

# **Technical Support**

#### Subject

2003.25 - 2004 Ford 6.0L Throttle Control Diagnostics

#### System or Parts affected

	Underhood70 V900080
•	Throttle Control P/N# 3560087

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Throttle Control P/N# 3560087

#### 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.

#### **Overview**



Figure 1

Document	Version	Department	Revision Details	Revised by	Tech	Engineering	Implemented
EXT-VRTC-008	A	Tech	Document Release	SP 31 Jul 2015	DB 31 Jul 2015	N/A	31 Jul 2015
EXT-VRTC-008	В	Tech	Corrected Application	SP 8 Sept 2015	DB 8 Sept 5015	N/A	8 Sept 5015

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#### 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.
- Check the BLACK wire from the WHITE interface connector, ensure it is a good soldered connection to the BLACK DDC wires and the light GREEN wire with RED stripe going to the Park Brake Switch.



The DDC switch is only used with Automatic Transmissions, if Manual Transmission check connection between the BLACK wire from WHITE interface connector to the light GREEN wire with RED stripe going to the Park Brake Switch.

6) Check the WHITE wire from the throttle controller to the "clean tach out" circuit 76 (see wiring diagram) at the blunt-cut harness. Ensure this is a good soldered connection.

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