

CONDITION	LIKELY CAUSE	CORRECTION
<p>Engine speed advances when PTO is engaged but drops when rocker switch is released to "ON" position.</p> <p>PTO functions properly but hydraulic system will not build/hold pressure.</p> <p>Engine does not advance to 1200 (diesel) – 1300 (gas) rpm when PTO is engaged.</p>	<p>Rocker switch is improperly wired.</p> <p>Hydraulic system pressure requirement exceeds coast clutch capability. Damaged coast clutch snap ring. Slippage in transmission "Coast Clutch".</p> <p>Clutch disks are damaged due to high-speed engagement. (PTO should not be engaged at engine speeds in excess of 1000 rpm.)</p> <p>Improper connection to Ford wiring.</p> <p>Diesel engine vehicles manufactured between February 5 and May 13, 2001 may lack the automatic throttle advance feature. Gas engine vehicles do not have the automatic throttle advance feature.</p>	<p>Check connection on back of switch. See installation manual.</p> <p>Reduce hydraulic pump size. (cubic inch displacement).</p> <p>Contact Ford dealer or Ford Body Builder Advisory Service.*</p> <p>Install EOS-110 Electronic Overspeed Switch in activation circuit.</p> <p>See "PTO will not engage section" above.</p> <p>Contact Ford dealer or Ford Body Builder Advisory Service.*</p> <p>Aftermarket throttle advance systems are available.</p> <p>*Ford Body Builder Advisory Service contact numbers</p> <p>Phone: 887-840-4338 Fax: 313-594-2633 e-mail: bbasqa@ford.com</p>