

R. C. Tronics Incorporated

Specializing In Electronic Controls

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FORD F-250/350/450/550 Gas Engine PCM RCT-1363 High Idle & Park Module



Interfaces with Ford F-250/350/450/550. Unit will provide three step RPM increases at the following battery voltage levels, Level #1-14.3 VDC=1000 RPM, Level #2-13.9 VDC=1200 RPM, Level #3-12.9 VDC=1500 RPM. Other ranges available upon request.

SEQUENCE OF OPERATION

Supply +12 VDC to J1-3 "PTO MODE" with internal dip switch in the "ON" position and PCM enablers satisfied module will monitor battery voltage and adjust engine RPM. With internal dip switch in the "OFF" position an additional +12 VDC input to J1-1 "PTO ENGAGE" must be provided.

- J1-1 PTO Engage, +12 VDC Input. (Optional input. To be used with internal "Dip Switch Off".)
- J1-2 Battery Negative Input. (Must be taken to "Battery Negative" Terminal.)
- J1-3 PTO Mode, +12 VDC Input. (May be switched to request Idle Increase.)
- J1-4 Ignition, +12 VDC Input. (Must be at +12 VDC to operate, Transmission In "PARK" output.)

Note: J2-1 thru J2-5 is to be interfaced to the, "CHASSIS ONLY"

- J2-1 PTO Mode, Chassis Input. (Connect to, PCM Pin C2-26, Circuit 2242, Wire color "Orange".)
- J2-2 PTO RPM, Chassis Input. (Connect to, PCM Pin C2-07, Circuit 2246, Wire color "Orange/Yellow".)
- J2-3 PTO Indicator, Chassis Input. (Connect to, PCM Pin C2-42, Circuit 2244, Wire color "Orange/Lt Blue".)
- J2-4 PTO Engage, Chassis Input. (Connect to PCM Pin C2-09, Circuit 2243, Wire color "Orange/White".)
- J2-5 Park-Only, Chassis Input. (Connect to PCM Pin C2-46, Circuit 1146, Wire color "Lt-Green/Red".)

- J3-1 "PARK" Output
- J3-2 "PARK" Output

Circuit Provides Contact Closure, (NO) with "TRANSMISSION IN PARK". May be used to provide, "ENGINE START ONLY IN PARK".

Size: Left to Right 4.3 inches x Top to Bottom 2.45 inches x 1.15 inches Deep. Weight 8 oz..

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FORD F-250/350/450/550 Gas Engine PCM

USER INTERFACE

J1-1 PTO ENGAGE, +12 VDC
use with dip switch "OFF"

J1-2 BATTERY NEGATIVE

J1-3 PTO MODE, +12 VDC
switched input to "Enable".

J1-4 Ignition, +12 VDC.

J1-1 Black
J1-2 White
J1-3 Red
J1-4 Green

Plug-In View

DAT-01347-01006 (6 inch)

PCB-1363
J1 HEADER

Black 01
White 02
Red 03
Green 04
643014-4
643075-4
643075-4

CHASSIS INTERFACE ONLY

J2-1 PTO Mode, pin C2-26,
circuit 2242, wire color, "Orange".

J2-2 PTO RPM, pin C2-07 circuit
2246, wire color, "Orange/Yellow".

J2-3 PTO Indicator, pin C2-42,
circuit 2244, wire color,
"Orange/Lt. Blue".

J2-4 PTO Engage, pin C2-09,
circuit 2243, wire color,
"Orange/White".

J2-5 Park-Only, pin C2-46,
circuit 1146, wire color,
"Lt Green/Red".

J2-1 Black
J2-2 Red
J2-3 Green
J2-4 Brown
J2-5 Blue
J2-6 White

Plug-In View

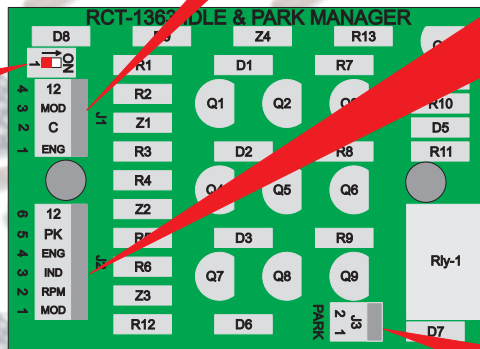
DAT-01376-01006 (6 Inch)

PCB-1363
J3 HEADER

Black 01
Red 02
Green 03
Brown 04
Blue 05
White 06
643013-5 conn.
643075-4 strain

J2-6 Ignition, +12 VDC
(No connection to chassis)

Placing dip switch as shown,
"OFF" position, will require an
input, +12 VDC at J1-1, "PTO
ENGAGE" for operation. In
the "ON" position operation
is automatic.



PCB-1363

PCB-1363
J2 HEADER

USER INTERFACE

J3-1 & 2 Open contacts, operates
when chassis shifter is placed to;
"TRANSMISSION IN PARK".
(Normally used to start engine
in park only.)

J3-1 Black
J3-2 Red

Plug-In View

DAT-01345-01008 (8 Inch)

Black 01
Red 02