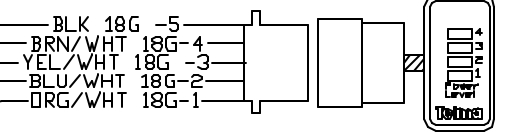
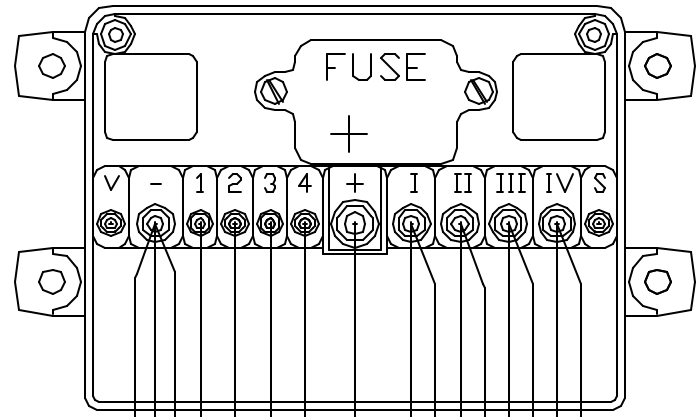


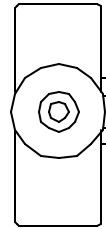
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PART NUMBER: TIL14022

REVISIONS					
ZONE	LTR	DESCRIPTION	E.C.O.	DATE	APPROVAL
	b	NEW SPEED SIGNAL CONNECTION			

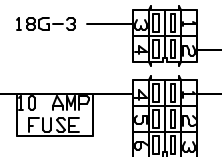


LIGHT BAR DISPLAY TIG1010



2003 FORD F SERIES SPEED SIGNAL WITH 6.0L ENGINE CONNECT TO CIRCUIT 239 (WHT/ORG UNDER DASH AT PARKING BRAKE PEDAL

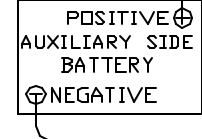
4 POS CONN TELMA SUPP.



TO IGNITION "+" RED/WHT 18G-4

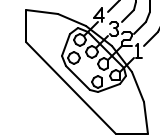
6 POS CONN TELMA SUPP.

BATTERY "+" RED 4G

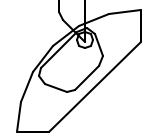


BRN 10G  
YEL 10G  
BLU 10G  
ORG 10G

RELAY BOX GROUND 10G BLK  
BATTERY NEGATIVE 4G BLK



REAR TOP RIGHT CORNER



FRONT TOP LEFT CORNER

WIRING HARNESS PART NUMBER TID13017-A

3. RADI TO BE .005/.010  
2. FINISH TO BE .05  
1. REMOVE ALL BURRS AND BREAK SHARP EDGES .005/.010  
NOTES: UNLESS OTHERWISE SPECIFIED

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES DECIMAL TOLERANCE IS .005 ±.010, .000 ±.005 ANGLES ±1/2° FINISHES ±1/32"

DRAWN BY:	HDOBAND
CHECKED BY:	
ENGINEER:	
REVISED BY:	
SUPERSEDES:	
DATE:	3-JUN-03

THIS DRAWING WAS PRODUCED IN AUTODAD AND CAN ONLY BE REVISED IN AUTODAD. ANY MANUAL CHANGES DONE TO THIS DRAWING WILL BE KNOWN UNLESS AUTHORIZED.

VENDOR PART NUMBER:



NAME: TELMA WIRING DIAGRAM 2003 FORD F SERIES

REV: b PART NUMBER: TIL14022

SCALE: NTS SHEET: 1 OF 1



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QVM Bulletin No. – Q-88

Date: 10/23/2002

Revised: 01/23/03

## **2003 Model Year Super Duty F-Series Electrical System Changes**

**Models Affected:** 2003 F-250/350 pickups and F350/450/550 chassis cabs with 6.0L diesel engines.

### **Purpose**

This bulletin addresses additional body builders accessible circuits and other electrical system changes introduced with the 6.0L Diesel engine in 2003 Model Year (MY) Super Duty F-Series vehicles.

### **Description**

#### **1. Vehicle Speed Out Signal**

The Vehicle Speed Out (VSO) signal (circuit 239 (WH/OG)) is accessible under-dash near the Parking Brake Pedal. The VSO circuit will provide a vehicle speed signal based on the following formula: VSO signal frequency (Hertz) = 2.22 X Vehicle Speed (MPH). The VSO signal is driven low (to ground) by the Powertrain Control Module (PCM) and requires a load impedance of 1 K Ohm to 15 K Ohms. Refer to figures 1 and 2 for further information on the signal and its location.

#### **2. Throttle Position Out Signal**

The Throttle Position Out (TPO) signal (circuit 1857 (YE/WH)) is accessible under-dash near the Parking Brake Pedal. The TPO signal represents the throttle angle position from 0 to 100% (wide-open throttle). The TPO signal is a pulse width modulated duty cycle output ranging from 0 to 100% of 5.1 kHz with a 1% resolution. The TPO signal is driven low (to ground) by the PCM and requires a load impedance of 750 Ohms. Refer to figures 1 and 3 for further information on the signal and its location.

#### **3. Other Accessible Circuits near the Parking Brake Pedal**

The four pass-thru circuits, the PTO signal wire (circuit 322 (LB/YE)) and the Clean Tachometer Output signal wire (circuit 76 (LG/WH)) have remained the same. Refer to figure 1 for location.

#### **4. Park/Neutral Signal Source (Automatic Transmission Only)**

The park/neutral signal is driven low (to ground) by the PCM. The park/neutral signal is on circuit 262 (BN/PK) at pin 9 of the F connector (12 pin connector) on the back of the Power Distribution Junction Box (PDJB) under the dash.

#### **5. Reverse Signal Source (Automatic Transmission Only)**

The reverse signal is driven low (to ground) by the PCM. The reverse signal is on circuit 324 (YE/LG) at pin 8 of the "F" connector (12 pin connector) on the back of the Power Distribution Junction Box (PDJB) under the dash.

#### **6. Remote Engine Stop Circuit**

The wiring for the circuit recommended for remote engine stop has changed. The circuit that will need to be interrupted by opening a Normally Closed ISO Relay (supplied by body builder) is circuit 1044 (WH/YE) at Power Distribution Junction Box (PDJB) connector C, pin 4.