INTERMOTIVE AIM753-B Upfitter Interface Module Installation Guide

Contents

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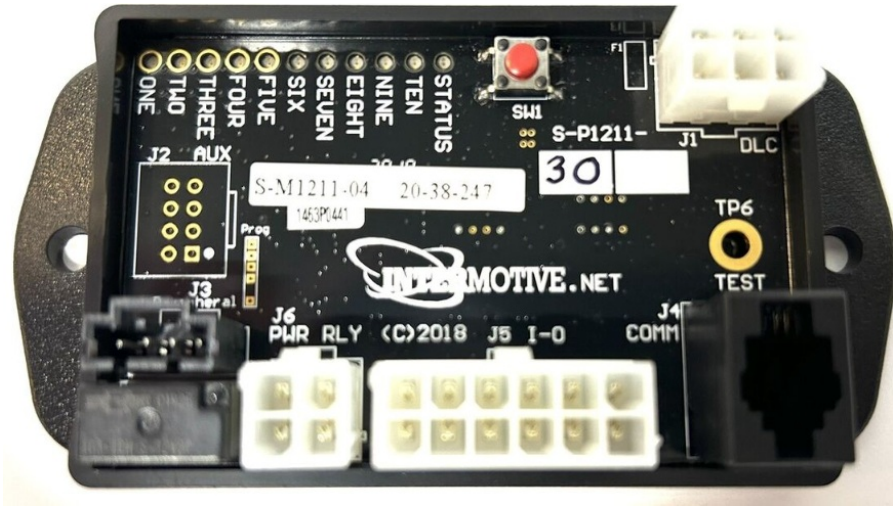

Specifications:

- Model: AIM753-B
- Manufacturer: InterMotive Inc.
- Connector Type: 6-pin, 12-pin, 8-pin, 4-pin
- Operating Voltage: 12V

Product Usage Instructions

Installation Instructions:

AIM753 Module Installation:

1. Remove the lower dash panel below the steering column.
2. Find a suitable location to mount the AIM753-B module away fromexcessive heat.
3. Route and secure all wire harnesses before mounting the module.
4. Mount the module as the final step of the installation process.

Data Link Harness Installation:

1. Access the OEM Gateway module located behind the glovebox by following the steps provided in the manual.
2. Connect the Data Link harness to the Gateway module as instructed.
3. Connect the extension harness to the Data Link harness and then to the AIM753 module.

Fast Idle System Instructions:

Fast Idle Engage Input:

- Connect the AIM753-B Harness connector Pin #1 Green/White wire to a ground signal source for engaging fast idle (e.g., PTO, pump).

Fast Idle Triggers:

- Triggers include Fast Idle Engage Input wire activation, VBAT < 12.5V for > 30 Seconds, and Parking Brake application.

Fast Idle Preconditions:

- Ensure specific conditions are met before initiating Fast Idle operation as outlined in the manual.

Pin Mode – AIM Application:
Outputs can be configured for various modes, with Momentary mode being commonly used. Set On Delay and Off Delay to zero for immediate response to conditions.

FAQ:

- **Q: What should I do if I encounter issues during installation?**
  A: If you face any difficulties during installation, please contact our customer support at **530-823-1048** or email us at **products@intermotive.net** for assistance.

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Upfitter Interface Module® +
C-AIM753-B (2022-2 023 Ram ProMaster)

Introduction

The AIM753-B provides three major functions to facilitate the production of specialty vehicles. It provides a fast idle feature that triggers from a number of configurable sources including battery voltage, parking brake and a discrete input. It provides eight outputs which can be configured to turn on in response to a variety of vehicle data. These outputs are used to drive various external loads. It remotely controls the door locks via the vehicle network, eliminating complicated wiring.

Installation Instructions

Disconnect the battery before proceeding with the installation. 

WARNING
Äsconnect the battery to prevent sewng 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 antennas or inverters next to the module. Finally, avoid high voltage spikes in vehicle wiring by always using diode-clamped relays when installing upfitter circuits.

AIM753 Module

Remove the lower dash panel below the steering column and find a suitable location to mount the AIM753-B module. Do not mount the module where it will be exposed to excessive heat. Do not mount the module until all wire harnesses are routed and secure. The last step of the installation is to mount the module.

Data Link Harness
The ProMaster has an OEM Gateway module located behind the glovebox. Follow the steps below to access it:

1. Open the glovebox door.
2. Locate the 2 release tabs on the inside of the glovebox (one on the left and one on the right) and drop the door into the full down position.
3. Locate the two fasteners securing the glovebox assembly to the vehicle and remove them.
4. Locate the 4 fasteners on the outside of the glovebox assembly and remove them.
5. Remove the glove box assembly.
6. The Gateway module is located behind the glove box assembly as shown in the picture.
7.

   Remove the 12-pin and 8-pin connectors from the Gateway module and plug in the 12-pin and 8-pin connectors from the InterMotive AIM753 Data Link harness. Plug the OEM 12-pin and 8-pin connectors into the mating connectors on the AIM753 Data Link harness.
8. Plug the free end of the 6-pin Data Link harness into the mating 6-pin connector on the 4-foot extension harness (S-H94AX-04). Plug the other end of the extension harness into the mating 6-pin connector on the AIM753 module.

Fast Idle
The fast idle system controls engine idle RPM in response to a number of triggers to increase electrical and

mechanical output of the vehicle. By default, gas engines idle at 1500 RPM while diesel engines idle at 1200 RPM.

Fast Idle Engage Input (4-Pin Connector)
Attach the AIM753-B Harness connector Pin #1 Green/White wire on the 4-pin connector to any equipment that provides a ground signal when the fast idle needs to be engaged. (PTO, pump, etc.)

Fast Idle Triggers		
Trigger Name	**Trigger Conditions**	**Disable Conditions**
Manual Engage Input	Fast Idle Engage Input wire activated	Fast Idle Engage Input wires not active
VBAT Low (if enabled)	VBAT < 12.5V for > 30 Seconds (defau lt)	VBAT > 13.5V for > 5 minutes (default)
Parking Brake (if enabled)	Parking Brake Applied	Parking Brake Released

Fast Idle Preconditions
The following preconditions must be met prior to initiating Fast Idle operation:

- Vehicle speed zero
- Transmission in Park
- Accelerator pedal not applied
- Engine Coolant temperature less than 230ºF
- Engine RPM must be greater than 200 and less than 2800
- Service Brake not applied
- Parking Brake must be applied if this feature is enabled

Pin Mode – AIM Application
Outputs can be configured from the factory for various modes, as described below. Momentary mode is the most commonly used, where an output is “active” only when the proper conditions have been met.

Momentary: Output follows condition set but with a turn on delay, and a turn-off delay. Setting “On Delay” and “Off Delay” to zero causes the output pin to follow the condition set being true (ON) and false (OFF).

Latching: This mode will latch an output pin ON, starting “On Delay” seconds after the conditions are met, and will keep it ON even after the conditions are no longer true. It will then latch the output OFF, following “Off Delay” seconds after the conditions are met again. Think of it as toggle on—toggle off. The simplest use would be when using a momentary button as the only input condition and setting the delays to zero. Thus a load could be turned on by pushing a momentary button and turned back off by pushing the button a second time.

Time Hold: The output pin goes ON after the conditions become true, and stays ON for the selected “On Time”, regardless of the conditions. Off Time is Not Applicable.

Time Delay: Output is turned ON after the selected “Delay” time after the conditions are met. It stays on for selected “On time”, regardless of input conditions.

Flashing – Momentary: Used for creating a flashing output. When conditions are met, output flashes. When conditions are no longer met, flashing stops. Flashing ON and OFF times (duty cycle) are controlled by entering the following values.

Flashing – Latching: Same as above, except flashing will continue after conditions are no longer true, and will stop when conditions become true again—toggle ON, toggle OFF. The duty cycle is controlled by the ON and OFF times.

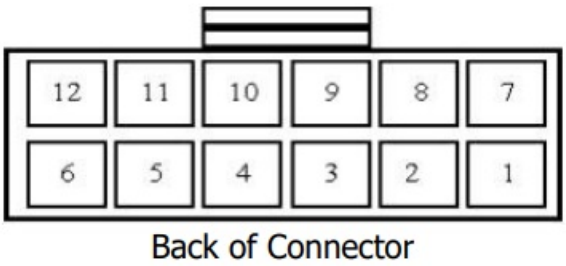
Key-Off Operation: If the Key-Off operation is selected, outputs will continue to update once the key goes off. These outputs will continue to update until the vehicle goes to sleep.

Battery Operation: Battery outputs operate similarly to Key-Off outputs except that, when the vehicle goes to sleep, the module will stay awake. The module will sleep when all outputs are off or if the vehicle battery drops below 11.5 volts. If the vehicle CAN wakes or an input changes, the module will wake up and resume outputting.

AIM753-B Output pinout definition
Outputs 2 through 8 are configurable by InterMotive as either active high (12V) or active low (ground). Each of these outputs are rated at 1/2A and are intended to drive relay coils or other low-current loads. Output 1 is a high current (8A max.) output and should be fused. The output sense for Output 1 (Pin #2 Purple wire on the 4-pin connector) depends on the input at Pin #4 (Tan wire) on the 4-pin connector (i.e., 12V on Pin #4 will output 12V on Pin #2 when Output 1 is active).

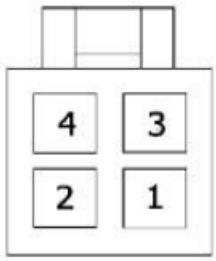
The 8 outputs are defined as follows:

- Pin #1 N/C
- Pin #2 (Green wire) Output 2
- Pin #3 (White wire) Output 3
- Pin #4 (Gray wire) Output 4
- Pin #5 (Blue/White wire) Door Unlock Input



- Pin #6 N/C
- Pin #7 (Red wire) Jumper to Pin #12
- Pin #8 (Brown wire) Output 5
- Pin #9 (Orange wire) Output 6
- Pin #10 (Blue wire) Output 7

- Pin #11 (Yellow wire) Output 8
- Pin #12 (Red wire) Jumper to Pin #7
- Pin #1 (Green/White wire) General Purpose Input 1
- Pin #2 (Purple wire) Output 1
- Pin #3 (Pink wire) General Purpose Input 2
- Pin #4 (Tan wire) Output 1 Source



Back of Connector

Connect the desired outputs to vehicle equipment as needed. Insulate unused leads. When connecting to relays, use relays with appropriate kick-back suppression, such as Digikey #PB682-ND. Unsuppressed relays will induce high voltage spikes throughout modern vehicle's sensitive computer electronics and should not be used, per Ford, GM, SAE, etc.

By default, all outputs are active low and configured as follows:

- Output #1 (Purple wire) Engine Cranking
- Output #2 (Green wire) TR = Park
- Output #3 (White wire) Parking Brake Applied
- Output #4 (Gray wire) TR = Reverse
- Output #5 (Brown wire) Ignition On
- Output #6 (Orange wire) Engine Running
- Output #7 (Blue wire) Right Turn Signal On
- Output #8 (Yellow wire) Left Turn Signal On

Door Unlock
The AIM753-B can unlock the OEM doors via the vehicle CAN interface if triggered while the vehicle is in Park with the ignition On. Momentarily (greater than half a second) applying battery power to pin 5 Blue/White wire on the 12-pin connector causes the unlock command to be sent.
By default, this feature unlocks the vehicle's front doors but can be configured to unlock all doors.

Reconnect the vehicle battery

During VIN acquisition: Scrolling LEDs 1-5 indicates an error occurred while acquiring the VIN.
Verify that the chassis is supported by this product. If work was recently performed on this chassis, the VIN may have been cleared in the PCM.
A lit LED between LEDs 1-5 will indicate the following:

LED1	Manufacturer Error
LED2	Model Error
LED3	Engine Error
LED4	Model Year Error
LED5	VIN Error

Post Installation System Operation Test
Perform the following tests before mounting the module, to allow easy viewing of the diagnostic LEDs, if needed.

1. Place the transmission in Park and start the engine. Note: Vehicle may enter Fast Idle if VBAT is low. Either wait to see if the battery charges and Fast Idle stops, or place a charger on the vehicle to disable the VBAT low trigger to allow testing of other triggers.
2. Manually engage the Fast Idle Input by having aftermarket vehicle equipment ground the Input wire. Engine speed will increase to the set RPM level. If this does not occur, check harness connections. Also, see diagnostics below.
3. When Fast Idle is engaged, keep the Input wire grounded, and depress the Service Brake for 1 second. Fast idle will temporarily disengage anytime the Service Brake is pressed, and will automatically reengage after approximately 2 seconds once the Brake pedal is released.
4. Place transmission shift lever in the neutral position. (Input wire still grounded). Verify the vehicle does not go into Fast Idle.
5. Lock all of the vehicle's doors and momentarily (greater than half a second) apply battery power to pin 5 Blue/White wires on the 12-pin connector. Verify that all of the doors unlock, or just the vehicle's front doors, depending on configuration.

If the AIM753-B fails any of the above tests, check harnesses and review instructions, or check diagnostics below. If necessary, call InterMotive Technical Support at **530-823-1048**.

Diagnostics

Diagnostic mode is entered by momentarily pressing the test button on the module. The module provides diagnostic LEDs which illuminate according to the following table. To exit this mode, cycle the key or press the test button again.

LED #	Diagnostic Mode LED Descriptions
1	Output 1 is On
2	Output 2 is On
3	Output 3 is On
4	Output 4 is On
5	Output 5 is On
6	Output 6 is On
7	Output 7 is On
8	Output 8 is On
9	Fast Idle Input Active
10	Door Unlock Input Active
STATUS	Continuously flashes two-digit status codes. See Status Code table

Fast Idle Status Codes

Status Codes provide the current status of the Fast Idle system. The on-board “Status” LED will flash a 2-digit code as shown in the table.

The first digit will flash, wait one second, flash the second digit, then wait four seconds before the next code. The Status Codes continue to flash while in diagnostic mode.

AFIS Status Codes	
Status Code	**Description**
1-1	Ready for fast idle
2-4	Triggered: VBAT Low
2-8	Triggered: Engage Input
2-9	Triggered: Parking Brake
3-1	RPM > 2800
3-2	RPM < 200
3-3	TR not = to PARK
3-4	VSS not = to 0 MPH
3-5	Service Brake applied
3-6	TFT > 250ºF
3-7	Need to cycle TR
3-8	ECT > 230ºF
3-9	Need to Apply PB
3-10	No Security Access

AIM753 Module Mounting
Ensure all harness are properly connected and routed, and are not hanging below the dash area. Mount the AIM753-B module using screws or double-sided tape. Reinstall the lower dash panel.

LEAVE IN VEHICLE
Operating Instructions – Upfitter Interface Module® + C-AIM753-B (2022-2023 Ram Promaster)

System Operation

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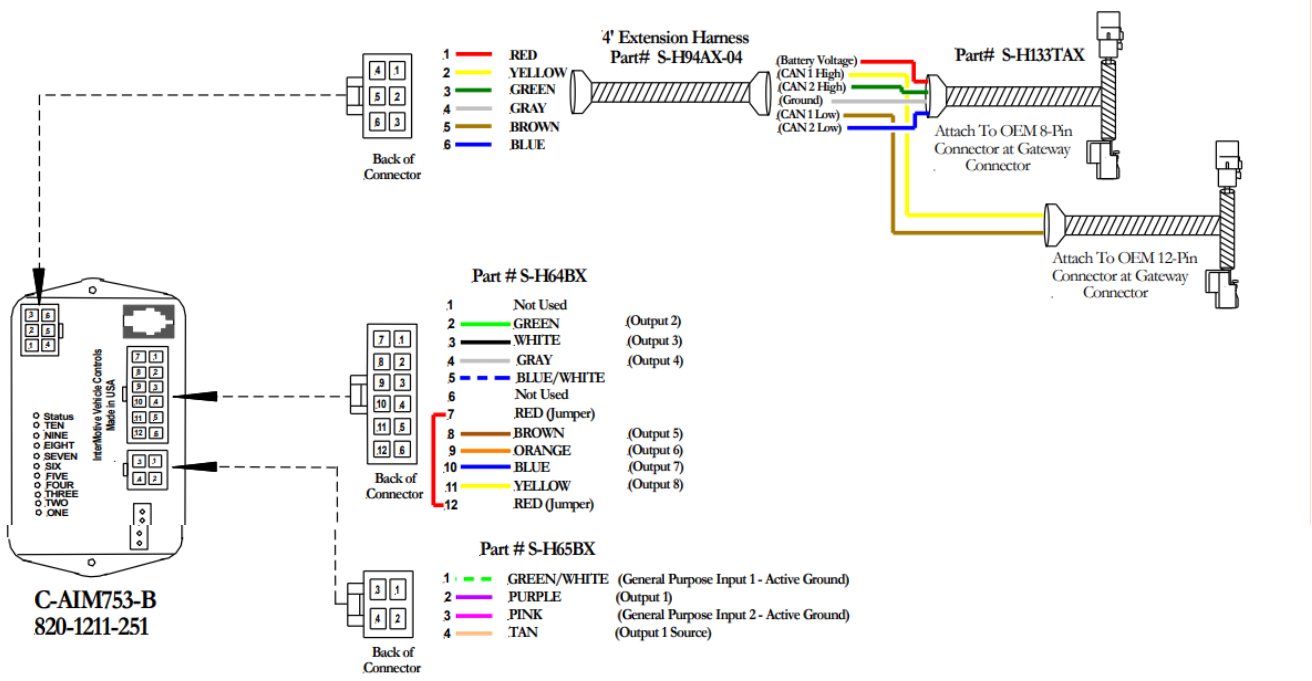

Submit product registration at www.intermotive.net

If the AIM753-B fails any step in the Post Installation Test, review the installation instructions and the loaded configuration by running the Graphical User Interface application. If necessary, call InterMotive technical support at

Documents / Resources

	INTERMOTIVE AIM753-B Upfitter Interface Module [pdf] Installation Guide C-AIM753-B-UIMP, C-AIM753-B, AIM753-B Upfitter Interface Module, AIM753-B, Upfitter Interface Module, Interface Module, Module

References

- User Manual