

<b>Article No. 95-15-12</b>	<b>AUXILIARY POWERTRAIN CONTROL MODULE (APCM)—7.3L DIT—AVAILABLE FOR AMBULANCES, TOW TRUCKS, AND OTHER VEHICLES REQUIRING MANUAL THROTTLE CONTROL</b>
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**LIGHT TRUCK:** 1995 ECONOLINE, F SUPER DUTY, F-250, F-350

**ISSUE:** Customer's may request an Auxiliary Powertrain Control Kit for ambulances, tow trucks, etc. Dealers may not have information regarding the system required to perform these functions.

**ACTION:** Refer to the following Service Procedure and System Diagnostics Summary for details.

**SERVICE PROCEDURE**

The Auxiliary Powertrain Control Module (APCM) kit provides an operator interface to the "drive-by-wire" control system. The kit has the ability to affect charge protection, rpm control, and manual throttle control. The kit contains the following:

- Installation instructions and hardware
- Programming and diagnostic booklet
- Operator instruction card
- Operation interface module and interface harness

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Cont'd.**

**NOTE: THE KITS ARE COMPATIBLE WITH IN-CAB INSTALLATION ONLY. THEY DO NOT ACCOMMODATE AUTOMATIC TRANSMISSION "SPLIT SHAFT" PTO OPERATION. THEY DO NOT PROVIDE FOR REMOTE ACTIVATION OR INTERFACE WITH CUSTOM CUSTOMER INTERFACES.**

The kit was originally released at the start of 1995 production as part of the Ambulance Package at an "AA" suffix design level. A later kit release, "AC" suffix, features power-up in standby mode (auto and manual transmission vehicles) and a customer programming option to provide a "power-up active" function (auto transmission vehicles only).

The "AC" level part can be used to service the "AA" level part.

An F-Series kit, suffix "AD", features a lengthened harness.

Ambulance users needing the "AC" level function can exchange their "AA" kit for an "AC" level kit at no extra charge.

**NOTE: THE KIT MAY ALSO BE REFERRED TO AS AN APCM MODULE, AUXILIARY IDLE CONTROL, OR "HIGH IDLE CONTROL OPTION". IT SHOULD NOT BE CONFUSED WITH THE 94-1/2 "SELECTABLE RPM CONTROL" CALIBRATION (TSB 94-19-18), WHICH IS NOT COMPATIBLE WITH THE APCM KIT.**

**NOTE: 1994-1/2 VEHICLES REPROGRAMMED WITH A 1995 PCM CAN ALSO USE THE 1995 APCM KITS. USE THE "AA" LEVEL KITS, WHICH HAVE BEEN REPLACED IN AMBULANCES, IN UPDATED 1994-1/2 VEHICLES.**

**SYSTEM DIAGNOSTICS SUMMARY**

System diagnostics are accomplished using codes presented on kit module display per instructions included with the kit. The following is a reprint of the instructions (the instructions include a correction to the "AA" level kit module connector drawing):

1. Calibration information necessary for service by reprogramming can be found on the engine as opposed to the door lock face as with gas engines.
2. If programming a 1994-1/2 processor to use the kit, use the "Non-PTO" service bay calibration option. The "PTO" service bay calibration option provides the 1994-1/2 "Selectable RPM Control" function only. This calibration must not be used in a 1995 vehicle.
3. Econoline Cutaway vehicles built before 3/10/95 require a resistor (F5UZ-13A427-AB) installed in a connector in the driver side B-pillar to avoid loss of APCM function during 4-way flasher operation.
4. Customer should be advised to be sure that their problem is not related to their having deprogrammed a particular function.
5. Very irregular rpm control with high levels of black smoke may be encountered especially with light load/high rpm operation and a cold engine. There is no repair at this time for this condition.

PART NUMBER	PART NAME
F5UZ-13A427-AB	Resistor
F5TZ-12B641-AD	Auxiliary Powertrain Control Module (APCM) - F-250/350/Super Duty
F5UZ-12B641-AC	Auxiliary Powertrain Control Module (APCM) - Econoline

**OTHER APPLICABLE ARTICLES: 94-19-18  
WARRANTY STATUS: INFORMATION ONLY  
OASIS CODES: 203000, 203100, 619400**