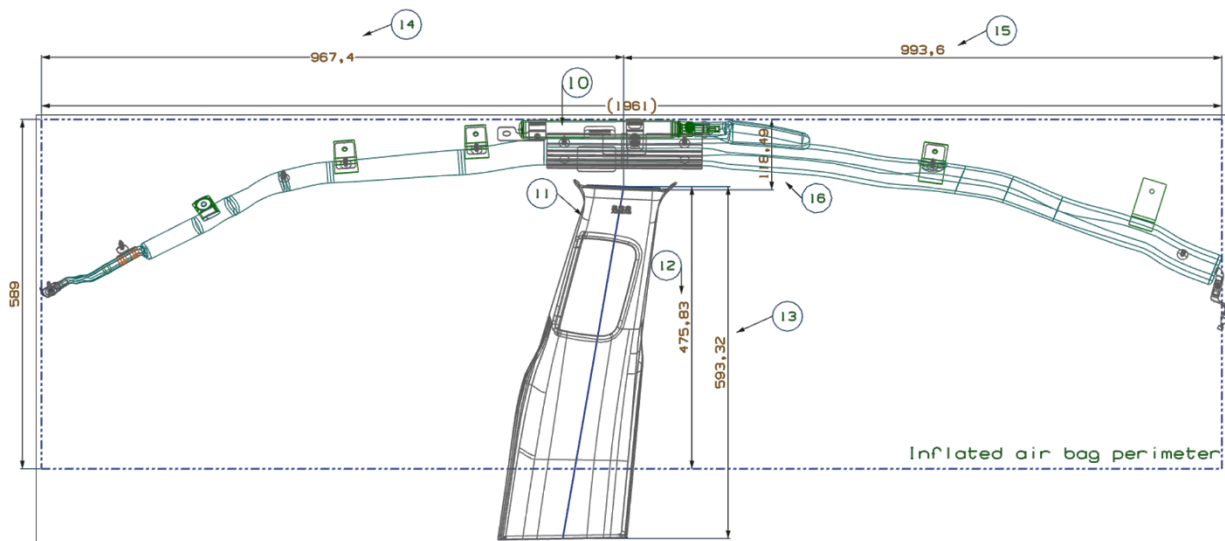


Figure 36: Side Curtain Airbag Deployment Zone

Table 10: Side Airbag Deployment Zone Reference Chart

Callout	Millimeters	Inches
1	2071	81.5
2	1824	71.8
3	600	23.6
4	1961	77.2
5	1666	65.6
6	589	23.2
7	220.8	8.7
8	84	3.3
9	114.8	4.5
10	Inflator	
11	B-Pillar	
12	475.83	18.7
13	593.32	23.4
14	967.4	38.1
15	993.6	39.1
16	118.49	4.7

WARNING: MAKE SURE ADEQUATE SPACE IS AVAILABLE FOR AIRBAG DEPLOYMENT. DO NOT MOUNT EQUIPMENT OR ROUTE WIRES IN A WAY THAT WILL IMPEDE SIDE CURTAIN AIRBAG DEPLOYMENT.

Side Airbag Deployment Zone

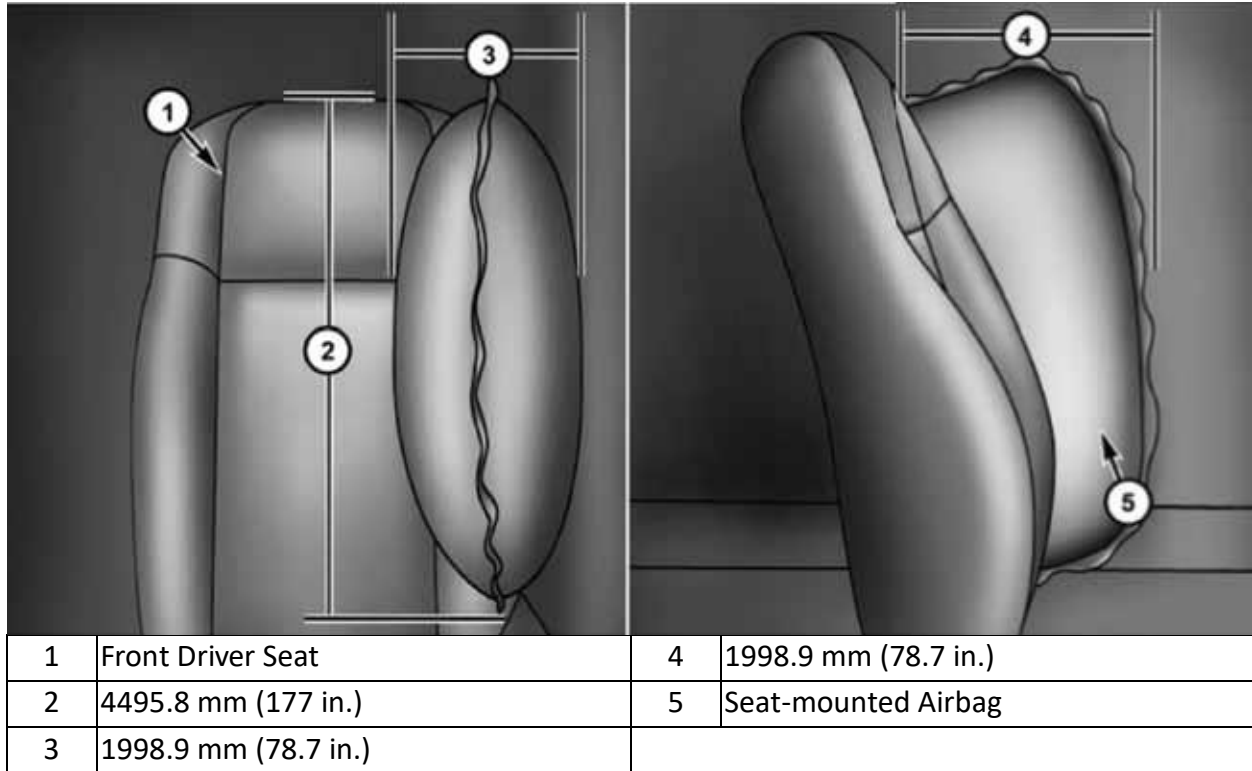


Figure 37: Side Seat-mounted Airbag Deployment Zone

NOTE: The illustration represents the maximum dynamic deployment shape.

Use caution when installing equipment along the roof side rails to avoid drilling or installing fasteners in the side curtain airbag area. Also make sure that no equipment interferes with the airbag deployment areas.

If additional wiring needs to be routed on the sides of the roof, take care that the installed harness does not impede the airbag deployment. Point fasteners used to attach roof-mounted equipment outward from the passenger compartment to minimize risk of head injury and to avoid altering the head impact protection system (FMVSS 201) that is standard on these vehicles. Do not allow fasteners to extend into the passenger compartment, even between the roof and headliner.

CAUTION: It is imperative that all occupant restraint system components remain in their original location and orientation. Any modification, removal, or relocation of components may be detrimental to the occupant restraint system performance and is prohibited. Any vehicle modifications that may affect the occupant restraint system characteristics should be verified through vehicle calibration/impact testing.

Occupant Restraint System Wiring

All occupant restraint system wiring must remain intact and may not be used for any other purpose. This includes the driver and front passenger seat wiring. Any electrical connector that is yellow is part of the occupant restraint system and should not be modified or used for other purposes.

Occupant Restraint System Verification

After any modification work is complete, confirm the occupant restraint system readiness as follows: turn the ignition key to the ON position. The airbag lamp in the instrument cluster illuminates for 6 to 8 seconds, and then turns off. If the airbag lamp fails to illuminate, repeatedly cycles on and off, or does not turn off, have the condition corrected by an authorized dealership before shipping the vehicle to the customer.

VEHICLE STORAGE

General Storage Recommendations

If a vehicle is not immediately delivered to the customer, store the vehicle according to the following guidelines:

- Store the vehicle indoors, in a clean and dry place.
- Check the engine coolant and anti-freeze protection.
- Leave the parking brake in the OFF position
- Check the vehicle tire pressures and inflate them to the maximum recommended levels. To help avoid flat spotting, move the vehicle at least once a month so that a different portion of the tire tread contacts the ground

If vehicles must be stored outside:

- Avoid storage locations near obvious sources of industrial or environmental contamination (such as trees, factories, steam or vapor vents, railroad tracks, etc.).
- Maintain tight security to help prevent vandalism. Inspect the vehicle regularly to check for such damage.
- If the vehicle must be parked on an incline, park it with the front end higher than the rear.
- This prevents hydrostatic lock caused by fuel draining into the engine.
- Rinse the vehicle at least once a week. Wash away the snow more often because it can trap harmful contaminants. Dry all horizontal surfaces.
- Remove the negative battery cable by removing the ground connection nut to prevent battery drain and possible damage.
- 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.

Battery Maintenance

The Dodge Durango Pursuit vehicle does not have an ignition off draw (IOD) fuse as in some other models. Therefore, the negative battery cable should be removed from the intelligent battery sensor to prevent draining the battery during extended vehicle storage. Only loosen the ground connection nut from the intelligent battery sensor to remove the negative battery cable.

WARNING: THE BATTERY IN THIS VEHICLE HAS A VENT HOSE THAT SHOULD NOT BE DISCONNECTED AND SHOULD ONLY BE REPLACED WITH A BATTERY OF THE SAME TYPE (VENTED). FAILURE TO FOLLOW THIS WARNING CAN RESULT IN SERIOUS OR FATAL INJURY.

Once a month:

- Check the battery state for charge (at least 12.4 volts). Charge the battery as necessary to help prevent freezing and deterioration.
- Make sure that the battery vent tube is properly connected to the battery and to the floor pan.

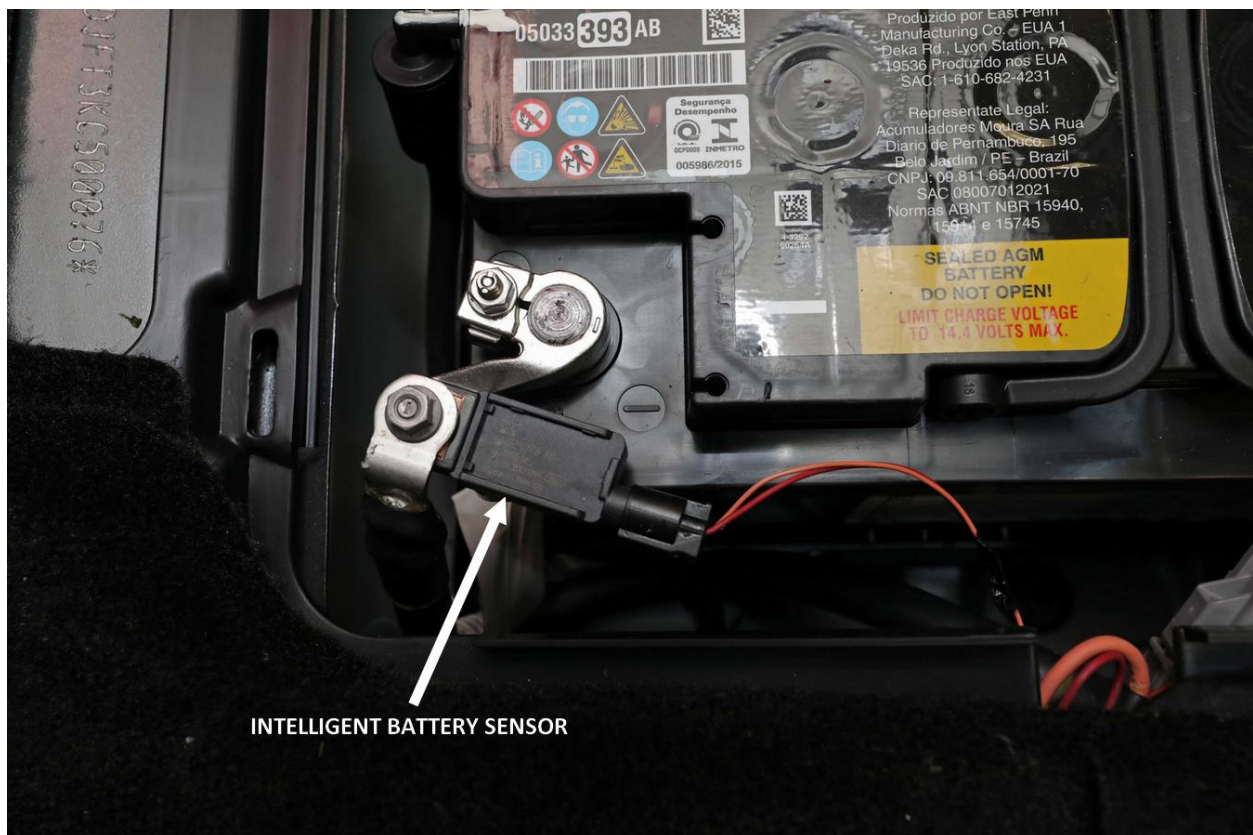


Figure 38: Intelligent Battery Sensor

Shipping Mode

The Dodge Durango Pursuit body control module has a Shipping Mode for transporting or storing for a long period of time, and for the time between when the vehicle leaves the factory and is ready for use by the customer. The vehicle will come from the factory in Shipping mode.

Turn the hazard lamps on and press/hold the up arrow on the steering wheel electronic vehicle information center (EVIC) controls until the vehicle enters or exits shipping mode. Note that this procedure is only possible while the vehicle has relatively low mileage. If the procedure fails, threshold mileage has most likely been exceeded. You can also enable/disable the vehicle from Shipping Mode by using the scan tool: go to BCM then Misc. functions.

In all cases, if shipping mode is no longer available for a vehicle, to reduce battery drain follow the battery disconnection recommendation described in the battery maintenance section above.

DECOMMISSIONING A VEHICLE

A Dodge Durango Pursuit vehicle may be auctioned or sold to the public at the end of its service life. Because of the unique purpose and specific functions of various systems, it may be necessary to adapt or nullify some of these police features for civilian use.

Rear Door Locks

If a vehicle is equipped with the rear door / window disable feature, it may have been ordered with the optional bag of parts to re-enable rear door lock, handle, and window function. If the bag of parts was not included at time of vehicle purchase, it may be ordered from a dealer.



Figure 39: Rear door lock/window hardware bag

RF Hub Reprogram

The RF Hub receives and processes signals from the key FOBs and other remote features.

If the vehicle is equipped with Key Alike, the Disable Key-Alike function should be performed in the RF hub. To perform this function:

1. Navigate to the RF Hub using the scan tool
2. Select Misc. Functions
3. Select Disable Key Alike

Follow the instructions on the screen. The municipality may decide to keep the original key-alike FOBs for use with other key-alike pursuit cars still in service, as they will no longer work with the vehicle being decommissioned.

NOTE: Once the Disable Key Alike function is performed, the FOBs will have to be replaced with retail, non-key-alike FOB(s). If a technician attempts to program Key Alike FOB(s) to an RF Hub that has had the Disable Key Alike function performed, the programming will fail. **Once the Disable Key Alike routine has been performed, it cannot be reversed.**

Notes: _____

STELLANTIS

The special service tools referred to herein are required for certain service operations. These special service tools or their equivalent, if not obtainable through a local source, are available through the following outlet:

Mopar Essential Tools and Service Equipment

Snap-on Business Solutions

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