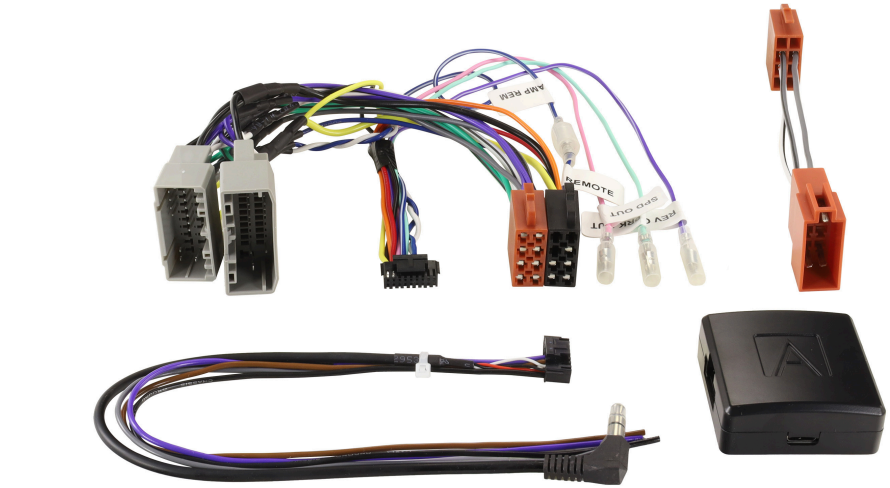
STEERING WHEEL CONTROL INTERFACE FOR CHRYSLER, DODGE & JEEP VEHICLES

SWCH3C



INSTALLATION GUIDE

The SWCH3C allows for the retention of the steering wheel controls as well as other vital features when installing an aftermarket unit into the vehicle. This interface features selectable dipswitches for dedicated applications, simply refer to the provided table for the correct configuration ensuring seamless integration.

KEY FEATURES

- RETAIN STEERING WHEEL CONTROL FUNCTIONALITY
- REPLACE FACTORY RADIO
- OUTPUTS FOR SPEED PULSE, PARK BRAKE, REVERSE & AMP REMOTE
- WORKS WITH BOTH CONNECTOR VARIANTS
- ISO PASS THROUGH LEAD FOR VEHICLES WITH OEM AMP
- SOFTWARE UPDATEABLE
- REMAPPABLE BUTTONS

VEHICLE APPLICATION

		CONNECTOR
CHRYSLER		
200/CONVERTIBLE	2011-2014	B
300	2008-2010	B
300/C	2005-2007	A
ASPEN	2008-2010	B
ASPEN	2007	A
SEBRING/CONVERTIBLE	2007-2010	B
PT CRUISER	2006-2010	A
TOWN & COUNTRY	2008-2016	B
DODGE		
AVENGER	2007-2013	B
CALIBER	2009-2012	B
CALIBER	2007-2008	A
CARAVAN	2008-2016	B
CHALLENGER	2009-2013	B
CHARGER	2008-2010	B
CHARGER	2006-2007	A
DAKOTA	2008-2010	B
DURANGO	2011-2012	B
DURANGO	2008-2009	B
DURANGO	2004-2007	A
JOURNEY	2009-2010	B
MAGNUM	2008-2009	B
MAGNUM	2005-2007	A
NITRO	2007-2010	B
RAM/MEGA CAB	2009-2012	B
RAM/MEGA CAB	2006-2008	A
JEEP		
COMMANDER	2008-2010	B
COMMANDER	2006-2007	A
COMPASS	2009-2016	B
COMPASS	2007-2008	A
GRAND CHEROKEE	2008-2013	B
GRAND CHEROKEE	2005-2007	A
LIBERTY	2008-2012	B
PATRIOT	2009-2016	B
PATRIOT	2007-2008	A
WRANGLER/UNLIMITED	2007-2016	B
MITSUBISHI		
RAIDER	2008-2009	B
VOLKSWAGEN		
ROUTAN	2009-2014	B

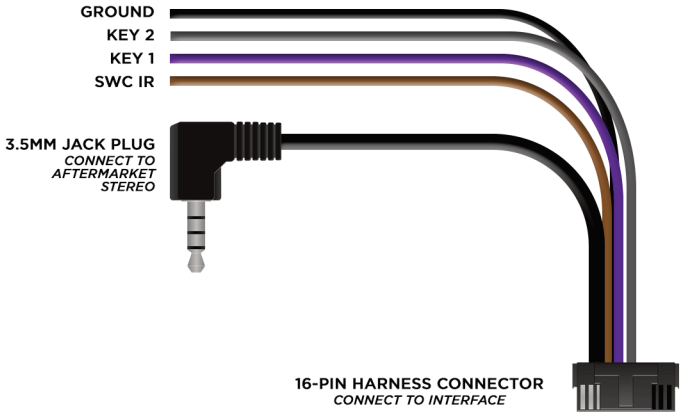
This harness allows for the retention of the steering wheel controls as well as other vital features when installing an aftermarket unit into a vehicle. This interface features selectable dipswitches for dedicated applications, simply refer to the provided table for the correct configuration ensuring seamless integration. Installation requires a certain level of technical knowledge. Prior to installation please read this manual in its entirety.

It is essential to use the correct tools during installation to prevent any damage to the vehicle or the product itself. Please note that we cannot be held liable for any issues arising from improper installation.

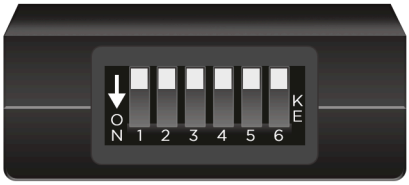
Before proceeding with installation, disconnect the negative battery terminal and ensure the key is removed from the ignition.

CONNECTION DIAGRAM

HEAD UNIT CONNECTION LEAD



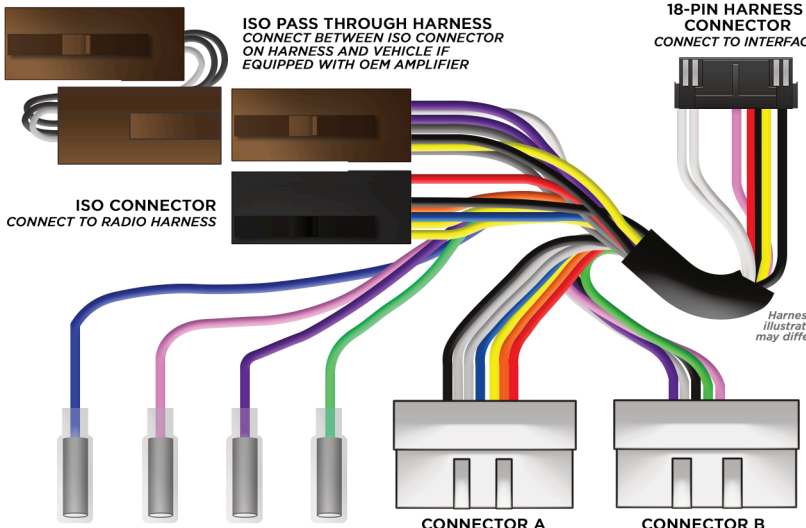
SWC INTERFACE



SWC INTERFACE DIPSWITCHES
REFER TO DIPSWITCH CHART



SWC VEHICLE HARNESS



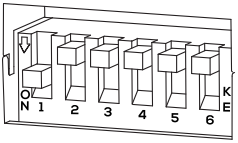
CONNECTION GUIDE

BEFORE INSTALLATION

Prior to installing the interface, it is essential to remove and disconnect the factory stereo. For guidance on this process, please refer to the vehicle owner's manual/handbook or seek assistance from a professional.

SETTING THE DIPSWITCHES

This interface includes a set of dipswitches. Consult the dipswitch selection guide to select the appropriate configuration. To activate a dipswitch, press it downward into the 'ON' position. Refer to the diagram for an example of the 'KENWOOD1' dipswitch configuration.



INSTALLATION

1. Take the interface, then connect the 16-PIN head unit connection lead and the 18-PIN steering wheel harness connectors to their respective ports.

2. Connect the head unit connection lead to the steering wheel remote input on the rear side of the aftermarket stereo. Connection methods vary based on the stereo brand, utilising either a 3.5mm jack connector SWC IR wire or wired inputs KEY1 and KEY2.

For specific connection guidance, refer to your aftermarket stereo's installation manual if not clearly labelled on the stereo harness.

3. Connect the power/speaker ISO connector from the interface to the corresponding power/speaker ISO connection on the aftermarket stereo.

For aftermarket stereos lacking an ISO connector, refer to the "Wiring Key" on Page 2 for guidance on connecting wires. Certain interfaces may also include extra "flying" wires for additional functionalities such as parking brake trigger, reverse gear, and speed pulse. Further information on these wires is available in the "Flying Wire Wiring Key" section.

4. Connect the vehicle-specific connector A or B from the interface harness to the corresponding connector on the vehicle harness. Use the connector that fits your vehicle, the other connector is not used.

5. Connect the flying wires on the harness to the rear of the stereo (iff applicable).

6. If the vehicle has an OEM amplifier, use the ISO pass-through lead to retain audio.

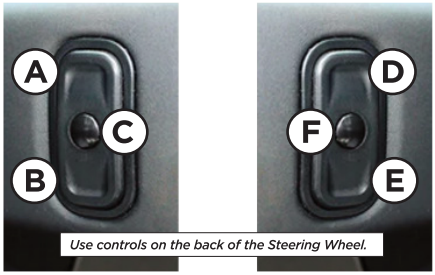
7. Connect the antenna adapter to the vehicle's existing connection at the rear of the aftermarket stereo.

8. When installing an aftermarket reverse camera, connect the yellow RCA from the harness to the yellow RCA of the aftermarket camera. (If supported by the interface and vehicle)

9. When installing a DAB antenna, ensure to connect the DAB aerial connector to the rear of the new stereo.

10. After connecting all wires (along with any additional accessories), it's crucial to thoroughly test the stereo and steering wheel controls before reassembling the dashboard. If steering wheel controls are unresponsive, inspect connections and check dipswitch settings. Repeat the connection process if necessary, following the outlined steps.

STEERING WHEEL CONTROL CONFIGURATION



Use controls on the back of the Steering Wheel.



A Volume Up
B Volume Down
C Source
D Track Up
E Track Down
F Preset
G Pick Up / Hang Up
H Voice Control

The provided diagram, while meticulously researched, serves as an example only. Actual steering wheel control configurations may vary dependant on each vehicle.

BUTTON REMAPPING

The steering wheel buttons listed offer the flexibility of being re-configured or assigned dual functions. The availability of these buttons depends on the specific vehicle to which the interface is being installed and if the aftermarket radio supports them.

In addition to button remapping, we offer the option to assign dual functions to each button on the steering wheel. This means that every button can be programmed to execute both a short press command and a long press command.

You can also add your own bespoke configuration. Button configuration can be done by PC, MAC and smart phone via the USB port.

Button Remapping instructions can be found in a separate guide on our website.

WIRING KEY

ISO CONNECTOR WIRING KEY

Purple	Right Rear Speaker +	**Grey**	Right Front Speaker +	**Yellow**	Permanent 12V
Purple/Black	Right Rear Speaker -	**Grey/Black**	Right Front Speaker -	**Black**	Ground
Green	Left Rear Speaker +	**White**	Left Front Speaker +	**Red**	Ignition 12V
Green/Black	Left Rear Speaker -	**White/Black**	Left Front Speaker -	**Orange**	Illumination

FLYING WIRE WIRING KEY

Pink	Speed Pulse - 0 to 12V Square Wave @ 1Hz/Kph	**Purple/White**	Reverse Gear - 250mA
Green	Park Brake	**Blue**	Amp Remote

OUTPUTS & RATINGS

Standby Current <3mA **Operating Voltage** 6V to 16V **Operating Temperature** -20C to 85C
*rated at 25 degrees Centigrade

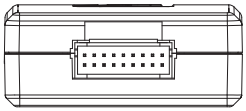
DIPSWITCH CONFIGURATION

MANUFACTURER	SYSTEM	DIPSWITCH CONFIGURATION				CONNECTION
		1	2	3	4	
RESERVED	NA	OFF	OFF	OFF	OFF	SOFTWARE UPDATE MODE
AERPRO	Analog	OFF	OFF	ON	ON	MALE 3.5MM JACK
ALPINE	IR DATA	OFF	ON	OFF	OFF	MALE 3.5MM JACK
ANALOG SINGLE EXTEND	Analog	ON	ON	ON	ON	BROWN SWC IR
ANALOG SINGLE WIRE	Analog	ON	ON	ON	OFF	BROWN SWC IR
CLARION	IR DATA	ON	OFF	OFF	ON	MALE 3.5MM JACK
CUSTOM	IR DATA	ON	OFF	ON	OFF	HEAD UNIT DEPENDANT
GRUNDIG	IR DATA	OFF	ON	OFF	ON	BROWN SWC IR
JVC	IR DATA	OFF	OFF	ON	OFF	BROWN SWC IR
KENWOOD 1	IR DATA	ON	OFF	OFF	OFF	BROWN SWC IR
KENWOOD 2	IR DATA	ON	ON	OFF	OFF	BROWN SWC IR
KEY 1 / KEY 2	Analog	OFF	ON	ON	OFF	KEY1 / KEY 2 WIRES
KEY 1 / KEY 2 EXTEND	Analog	OFF	ON	ON	ON	KEY1 / KEY 2 WIRES
PHILIPS	IR DATA	OFF	ON	OFF	ON	BROWN SWC IR
PIONEER 1	Analog	OFF	OFF	OFF	ON	MALE 3.5MM JACK
PIONEER 2	Analog	OFF	OFF	ON	ON	MALE 3.5MM JACK
SONY	Analog	ON	OFF	ON	ON	MALE 3.5MM JACK
ZENEC	IR DATA	ON	ON	OFF	ON	BROWN SWC IR

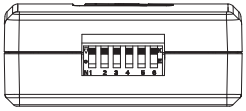
DIPSWITCH 6 - DIPSWITCH OFF, activates the car's OEM amplifier whenever the ACC function is enabled for the aftermarket radio.
DIPSWITCH ON, activates the car's OEM amplifier whenever the AMP REM wire on the loom receives a 12V signal from the aftermarket radio.

KEY1 and KEY2	KEY1 and KEY2 are specifically tailored for analog learning mode-style radios. Our SWC module is designed with a resistor chain that precisely matches the required resistance for seamless compatibility with this type of head unit.
KEY1 and KEY2 EXTEND	This mode extends every button press to 2 seconds during the learning process. However, with rolly wheel-designed steering wheel buttons, holding for 2 seconds isn't feasible. Our KEY1 and KEY2 extend feature addresses this by automatically prolonging each press, simplifying head unit programming even in such scenarios. Extend mode is not intended for normal use, it is only used in the teaching process.
ANALOG SINGLE WIRE and ANALOG SINGLE WIRE EXTEND	This function operates similarly to KEY1 and KEY2 but transmits all unique values through the IR SWC single wire. This is crucial for compatibility with learning-style head units featuring only one learning input wire. To ensure compatibility, we've incorporated this feature into our steering wheel control interface, ensuring seamless operation across various head unit setups. The Analog Extend mode functions identically to its counterpart within the KEY1 and KEY2 system but transmits through a single wire.

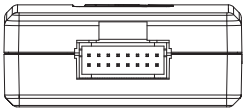
SWC INTERFACE



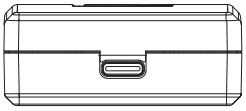
18 PIN HARNESS CONNECTOR



DIPSWITCHES



16-PIN HEAD UNIT CONNECTION LEAD



USB-C

TECHNICAL SUPPORT

If you need assistance setting up or using your Aerpro product now or in the future, call Aerpro Support Australia **TEL: 03 8587 8889** MON-FRI 9AM – 5PM AEST. If you would like to download a digital copy of this manual, or other Aerpro manuals/software, please visit the **http://aerpro.com** website.