MUNCIE POWER PRODUCTS

Product Bulletin #00030

Subject: Ford 2016 F650/750 Chassis Information

Date: November 6, 2015

URL: www.munciepower.com

Ford's release of the 2016 F650/750 chassis with the Torqshift 6R140 transmission has different wiring harnesses and SEIC control logic than what the vocational truck industry has been accustomed for the last several years as compared with the Superduty F250-550 Chassis.

Subsequently the reference Muncie FR66 PTO models for the 2016 F650/750 are:

- Gas: FR66-F1209-F3*X which includes MPP new wiring harness number 34T43650.
- Diesel: FR66-F1209-63*X which include MPP new wiring harness number 34T43179.

Note: Ford just recently provided the details on the F650/750 wiring instructions and this is found in their Q-236R1 SVE Bulletin. Due to the late notification of this bulletin, the standard Superduty applicable PTO's have been shipped to the field with non-matching wire harnesses. Standard FR66 PTO's can be used with the new wiring harnesses mentioned above.

Ford PCM Issue: Ford has shared that there is a product issue with their PCM in which Pins were not properly installed. This would affect all Medium Duty units built from the production launch to October 21, 2015. This error causes issues with the PTO activation and it needs to be corrected by a Ford dealer. For vehicles that are in the field, Ford will be releasing a Technical Service Bulletin to their dealers with a corrective action shortly.

As a result of the above, there has been some difficulty with the wiring of the PTO to these medium duty chassis'. In principle the

MUNCIE POWER PRODUCTS

PTO simply requires a voltage to the PTO solenoid and a ground connection to the battery for it to “engage”.

See below for more detailed information.
The Ford chassis is provided with a PTO interface control called the SEIC by Ford. This control, when wired to the Muncie PTO, allows the PTO to be engaged when specific parameters are “enabled” on the vehicle. Muncie’s FR66 PTO is interfaced to the vehicle SEIC through a bundle of blunt cut wires located under the dash. When connection to the Muncie wiring harness is made and the “enable conditions” are met, the PTO will engage with the flip of the Muncie PTO switch. Activation of the PTO switch will cause the engine to advance to a preset engine speed (this speed is adjustable with the Muncie harness.)

The other wires are Ford specific to their SEIC controller. When the 2016 chassis was released, Ford changed the wire colors (vs. the Super duty) and the SEIC reference voltage from 12 vdc to 5 vdc which has caused problems with the initial operation of the PTO. This situation has been addressed with the new wire harnesses listed above.