SS-FT26

2026 Ford Transit Start/Stop/High-Idle Control Module With T-Harness

The SS-FT26 is a highly reliable and versatile control module that provides a clean Start/Stop interface for the Ford 2026 Transit. It is designed to integrate seamlessly with the Ford SEIC Signal Inputs and Outputs, eliminating common wiring errors and providing a fully integrated solution for remote Start/Stop functionality.

Key Features

- Provides Decoded Park Brake and Park Signals
- Integrated PTO Relay
- Two Preset RPMs (RPM-STBY and RPM1) available for high idle command
- RPM-STBY selected by enabling the unit and RPM1 by one of two interfaces (GND and +12V)
- User re-programmable preset RPM settings
- Compact size with panel-mount case for easy installation near the Steering Column Control Module (SCCM)
- Aux Out is provided to indicate Engine is Enabled, for enabling systems like RF Remotes.

Technical Description

The SS-FT26 is a Ford Transit control module that goes beyond Start/Stop functions to provide high idle and PTO when and how you need it. Each module has two user programmable RPM settings (RPM-STBY and RPM1) in addition to Start and Stop capabilities. The RPM1 has two different polarity control interfaces. In addition it provides decoded PARK and PARK BRAKE signals (GND TRUE).

The module ships with two cables with T-Harnesses and Groups that interface with the various Control Inputs and Outputs.

The Bus Harness has a T-Harness (Group 1) connects to the Data Bus at the Steering Column Control Module in order to decode the PARK and PARK BRAKE signals. It also provides (Group 2) Blunt Cut wires for the PTO Adjustment interface and the +Battery (Red +12V Power) and Ground (Black GND) Interfaces.

The I/O Harness connects to the SEIC Blunt Cut Wires (Group 4), the Ignition Switch Interface T-Harness (Group 1), the Service Brake Interface T-Harness (Group 2), and finally the I/O Control Blunt Cut Wires for the SS-FT26.

The SS-FT26 also features 8 diagnostic LEDs that aid in troubleshooting, while the lightweight and low profile design makes installation easy. In addition, the two High-Idle settings (RPM-STBY and RPM1) are user programmable from the initial factory settings and the SS-FT26 provides decoded PARK and PARK BRAKE discrete signals.

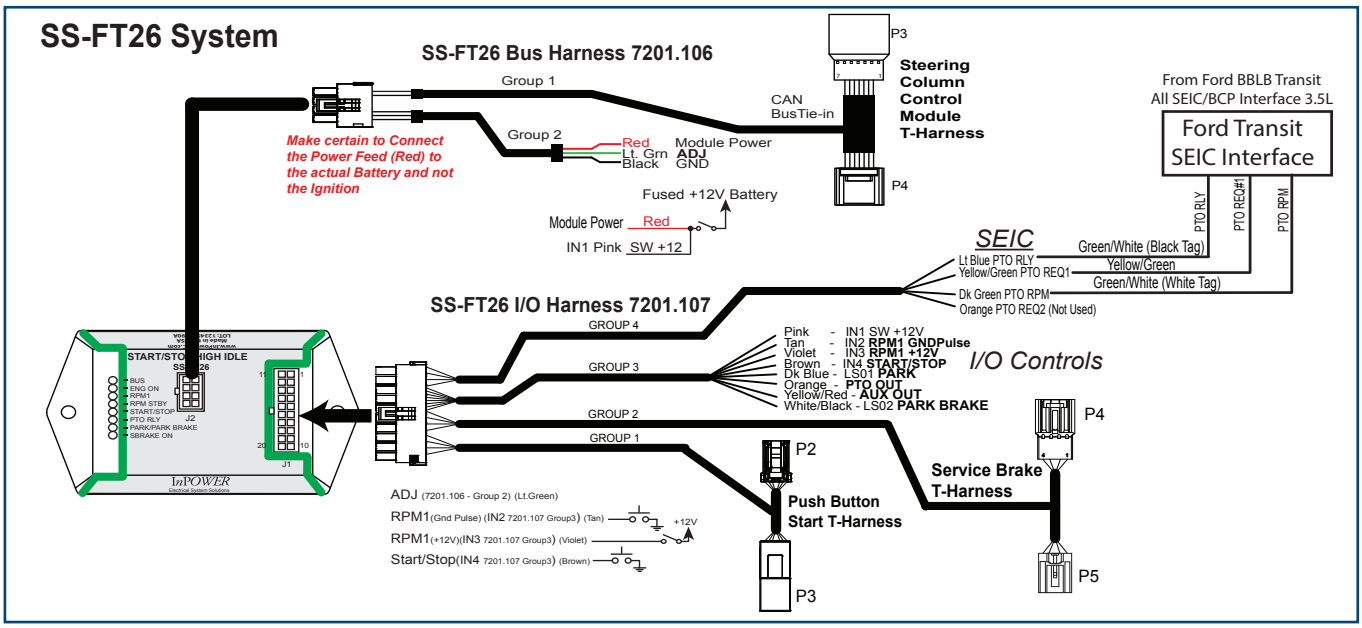
Integrated Solution: The SS-FT26 is a highly integrated solution for remote Start/Stop functionality for your Ford Transit chassis. It eliminates the need for multiple relays for (in addition to decoding the nonavailable PB signal), provides the following Relay functions:

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

Overall, the SS-FT26 is a reliable and versatile control module that provides a clean Start/Stop interface, high idle, and PTO control when and how you need it. Its compact size and integrated solution make it a great choice for anyone looking to implement a fully integrated and reliable system for their Ford chassis engine.

Warning: Check the Brake Lights on the vehicle. If they are ON (no matter the position of the Service Brake), recalibration of the Service Brake Position Switch is required!

System Integration



SS-FT26

2026 Start/Stop/High-Idle /Decoder Ford Transit Control Module

Operational Notes

Current Draw: • Module Power (Red) less than 19ma at 12.8Vdc

Max Current: • Module Power (Red) 13 Amp Draw Max at 12.8V

Ground: • GND (Black) Connects to Ground

PARK: • Dark Blue Wire, Sinks 1 Amp

PARK BRAKE: • White/Blk Wire, Sinks 1 Amp

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 10 Amps for PTO Relay

AUX OUT: • Signal providing up to 3 Amps out for upfitter components needing power during Ignition OFF.

Start/Stop: • Gnd Pulse Starts/Stops the Engine if Chassis Ready Conditions are met, (Monitors RPM to Verify Engine On/Off)

LED Status Indicators:

ENGINE OFF: Engine Off (Blinking if RUN is ON)

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: Shifter in PARK

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 2.6 W x 0.8 H inches

Chassis Ready Conditions:

1. No vehicle speed.
2. Automatic transmission in Park.
3. Service brake not depressed.
4. Accelerator pedal not depressed.
5. Parking brake set.
6. 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 (Steering Column Controller) and for access to the Ignition Wiring.
3. The 12 volt module power input must be from a properly fused +12 volt from the battery.
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