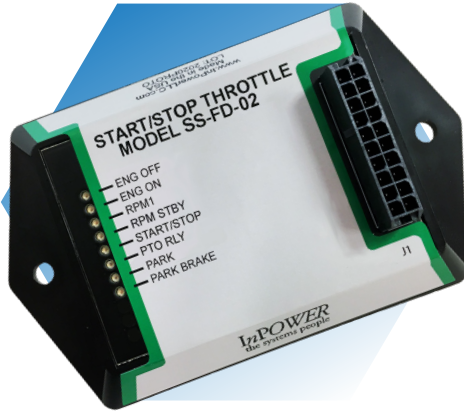


# SS-FD-02

# 2019+ F250-F600 Ford Start/Stop/High-Idle Control Module



## Technical Description

InPower's Super Duty Control Ford Start/Stop/High-Idle Module (SS-FD-02) does more than just provide Start and Stop functions of the engine, but also provides high idle and PTO when and how you need it.

With proper application of the SS-FD-02 Ford Start/Stop Control Module, the user will be able to implement a fully integrated and reliable system that will provide Start/Stop control of their Ford chassis engine.

Each module has two user programmable RPM settings (RPM STBY and RPM1) in addition to the Start and Stop capabilities. The RPM1 has two different control interfaces: (1) started and stopped by a pulse to GND, and (2) enabled by a 12V level and disabled by return to GND.

The module ships with one cable, containing three groups of wires, which connect to the SEIC connector (Group 3), Group 1 (Blunt Cut Wires) which connect to the Ignition Switch, and then Group 2 (Blunt Cut Wires) which provides control interfaces for the SS-FD-02. Diagnostic LEDs aid in troubleshooting, while the lightweight, low profile design makes installation easy.

**Integrated Solution:** The SS-FD23-02 eliminates common wiring errors and provides a fully integrated solution for a remote Start/Stop for your Ford chassis. This Integrated Solution in addition to decoding the nonavailable PB signal, provides the following Relay functions:

- **Remote Stop,** • **Remote Start,** • **Time Delay**
- **PTO REQ** • **PTO Interlock** • **Voltage Monitoring**
- **RPM Selection**

In addition, the two High-Idle settings (RPM-STBY and RPM1) are user programmable from the initial factory settings and are stored in non-volatile memory.

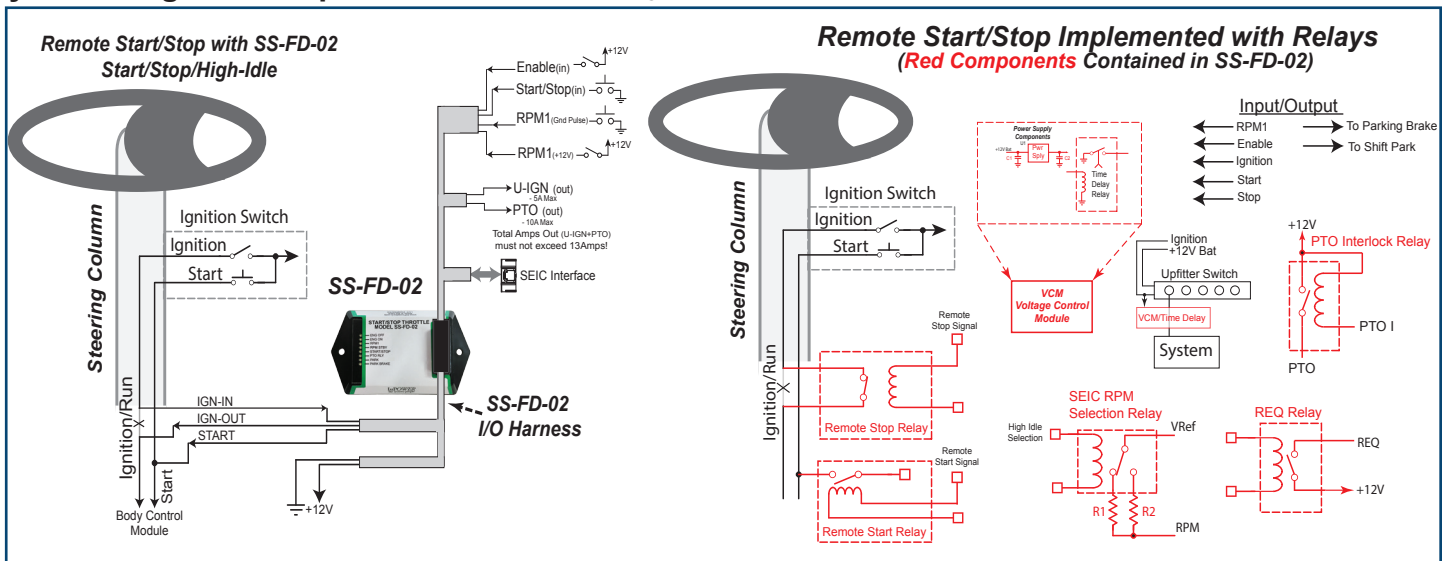
## Key Features

- The SS-FD-02 provides a clean, reliable Start/Stop interface
- Integrated PTO Relay
- Provides Start/Stop for Ford 2019+ F250-F600
- Two Preset RPMs (RPM-STBY and RPM1) are available for command for high idle.
- The preset RPM are user re-programmable.
- Utilizes FORD SEIC Signal Inputs and Outputs.
- Compact Size with Panel-Mount case to be mounted near the Steering Column.

## Ordering Guide

Model	Description	Outputs
SS-FD-02	Ford Start Stop Controller	Ignition, PTO
SS-FD-02-C	Customizable	

## System Diagram Comparison (SS-FD-02 vs Relays)



## Operational Notes

- +12 volts:** • BAT (Red) IGN OFF, less than 300uA at 12.8Vdc
- Ground:** • GND (Black) Connects to Battery Ground
- ENABLE:** • Pink Wire, Steady +12V Wakes up, Unit Enters RPM STBY
- RPM1 GND:** • Tan Wire, Gnd Pulse,  
• 1st Pulse Selects RPM1, 2nd Pulse selects RPM STBY
- RPM1 +12:** • Violet Wire, +12V level (locks out Gnd Pulse)  
• Removal of +12V selects RPM STBY
- PTO-OUT:** • Provides up to 10Amps for PTO Relay
- U-IGN:** • Uninterrupted Ignition up to 5Amps out for  
upfitter components needing power during remote STOP
- Start/Stop:** • Gnd Pulse Starts/Stops the Engine if Chassis Ready  
Conditions are met, (Monitors CTO to Verify Engine On/Off)

## LED Status Indicators:

- ENGINE OFF:** Engine Off
- ENGINE ON:** Stdby RPM setting
- RPM1:** RPM1 Selected
- RPM STBY:** RPM STBY selected (Default RPM)
- START/STOP:** LED ON when Input Active
- PTO RLY:** PTO Relay Engaged/Not Engaged(Flash)
- PARK:** Service Brake Engaged
- PARK BRAKE:** Park Brake Engaged

## Default RPM Settings

- +/- 5% Tolerance (Ford Interface Dependent)**
- RPM-STBY:** - 870 RPM Gas, 950 RPM Diesel
- RPM1:** - 1200 RPM Gas, 1500 RPM Diesel

## Mechanical

- Dimensions:** • 4.4 L x 2.62 W x 0.8 H inches

### Chassis Ready Conditions:

1. Engine running at idle speed below 1,000 RPM.
2. No vehicle speed.
3. Automatic transmission in Park.
4. Service brake not depressed.
5. Accelerator pedal not depressed.
6. Parking brake set.
7. No Diagnostic Trouble Code (DTC).  
Check Engine light must be off.

## Installation

1. We recommend that the module be installed by a person trained and skilled in vehicle electrical systems. The installation should comply with SAE (Society of Automotive Engineers) and the vehicle manufacturer's electrical wiring procedures (e.g. Ford).
2. The module should be installed on the inside of the vehicle in a dry, protected environment near the Steering Column for access to the Ignition Wiring.
3. The 12 volt power input must be from a properly fused +12 volt power source.
4. Wiring must be of the proper gage and type to handle the intended load currents.
5. If you are experiencing problems with the installation or need troubleshooting assistance, contact InPower Customer Service at 740-548-0965.

## Mechanical Drawing

