Technical Support

Subject
2011-2016 Ford 6.8L V10 Throttle Control Diagnostics Except "G" Kit

System or Parts affected

Underhood70 V900111
• Throttle Control P/N# 3560214

Underhood150 V910011
• Throttle Control P/N# 3560216

Related information

This throttle module ties into the Ford SEIC system (Stationary Elevated Idle Control), please see Ford bulletin for diagnostic information:

Ford bulletin: Q-218

Before you start

Most Throttle Control issues are due to poor electrical connections and/or poor grounding. VMAC recommends that all electrical connections (with the exception of the clutch connector in the engine bay) be soldered and shrink wrapped. We do not recommend using bullet connectors.

Figure 1 shows the location of the SEIC Blunt Cut Wire Harness where the majority of the Throttle Control connections are made.

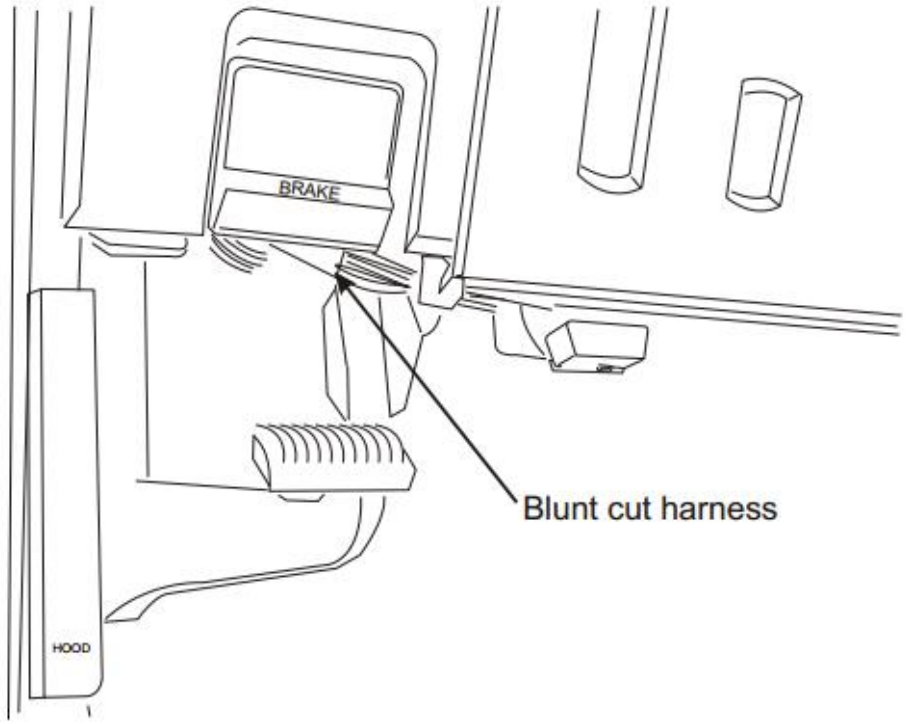

Figure 1

Document	Version	Department	Revision Details	Revised by	Tech	Engineering	Implemented
EXT-VRTC-003	A	Tech	Document Release	SP 23 Jul 2015	RF 23 Jul 2015	N/A	23 Jul 2015

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Overview

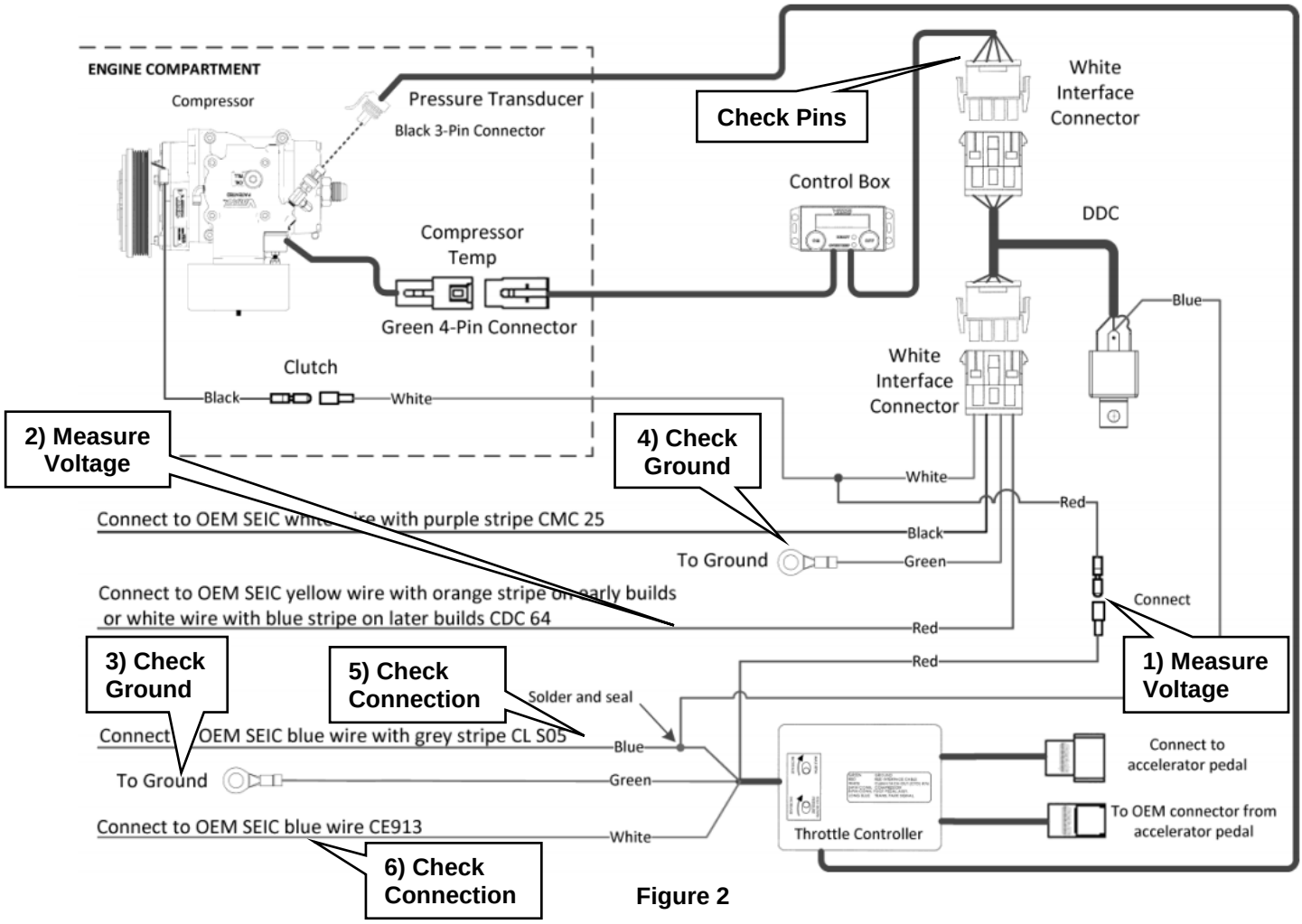

Figure 2

Isolate Issues:

1) With the engine off, key in the run position and park brake applied, measure the voltage to the RED throttle control +12V wire (Should be +12V DC). This will be powered when compressor is turned on.
2) With the engine off, key in the run position and park brake applied, measure voltage on the RED wire running to the WHITE interface connector (Should be +12V DC). This will be powered when key switch is on.
3) Measure the resistance of the GREEN ground connection from the throttle controller to the vehicle battery's negative terminal. This reading should be less than 1 ohm.
4) Measure resistance between WHITE interface connector ground terminal and battery negative terminal. This reading should be less than 1 ohm.
5) Check the BLUE wire from the throttle controller, ensure it is a good soldered connection to the BLUE with GRAY stripe wire in the blunt cut bundle.
6) Check the WHITE wire from the throttle controller to the "clean tach out" circuit CE913 (see wiring diagram) at the blunt-cut harness. Ensure this is a good soldered connection.

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