



FR SERIES POWER TAKE-OFF

PTO TROUBLESHOOTING GUIDE

Condition	Likely Cause	Correction
PTO will not engage. (Electrical) <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>For more information on SEIC, contact Ford Body Builder Advisory Service.</p> <p>www.fleet.ford.com/truckbbas Phone: 877-840-4338 Fax: 313-594-2633 e-mail: bbasqa@ford.com</p> </div>	Activation parameters not met. Improper connections to Ford wiring. PTO wiring must interface with Ford Stationary Elevated Idle Control (SEIC).	Check wiring for proper connections. Refer to PTO Installation and Owners Manual. Ensure that wire connections are correct for truck model year. Ensure that all connections are secure.
	Weak or improper ground.	Ensure a bare metal ground to battery.
	Activation switch is reversed in its connector.	Position switch in its connector with the green wire on top.
	Activation switch malfunction.	Test for continuity between bottom and middle terminals with switch ON. Replace if necessary.
	Solenoid is not shifting.	Confirm that coil is receiving 10.2 vdc minimum. There should be an audible "click" when the solenoid shifts. If not, check coil resistance with ohm meter. Resistance of 8.5Ω +/- 5% is normal. Replace if necessary.
	Relay malfunction.	Check for output voltage of 10.2 vdc minimum at relay terminal 87 (orange wire in connector).
	RPM control module malfunction.	Module input (orange/red) should see 5 vdc for diesel or 12 vdc for gas engines. Output (orange/yellow) should read 0-5 vdc for diesel or 0-12 vdc for gas engines. Replace if necessary.
PTO will not engage. (Hydraulic)	Insufficient hydraulic pressure.	Confirm 130-150 psi at "CL" port in solenoid manifold. If less, check hose connection to transmission.
	Misplacement of 90° orifice fitting (43T37385, silver color).	Install orifice fitting in port on the bottom of the PTO housing. See PTO Installation and Owners Manual for location.
PTO operates correctly under light loads but stumbles under heavy loads.	Torque converter not in lock-up mode.	Transmission issue. Have transmission inspected by authorized Ford dealer.
	Excessive load.	Reduce load.
	Worn or damaged clutch pack.	Have PTO inspected and rebuilt as necessary.
PTO will not engage and overdrive indicator light flashes while driving. (This light should be on steady during PTO operation.)	Transmission malfunction affecting PTO operation.	Contact Ford dealer to correct transmission problem.
Engine does not advance to 1200 (diesel) or 1300 (gas) RPM when PTO is engaged.	Improper connection to Ford SEIC wiring.	Check wiring for proper connections. Ensure that wire connections are correct for truck model year.
PTO does not engage and the "CHECK ENGINE" or "ABS" light stays on.	Engine or ABS fault.	Contact authorized Ford dealer to correct problem.



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