



## **Short Runner Valve (SRV) Controller**

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**The SRV Controller is an electronic stand-alone plug-and-play device for controlling the Short Runner Valve. Works on the below vehicles:**

**2006-2012 Ram (non-powernet)**

**2013-2020 Ram (powernet)**

**2005-2010 Charger/Magnum/300 (non-powernet)**

**2012-2020 Charger/300 (powernet)**

**2008-2014 Challenger (non-powernet)**

**2015-2020 Challenger (powernet)**

**2006-2013 Grand Cherokee/Durango (non-powernet)**

**2014-2020 Grand Cherokee/Durnago (powernet)**

### **Feature List:**

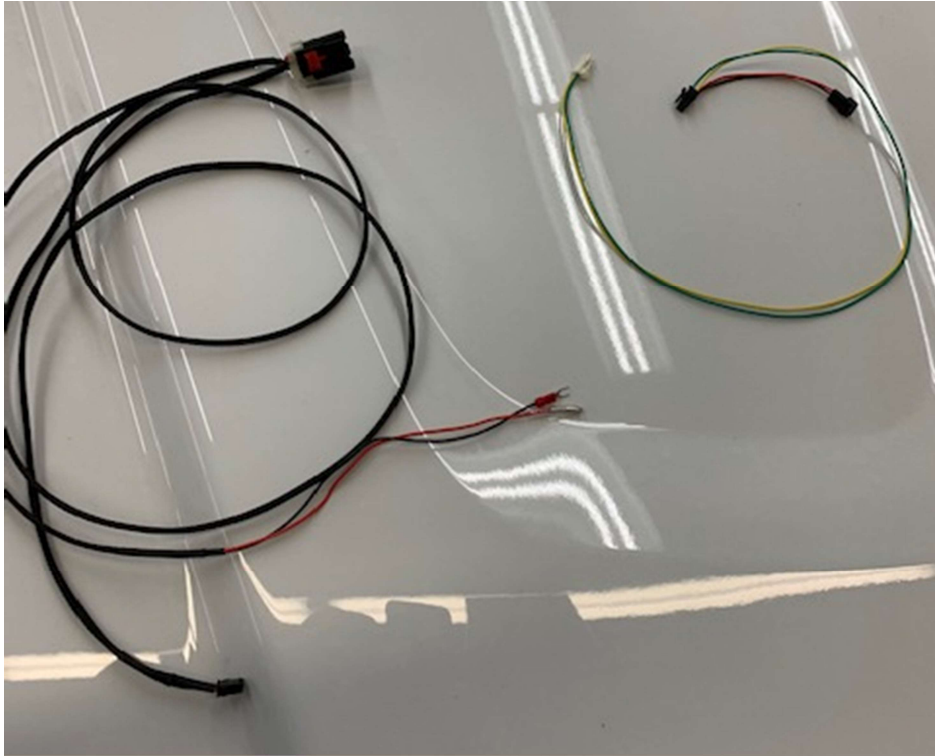
Plug-and-play operation, controlling the SRV at a pre-loaded 4900RPM switching point.

Switching RPM is user adjustable using steering wheel controls and dash display (powernet vehicles)

Switching RPM is user adjustable using ZPU utility.

### **Installation**

Fist step of installation is to separate the harness into the interior(right) and exterior(left) portions.



Next, we need to pass the 3-pin connector that separated the interior and exterior harnesses through the firewall. On most vehicles (2011 Charger pictured) there is a body harness grommet on the passenger firewall. This grommet is dual wall with an interior and exterior layer. Cut/puncture through it and pass the harness through. Pictured below we had the red/black/white wires shown as a pulling tool, as we taped the SRV harness to them to pull the connector through the grommet.



Shown below is the interior of the car as we pull the SRV harness through the firewall (glove box removed)





We re-join the interior and exterior harnesses. The 2 pin white connector plugs into the GREEN CAN-C Star connector, found on Powernet vehicles only. On most cars it's located behind the glove box; most trucks it's located by the steering column. Plug into any available slot.

On non-powernet vehicles, the white connector needs to be cut, and t-taps used to connect directly to the vehicles CAN-C wires, most readily accessible on the steering column harness

SRV harness is:

Green CAN-C(+) Yellow CAN-C(-).

Vehicle colors can vary, but always found in pairs:

White/light green CAN-C(+)      White/Light Blue CAN-C(-)

White/Black CAN-C(+)          White/Light Blue CAN-C(-)

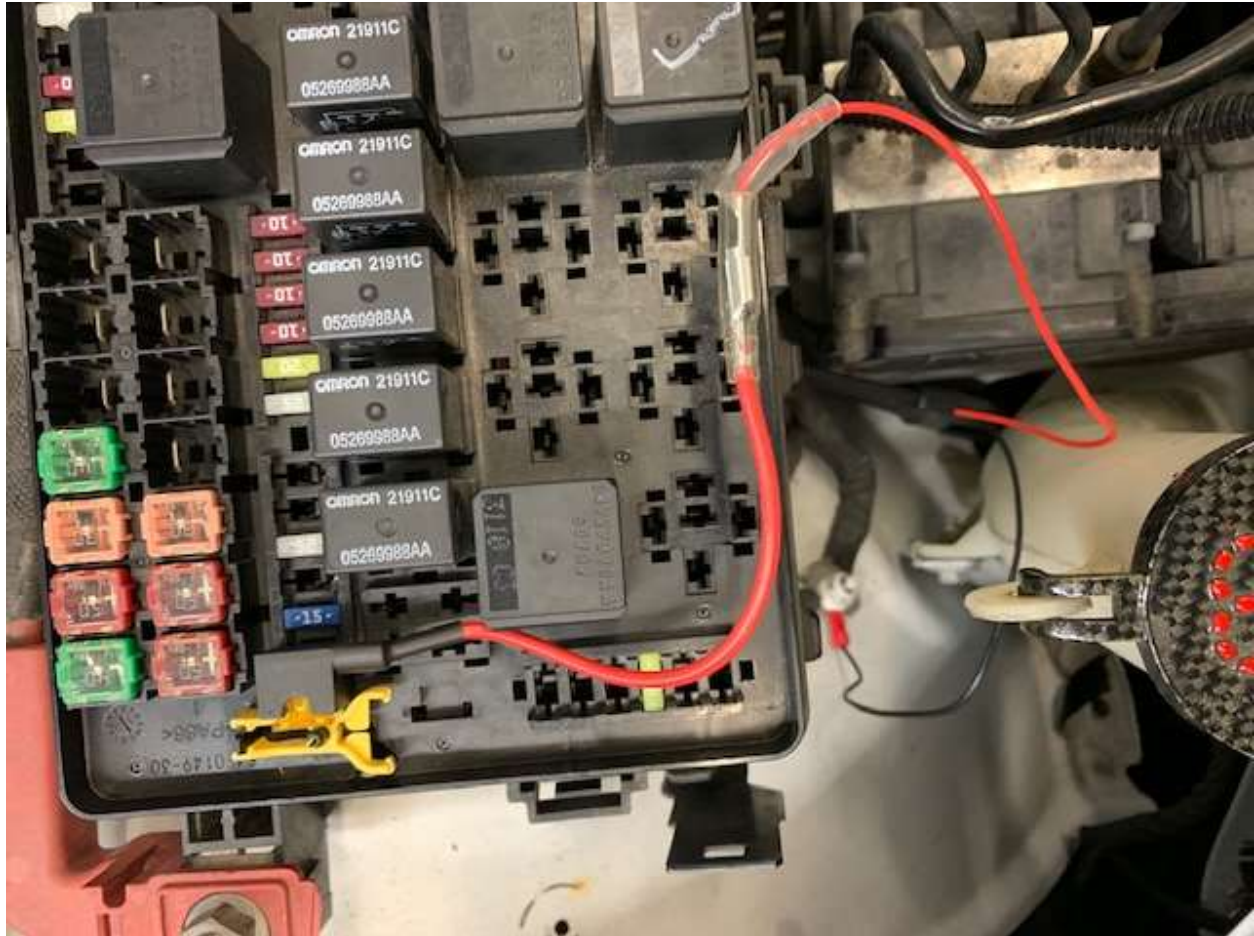


The 6 pin black plug plugs into the SRV controller box (not shown above).

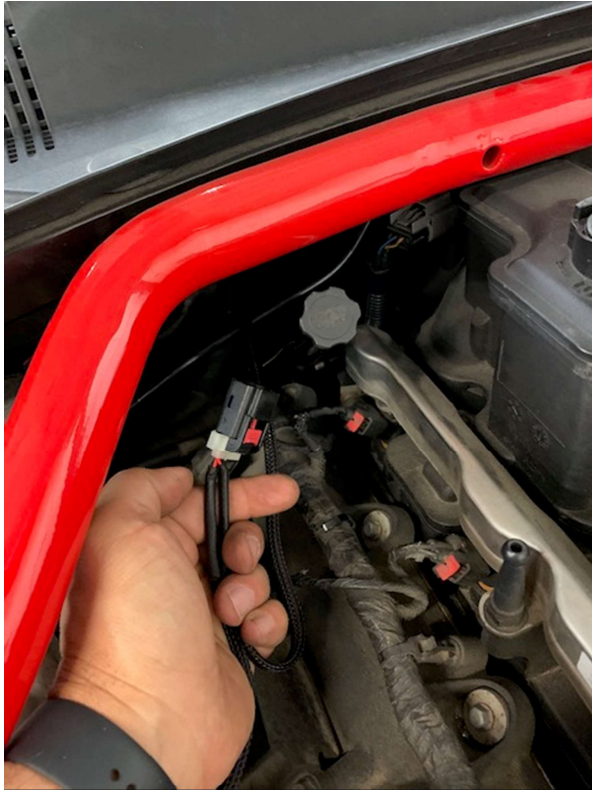
Back under the hood, we install the included add-a-circuit fuse tap. Remove the fuse of the circuit being tapped, and plug it into the unused slot on the add-a-circuit tap. Plug the add-a-circuit into the fuse slot.

Plug the red wire of the SRV controller harness into the add-a-circuit connector.

Secure the black wire of the SRV controller harness to one of the vehicle ground lugs (shown to the right of the fuse box, below):



Lastly, Plug the harness into the SRV valve itself. Tie-wrap the harness to secure it away from engine hot or moving parts.



## **Operation**

The SRV controller comes all set to do its job out of the box. It is pre-configured with a 4900 RPM switching point which is optimal for most applications. This can be adjusted by the user if desired.

LED on the controller indicates operation; Red indicates RPM under the switching point and Green indicates RPM is over the switching point. Blinking Green is vehicle awake but not running. Blinking Red is vehicle going to sleep.

## **Configuration**

Adjusting the RPM switch point from steering controls can be accomplished on Power net vehicles by pulling up the “audio” menu on the dash, then using the right arrow and cruise +/- buttons to adjust the value.

Configuration of the SRV controller is accomplished by using the supplied USB cable connected to a PC, using the ZPU Programming Utility. The ZPU User Guide explains how to install ZPU and how to perform firmware updates.

Clicking “configure” will pull up a screen where you can adjust the RPM.

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