

LOSS OF 1200 R.P.M. ELEVATED IDLE-FORD SUPER DUTIES

PTO-TEC-112

TECHNICAL

DATE: May 31, 2001

TO: All Chelsea® Power Take-Off Customers

Chelsea and Ford have been working to identify and resolve the loss of elevated idle function on Ford Super Duties with the 7.3L diesel engine. Please read this bulletin; the information in this bulletin will help you understand which vehicles are affected and how to resolve this issue.

There are two methods to obtain elevated idle for the P.T.O. or clutch pump operation:

1. By use of the Auxiliary Powertrain Control Module (APCM). Function of the APCM is not affected by this bulletin.
2. By an elevated idle feature (EIF) in the Powertrain Control Module (PCM). The feature provides 1200-r.p.m. only, with activation of the P.T.O. circuit (12 volts applied to Pin 66 of the PCM), plus enablers.

The DDS circuit in the Ford Powertrain Control Module (PCM) that provides EIF was inadvertently removed on 2/5/01 production vehicles. Vehicles affected by this change are as follow:

- Super Duty F-Series with 7.3L Diesel Engines only.
- F-250/350/450/550/ with 4R100 automatic transmission with P.T.O.-Provision Option.
- F650/750 with manual or automatic transmission.
- Affected models built after 2/5/01, through 5/12/01.

A number of customers rely on this 1200 r.p.m. EIF to operate P.T.O. without using the APCM. The majority application is aerial man-lift. The DDS circuit with the EIF is being restored PCM's installed in production vehicles beginning May 13,2001. The new PCM's will have new part numbers.

The PCM in affected vehicles cannot be re-flashed to restore the EIF. Customers requiring EIF will have to use a PCM with a certain date code discussed further in the bulletin, or replace the PCM. New PCM's containing EIF will be available to order through the Ford dealer approximately May 28, 2001. They will have a new part number, and date code of 1E07 x (May 7, 2001) or later. Ford dealers will have instructions on how to process requests for updating vehicle PCM's.

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HOW TO FIND AND READ THE PCM DATE CODE

The date code is 5 characters in length, located in the lower right hand corner of a label on the large J1 connector, and preceded by the characters "G_NPF". The date code is 1B05x for February 5, 2001 and is created as follows:

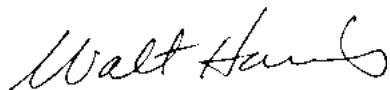
- I: The first character is the last digit of the year
- B: The second character is a letter representing the month
[A=Jan., B=Feb., etc. The letter "I" is skipped].
- 05: The third and fourth characters are the day of the month.
- x: The fifth character is used by the PCM supplier.

PCMs with date code of 1B05x (February 5, 2001) to 1E06x (May 6, 2001) do not have the 1200-r.p.m. EIF. PCM's built before or after that date range should have the EIF.

IMPORTANT NOTE ABOUT ENABLERS

Enablers are vehicle characteristics that must be in place before the powertrain control will allow the engine to elevate idle speed. For F250/350/450/550 vehicles, the 1200 r.p.m. EIF will activate with the vehicle in PARK or NEUTRAL position, **regardless of the parking brake being set.** This is different when getting elevated idle by using the optional Ford APCM, which requires parking brake set as one of the enablers. The list of elevated idle enablers for Auxiliary Powertrain Control Module is on page 274 of the 2001 Ford Truck Builders Layout Book. For F650/750 vehicles, the parking brake must be set before 1200 r.p.m. EIF will activate.

If you have any additional questions please contact Chelsea Technical Service at 662-895-1052 or fax 662-895-1050.



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This bulletin along with other technical, part number and application information can be found in the Expert located at **WWW.CHELSEAPOWER.COM**