



Technical Service Bulletin

SUBJECT: Foot Control Upgrade for hydraulic brake light truck applications

Products Affected: Existing installations on Ford E Series, Ford F Series, GM G4500, Ford F53 chassis

Effective Date: 1apr17

Telma is committed to a philosophy of continuous improvement as a way of enhancing the end-user's experience with our product.

We are very happy to announce that it is now possible on the following chassis to upgrade the Telma foot control system.

- 2010 and newer Ford E Series
- 2010 and newer Ford F Series
- 2010 and newer Ford F53
- 2012 and newer GM G4500

The upgrade consists of replacing the TRCM1 control module with TRCM2 control module and removing the foot switch and brackets which will no longer be needed.

Order TRCM2 part number TIG31075 to make the upgrade. The new TRCM2 will plug in where TRCM1 was and you can configure to eliminate the foot switch. The only difference is that you will need a usb-c cable (typical newer Android phone charging cable) to connect to your computer and you will need to move power (red/wht wire) from OBD2 pass through harness to ign source. [TL114050](#) is the wiring diagram you can refer to for TRCM2 and OBD2 applications. There is also a new software to use with TRCM2. Download the new software at (<https://telmausa.com/Downloads/TRCM2.exe>) to connect and configure. For more details about the new TRCM2 control module refer to TRCM2 User Guide which can be downloaded from <https://telmausa.com/Downloads/TL133012.pdf>.

To start with, the CAN brake pedal setpoints can be set to 1%, 3%, 5%, 7%. Push the Program Module button after you have made your choice and check that the Current Module values show the settings you have chosen. The brake pedal setpoints are the recommended settings to start with. If the brake pedal setpoints do not give the desired Telma braking effect they can be changed. If Telma is perceived as too aggressive, the percentages can be spread out over a broader range such as 1%, 4%, 7%, and 10%. To maximize service brake life you should not choose percentages that are too high where the service brakes are providing significant braking before all Telma stages are applied.

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