DBT-MDF23

2023 F250-F600 Ford Throttle Control

See: http://www.inpowerelectronics.com/throttle_selector

Technical Description

InPower's Ford 2023 F250-F600 Data Bus Throttle (DBT-MDF23) does more than just provide high idle and PTO when and how you need it. It can also output any engine signal you need.

Each module has three adjustable RPM settings and two remote RPM controls, as well as six chassis outputs for signal, such as Park, Park Brake, Reverse, or Engine Run. The DBT-MDF23 provides breakout of PTO Signals for the user, and utilizes Ford SEIC functions and communicates across CAN. It can be wired to a 0 to 5V sensor, or a 2nd (remote) accelerator pedal.

Also Decodes PARK and PARK BRAKE from the Chassis Data Bus.

The module ships with two cables, one of which connects to the Trailer Brake Controller Module port, an optional sensor and power, and the other of which connects to all inputs and outputs, including PTO. Diagnostic LEDs aid in troubleshooting, while the lightweight, low profile design makes installation easy.

Features

- Three Selectable RPMs
- RPMs are Independently Adjustable and Store User Set Values Permanently.
- Utilizes FORD SEIC Functions
- Decoded Park (GND) and Park Brake Signals (GND) and (12V)
- Six Engine Signal Outputs
- CAN communication
- Diagnostic LEDs
- Affordable and Reliable

Available I/O Signals

- Output Park (GND)
- Output Park Brake (GND) and (12V TRUE)
- Output Reverse (+12Vdc)
- Output Engine Run (+12Vdc)

Ordering Guide

Model Number	Vehicle	Notes
DBT-MDF23	Ford	
DBT-MDF23-C	Ford	Contact Inpower for Programmed Options Custom Chassis Signals

Note: Custom Modules available, if you need custom outputs or signals from the databus not available in our standard configuration.

For Additional Integration Information Please refer to the DBT-MDF23 OM-256 Owners Manual

DBT-MDF23

2023 F250-F600 Vehicle Throttle

Power Requirements & Notes

+12 volts:	Sourced from Blunt Cut Wires
Ground:	Connects to Solid Battery Ground Blunt Cut Wire
RPM1:	1500 Preset select - Pink Wire (Group 2 Inputs)
RPM2:	1200 Preset select - Tan Wire (Group 2 Inputs)
RPM STBY:	950 Preset select - Violet Wire (Group 2 Inputs)
Speed Adjust Input:	Adjusts preset RPM to desired value between 900 and 3000 RPM - (SEIC Max), Chassis and Engine Dependent).
Adj Preset RPM:	Select RPM1, RPM2, etc to be adjusted with 12VDC, apply +12 to Grey Adjust Wire to increase, apply GND to decrease (50RPM per second) 25 rpm per bump (less than a second)
Dimensions:	4.4 L x 2.62 W x 0.8 H inches

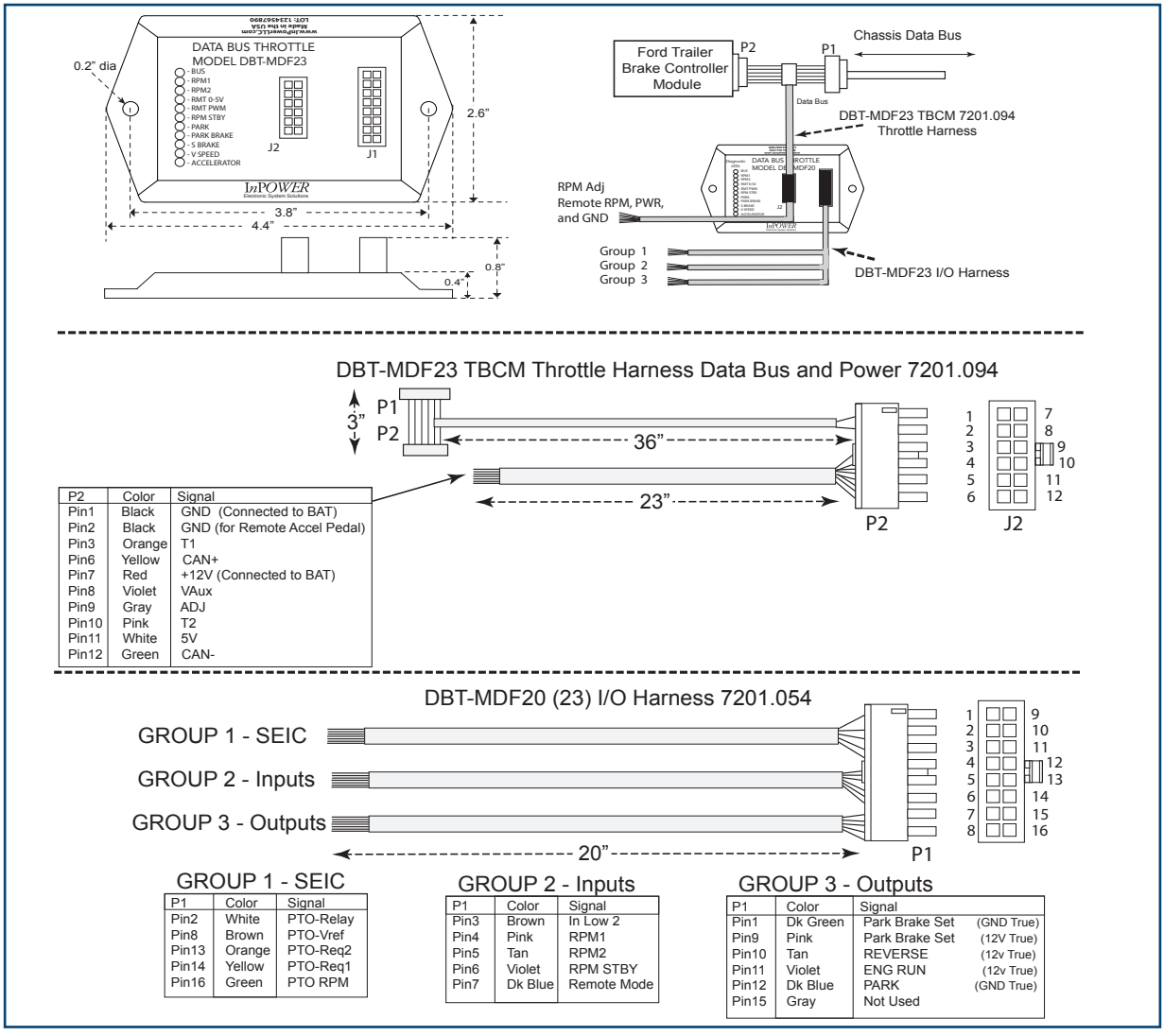
Chassis Ready Conditions:

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).
8. Check Engine light must be off.

LED Status Indicators:

BUS	Solid indicates bus communication
RPM1	Indicates elevated fixed speed mode RPM1
RPM2	Indicates elevated fixed speed mode RPM2
RMT 0-5V	Operating in Remote Adjust (remote accel)
RMT PWM	Not Used
RPM STBY	Stdby RPM setting
PARK	Service Brake Engaged
PARK BRAKE	Park Brake Engaged
S BRAKE	Service Brake Engaged
V SPEED	Vehicle Speed
ACCELERATOR	Accelerator Engaged

Mechanical Drawing



P2	Color	Signal
Pin1	Black	GND (Connected to BAT)
Pin2	Black	GND (for Remote Accel Pedal)
Pin3	Orange	T1
Pin6	Yellow	CAN+
Pin7	Red	+12V (Connected to BAT)
Pin8	Violet	VAux
Pin9	Gray	ADJ
Pin10	Pink	T2
Pin11	White	5V
Pin12	Green	CAN-

GROUP 1 - SEIC

P1	Color	Signal
Pin2	White	PTO-Relay
Pin8	Brown	PTO-Vref
Pin13	Orange	PTO-Req2
Pin14	Yellow	PTO-Req1
Pin16	Green	PTO RPM

GROUP 2 - Inputs

P1	Color	Signal
Pin3	Brown	In Low 2
Pin4	Pink	RPM1
Pin5	Tan	RPM2
Pin6	Violet	RPM STBY
Pin7	Dk Blue	Remote Mode

GROUP 3 - Outputs

P1	Color	Signal	
Pin1	Dk Green	Park Brake Set	(GND True)
Pin9	Pink	Park Brake Set	(12V True)
Pin10	Tan	REVERSE	(12v True)
Pin11	Violet	ENG RUN	(12v True)
Pin12	Dk Blue	PARK	(GND True)
Pin15	Gray	Not Used	