



Body Builders Layout Book

ELECTRICAL WIRING INDEX

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ELECTRICAL WIRING CUSTOMER ACCESS CIRCUITS GENERAL INFORMATION

1. Super Duty F-Series and selected E-Series Super Duty vehicles are equipped with a number of conveniently located electrical wiring taps. Most taps are fused, having locations under the instrument panel, in the engine compartment, and at the rear of the frame. Illustrations, schematics and a wiring harness for Trailer Tow is provided in a cardboard box shipped with each vehicle. The circuits at the rear of the frame are provided to support trailer wiring requirements or the Second Unit Body (SUB) additions. The E-Series and Super Duty F-Series Circuit charts have a brief description of each circuit function, wire gauge, color code and electrical schematic.
1. The Ford starting and the charging system should not be altered.
2. The completed vehicle total electrical load must not exceed the maximum output of the alternator.
3. Do not route or attach electrical wires to fuel lines.
4. Engine compartment wiring must not be rerouted in any manner.
5. The 6.4L diesel engine requires two batteries wired in parallel for proper starting operation and must not be isolated. Do not modify the Glow Plugs Power Circuits.
6. Ford recommends that all additional underhood and underbody wiring:
 - be cross-linked polyethylene, or equivalent, high temperature insulation wire 125° C [257° F] minimum rating.
 - meet SAE specifications J1128 type SXL, GXL or TXL.
 - meet SAE J1127 type SGX or STX for battery cables.
 - be protected with nylon convoluted tubing.
 - be located so as to avoid or minimize restriction of airflow through the engine compartment, underbody and fuel system.
 - be of sufficient length to be properly routed, so as not to interfere with operating zones of such components as throttle or transmission linkage.
 - not be routed near the exhaust system or no other source of high heat; melted insulation can result in electrical shorts and system failure.
 - be routed away from hostile surfaces and sharp edges and be secured in its intended location.
 - be protected by rubber grommets when it passes through body or frame openings. Use customer access pass-thru circuits provided on Super Duty F-Series to avoid additional openings between passenger and engine compartments.
 - be protected from electrical shorts by fuses or circuit breakers.
 - be routed at least 38 mm [1.5 in] away from engine.
7. Interior wiring not exposed to high temperatures may be SAE approved, general purpose wire.
8. Ground the second unit body to the frame in at least two locations, and if required, add an additional frame to engine ground cable to improve the ground path to the battery.
9. Splicing into circuitry relating to the powertrain control systems is not acceptable because of the adverse effect on the electrical system operation.
10. Batteries must be disconnected before welding to body and chassis components. Note that disconnecting the batteries will result in a memory loss on electronic engine/ transmission controlled vehicles. The vehicle will require several miles of driving in various driving modes to restore its memory and regain optimum operating conditions.
11. Electrical connections exposed to the elements should be appropriately protected.
12. Do not ground the body to the transmission or transmission crossmember.
13. Ignition circuit of any engine should not be altered.
14. Alternator circuit wiring must not be altered by cutting, soldering or splicing.
15. Some head lamps are plastic and have protective coatings which can be damaged by solvents or tape. Refer to the *Owner's Guide* for proper cleaning procedures.
16. For convenience Super Duty F-Series has (4) 14 ga. blunt-cut pass-thru circuits located in the cabin within a bundle above the parking brake pedal and found in the engine compartment in a harness below the cowl, just outboard of the brake master cylinder. E-Series also has (2) 12 ga. pass-thru circuits located in the cabin above the driver-side kick-panel in a 6-pin connector (F7UB-14A41-B) and found in the engine compartment at the 4-pin connector (F4UB-14A411-A) in a harness below the cowl, outboard of the brake master cylinder. These circuits provide an unfused means to interface wiring between the cabin and the engine compartment without drilling through the dash panel. Customer Access Circuits charts for further information regarding pass-thru circuits.
17. Center High Mounted Stop Lamp (CHMSL) wiring taps are provided on E-Series Super Duty Cutaway/Stripped Chassis and Super Duty F-Series Chassis Cab vehicles.
18. Electrical bulbs are listed in the *Owner's Manual* Bulb Chart. Check for the "DOT" marking on the bulb base which means the bulb meets U.S. "DOT" standards. Bulbs without the "DOT" marking or that produce different colors other than the original bulbs as listed in the bulb chart, may affect the lamps light output, aim, glare and your safety; in addition, such bulbs may burn out early or damage the lamp.
19. Super Duty F-Series vehicles are equipped with a clean tachometer output (CTO) wiring tap. The tap is designated circuit CE913 (BU) and is located under dash near the parking brake pedal. This tap should be used if a tachometer signal is required. The signal is digital and requires a digital tachometer. The signal pulse rate is half the number of engine cylinders per revolution (i.e., 4 for 5.4L gas, 6.4L Diesel, and 5 for 6.8L gas). E-Series vehicles are also equipped with CTO wiring tap. The tap is designated circuit CE913 BU and is located under hood near the PCM connector.
20. Super Duty F-Series & E-Series vehicles are also equipped with a vehicle speed out (VSO). The VSO tap is designated circuit VMC05 (VT/OG). The tap is located under dash near the parking brake pedal. The VSO tap signal frequency is 2.22 times the vehicle speed in miles per hour.

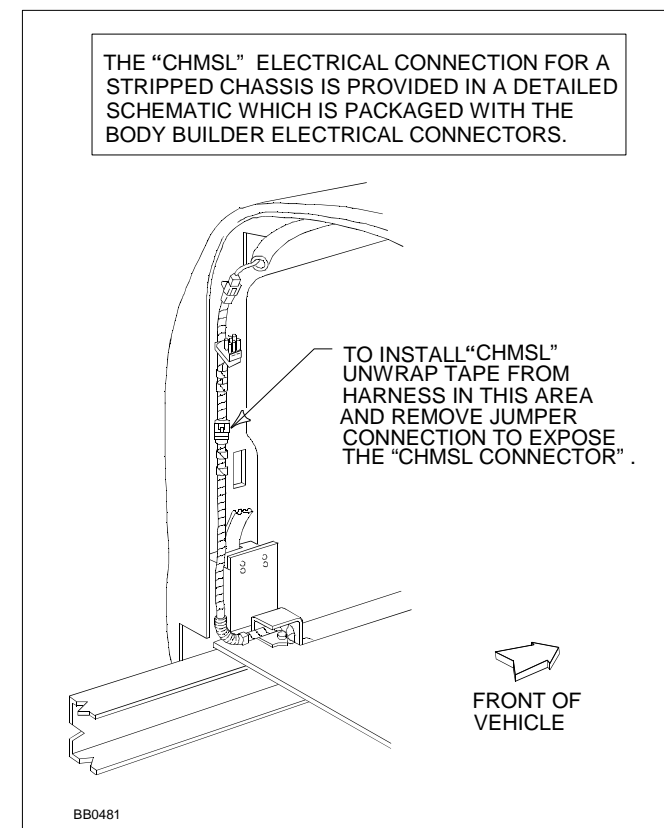
**Additional Electrical information
can be accessed via the web at:
www.fleet.ford.com/truckbbas
under the "Bulletins" tab.**

ELECTRICAL WIRING E-SERIES CHASSIS CIRCUITS

Circuit Number	Color Code	Wire Gauge	Functional Description
CAT 19	BU	12	Electric trailer brake controller to trailer
CAT 14	OG	10	Relay feed ignition run
SBB 18	YE-RD	12	Trailer brake controller or B+ feed
CAT 06	YE	18**	Fused left hand stop/turn
CAT 09	GN	18**	Fused right hand stop/turn
CAT 08	W	14*	Ground
CLS 43	LG	18	Center high mount or lamp feed stop
CAT 17	BR	14	Relay feed marker lamps
CAT 03	GY-BN	12	Relay feed backup lamps
CAC 17	VT-GY	12	Customer pass-thru circuits
CAC 18	YE-GY	12	Customer pass-thru circuits
VLN 33	BK-LB	18	Courtesy lamps
CLN 09	YE-GN	18	Courtesy switch feed
CLS 18	GY-BN	18	Left stop/turn rear signal
CLS 19	VT-OG	18	Right stop/turn rear signal
GD116	BK-VT	16	Electric brake controller ground

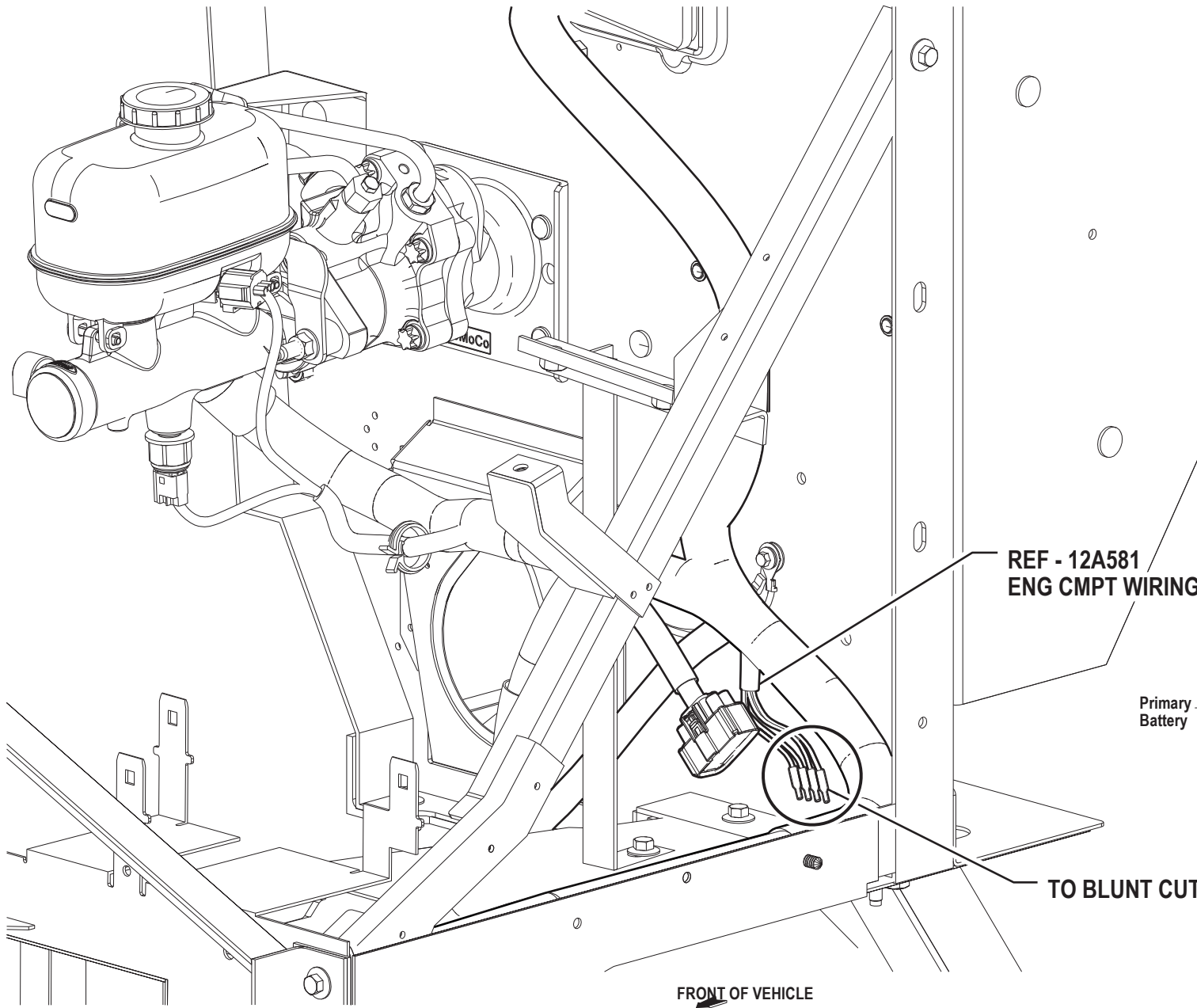
* 10 for 7-pin Trailer Tow Connector

** 14 for 7-pin Trailer Tow Connector

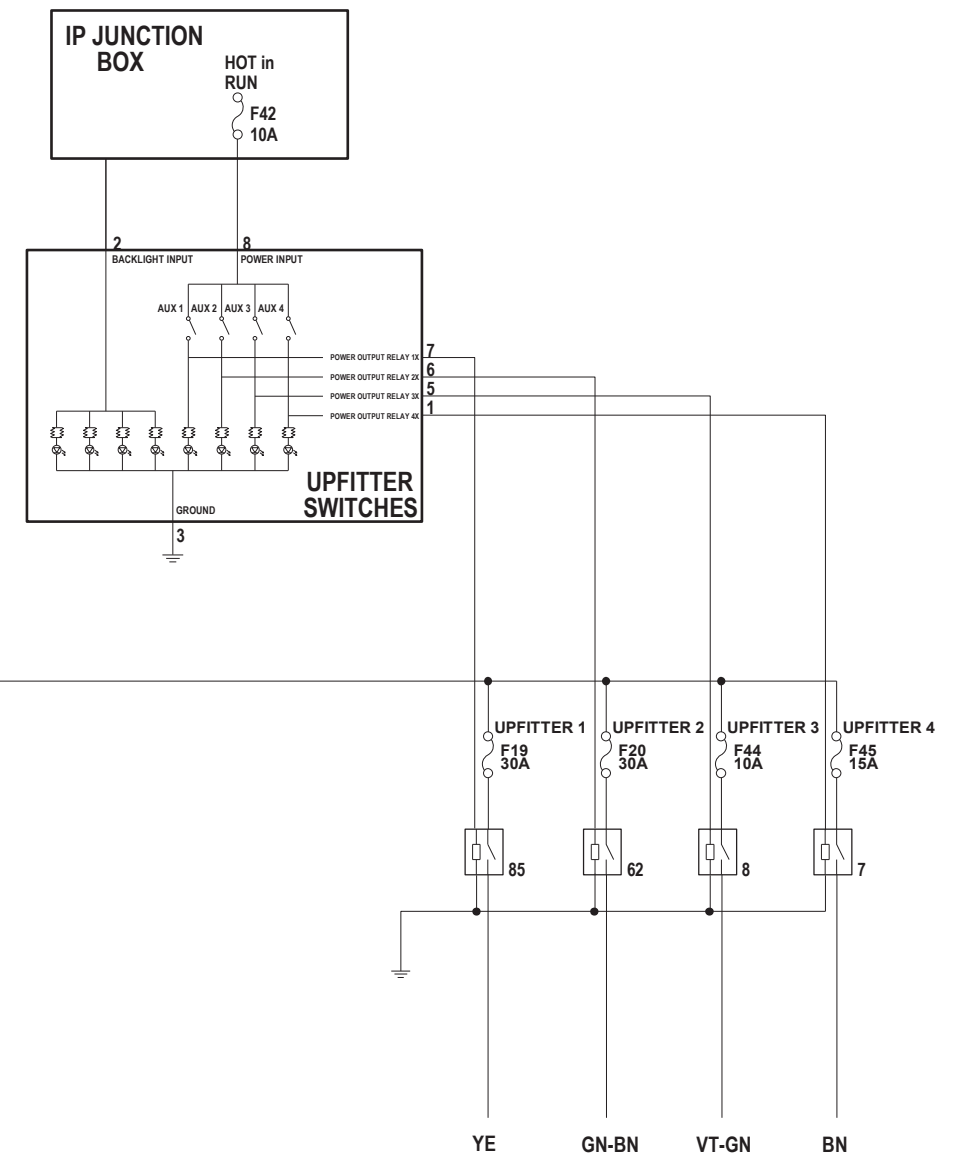


**E-SERIES SUPER DUTY
CUTAWAY / STRIPPED CHASSIS**

E-SERIES ELECTRICAL WIRING UPFITTER SWITCHES



CUSTOMER ACCESS (UPFITTER) SCHEMATIC



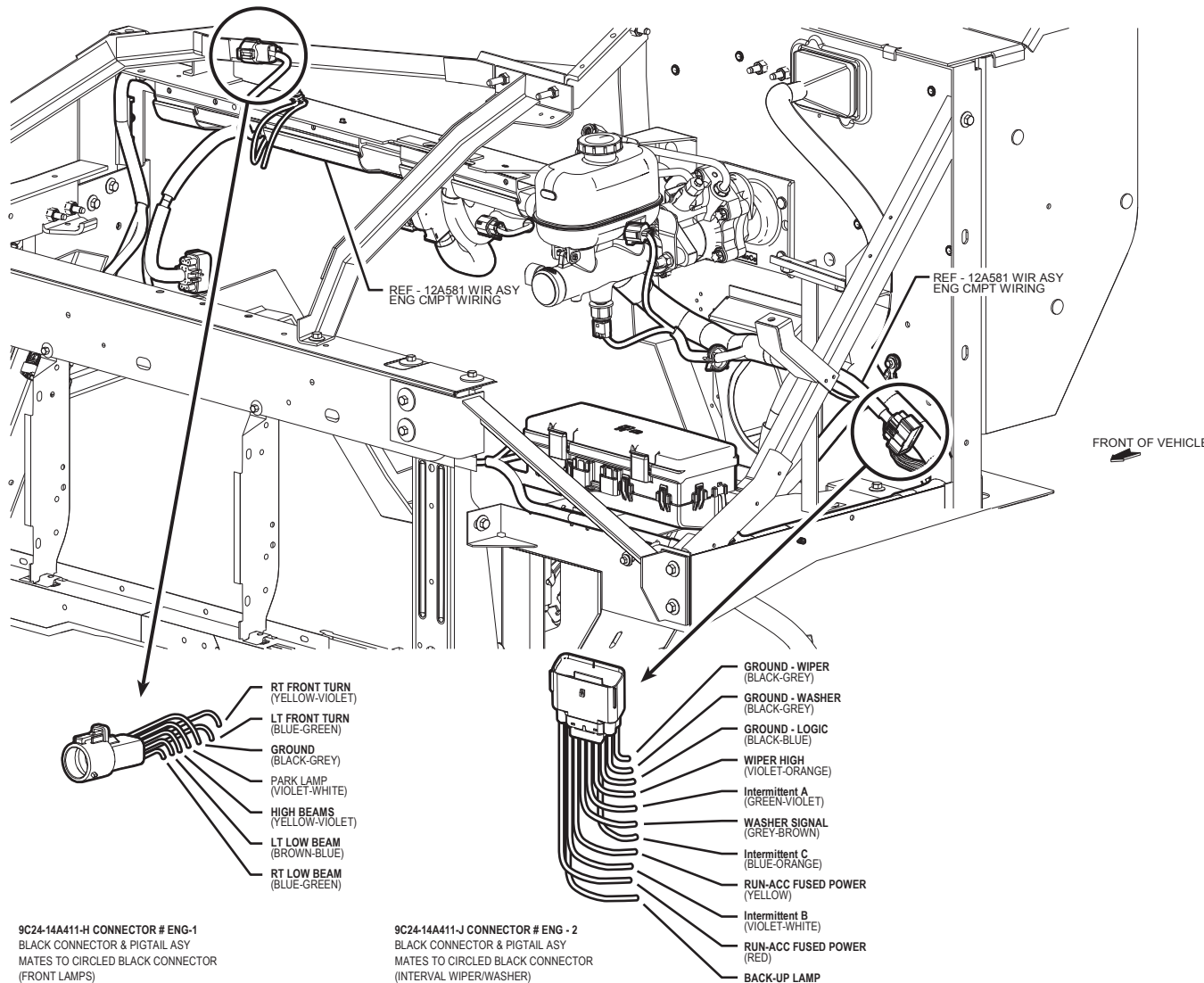
BLUNT CUT WIRES

UPFITTER CIRCUITS				RECOMMENDED MAX ALLOWABLE WIRE LENGTH (FEET)				
CRKT. COLOR	CODE	DESCRIPTION	MAX CONTINUOUS LOAD	18 AWG	16 AWG	14 AWG	12 AWG	10 AWG
BROWN	BN	UPFITTER 4	10A	25	35	60	-	-
VIOLET-GREEN	VT-GN	UPFITTER 3	7A	50	70	-	-	-
GREEN-BROWN	GN-BN	UPFITTER 2	21A	-	-	15	25	35
YELLOW	YE	UPFITTER 1	21A	-	-	15	25	35

Additional Note:

- All recommended wire lengths are for direct feeds only. To compensate for connector and/or switch contact resistance, subtract the following from the recommended wire lengths:
1. Subtract 1 foot per connection for 14 awg or smaller diameter and 3 feet for 12 awg or larger diameter.
 2. Subtract 3 feet per switch connection for all wire awgs.

E-SERIES ELECTRICAL WIRING CUSTOMER ACCESS CIRCUITS



ENG-1 C11-F				RECOMMENDED MAX ALLOWABLE					
ENGINE CONNECTOR (9C24-14A411-H)				WIRE LENGTH (FEET)					
CRKT. COLOR	CODE	DESCRIPTION	CAV	MAX CONTINUOUS LOAD	18 AWG	16 AWG	14 AWG	12 AWG	10 AWG
BLACK-GREY	BK-GY	GD123 GROUND	1	21A	-	-	NOT FUSED	-	-
VIOLET-WHITE	VT-WH	CLS30 PARK LAMP	2	See Note E	-	50	85	-	-
YELLOW-VIOLET	YE-VT	CLS30 HIGH BEAMS	3	10.2A	33	50	85	-	-
BROWN-BLUE	BN-BU	CLS40 LT LOW BEAM	4	4.3A	33	50	85	-	-
BLUE-GREEN	BU-GN	CLS40 RT LOW BEAM	7	4.3A	33	50	85	-	-
BLUE-GREEN	BU-GN	CLS21 LT FRONT TURN	6	2.2A	33	50	85	-	-
YELLOW-VIOLET	YE-VT	CLS25 RT FRONT TURN	5	2.2A	33	50	85	-	-

ENG-2 C22-B				RECOMMENDED MAX ALLOWABLE					
ENGINE CONNECTOR (9C24-14A411-J)				WIRE LENGTH (FEET)					
CRKT. COLOR	CODE	DESCRIPTION	CAV	MAX CONTINUOUS LOAD	18 AWG	16 AWG	14 AWG	12 AWG	10 AWG
GREY-BROWN	GY-BN	CRW07 WASHER SIGNAL	4	250 milliamperes**	20	-	-	-	-
VIOLET-ORANGE	VT-OG	CRW08 WIPER HIGH	6	250 milliamperes**	20	-	-	-	-
GREEN-VIOLET	GN-VT	CRW17 Intermittent A	5	250 milliamperes**	20	-	-	-	-
VIOLET-WHITE	VT-WH	CRW18 Intermittent B	2	250 milliamperes**	20	-	-	-	-
BLUE-ORANGE	BU-OG	CRW19 Intermittent C	10	250 milliamperes**	20	-	-	-	-
RED	RD	SBB49 RUN-ACC FUSED POWER	1	15A	-	-	30	-	-
YELLOW	YE	CBP48 RUN-ACC FUSED POWER	3	3A	20	-	-	-	-
BLACK-BLUE	BK-BU	GD114 GROUND - LOGIC	7	3A	20	-	-	-	-
BLACK-GREY	BK-GY	GD123 GROUND - WIPER	8	See Note K	-	-	30	-	-
BLACK-GREY	BK-GY	GD123 GROUND - WASHER	16	See Note K	-	-	30	-	-
BLUE-WHITE	BU-WH	CLS28 BACK-UP LAMP	9	See Note C	18	21	37	-	-

** Max total of < 1A

NOTE A: COMBINED LOAD < 5A
NOTE B: COMBINED LOAD WITH OTHER SWITCH ILLUMINATION < 2A
NOTE C: COMBINED LOAD WITH TRAILER TOW BACKUP < 10A
NOTE D: COMBINED LOAD < 14A
NOTE E: COMBINED LOAD < 10A
NOTE F: COMBINED LOAD WITH OTHER BATTERY SAVE / DEMAND LAMPS < 6A
NOTE H: COMBINED LOAD < 4.8A
NOTE I: COMBINED LOAD < 4.8A
NOTE K: COMBINED LOAD < 21A
NOTE L: WIRES HAVE LABELS
NOTE M: CONNECTOR VIEWS ARE MATING VIEWS, NOT WIRE ENTRY SIDE

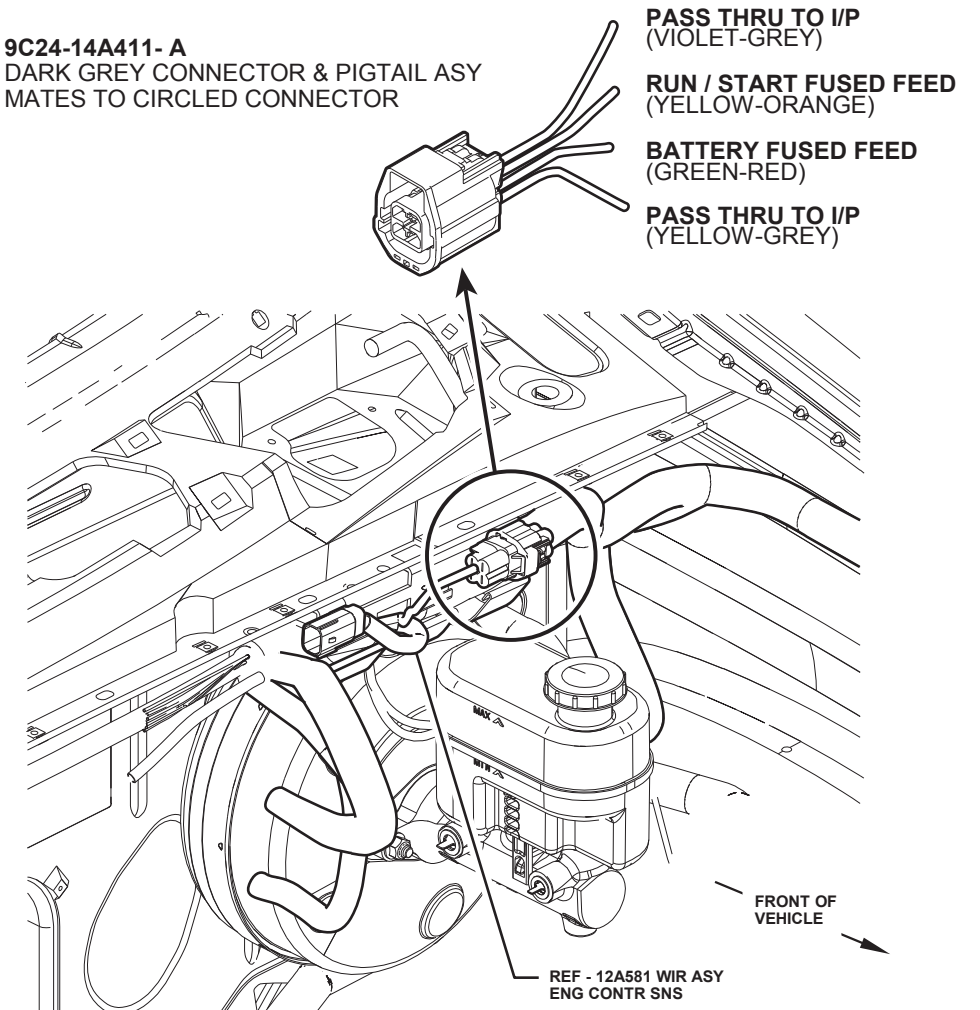
* CCB08 is 18 AWG, CLS30 is 16 AWG

Additional Note:
All recommended wire lengths are for direct feeds only. To compensate for connector and/or switch contact resistance, subtract the following from the recommended wire lengths:
1. Subtract 1 foot per connection for 14 awg or smaller diameter and 3 feet for 12 awg or larger diameter.
2. Subtract 3 feet per switch connection for all wire awgs.

VIEW OF FRONT END ENGINE COMPARTMENT (LH SIDE) (GAS VEHICLE SHOWN – DIESEL SIMILAR)

9C24-14A411- A

DARK GREY CONNECTOR & PIGTAIL ASY
MATES TO CIRCLED CONNECTOR



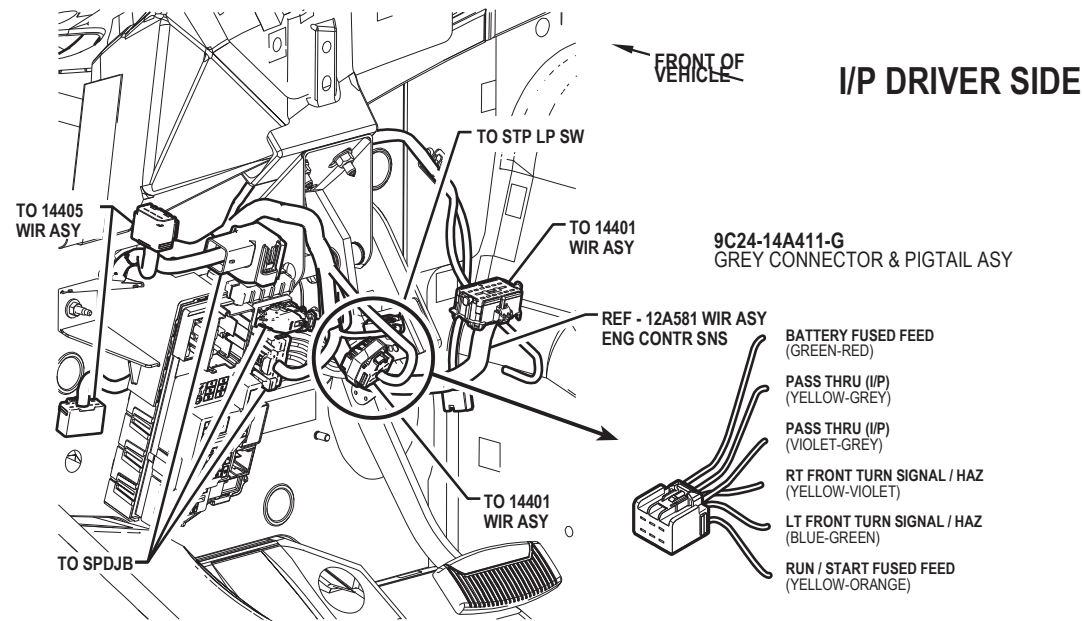
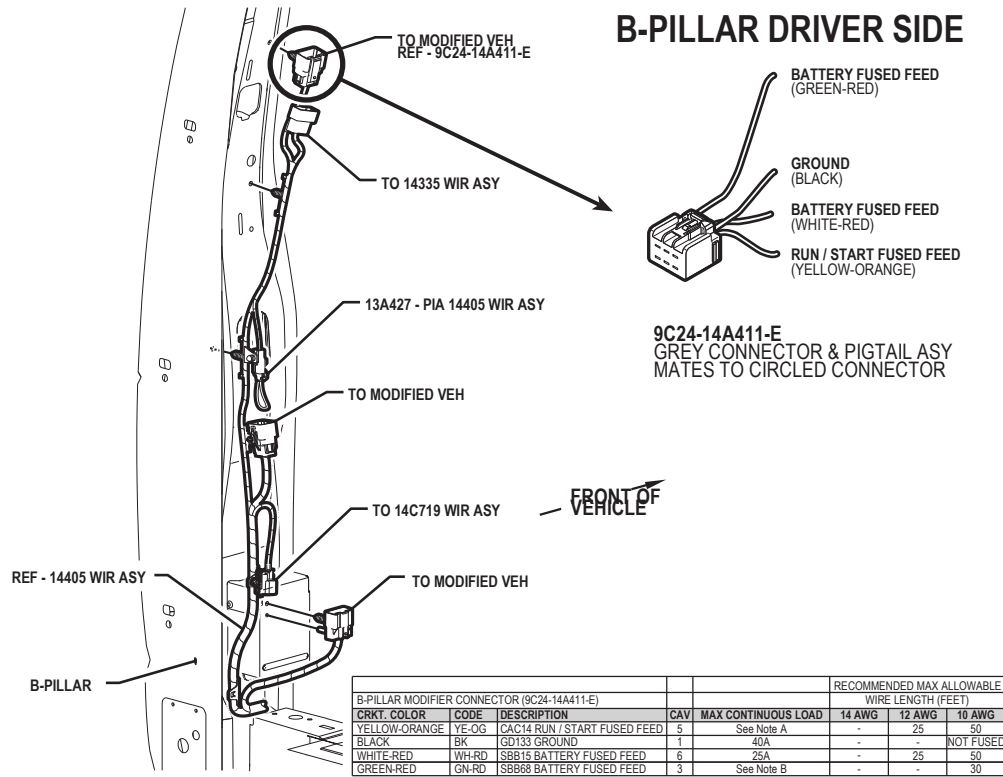
ENGINE MODIFIER CONNECTOR (9C24-14A411-A)				RECOMMENDED MAX ALLOWABLE					
				WIRE LENGTH (FEET)					
CRKT. COLOR	CODE	DESCRIPTION	MAX CONTINUOUS LOAD	CAV	14 AWG	12 AWG	10 AWG	8 AWG	6 AWG
YELLOW-ORANGE	YE-OG	CAC14 RUN / START FUSED FEED	See Note A	1	-	28	45	-	-
VIOLET-GREY	VT-GY	CAC17 PASS THRU (I/P)	25A	2	-	NOT FUSED	-	-	-
YELLOW-GREY	YE-GY	CAC18 PASS THRU (I/P)	25A	3	-	NOT FUSED	-	-	-
GREEN-RED	GN-RD	SBB68 BATTERY FUSED FEED	See Note B	4	-	-	30	-	-

NOTE A: COMBINED LOAD < 25A
NOTE B: COMBINED LOAD < 35A
NOTE C: COMBINED LOAD WITH TRAILER TOW BACKUP < 10A
NOTE D: COMBINED LOAD < 14A
NOTE E: COMBINED LOAD < 4.8A WITH OTHER LT STOP/TURN CIRCUITS
NOTE F: COMBINED LOAD < 4.8A WITH OTHER RT STOP/TURN CIRCUITS
NOTE G: COMBINED LOAD < 10A WITH OTHER PARK LAMPS
NOTE H: COMBINED LOAD < 6A WITH OTHER BATTERY SAVER/DEMANDS LAMPS CIRCUITS
NOTE J: COMBINED LOAD < 5A WITH OTHER STOP LAMP CIRCUITS

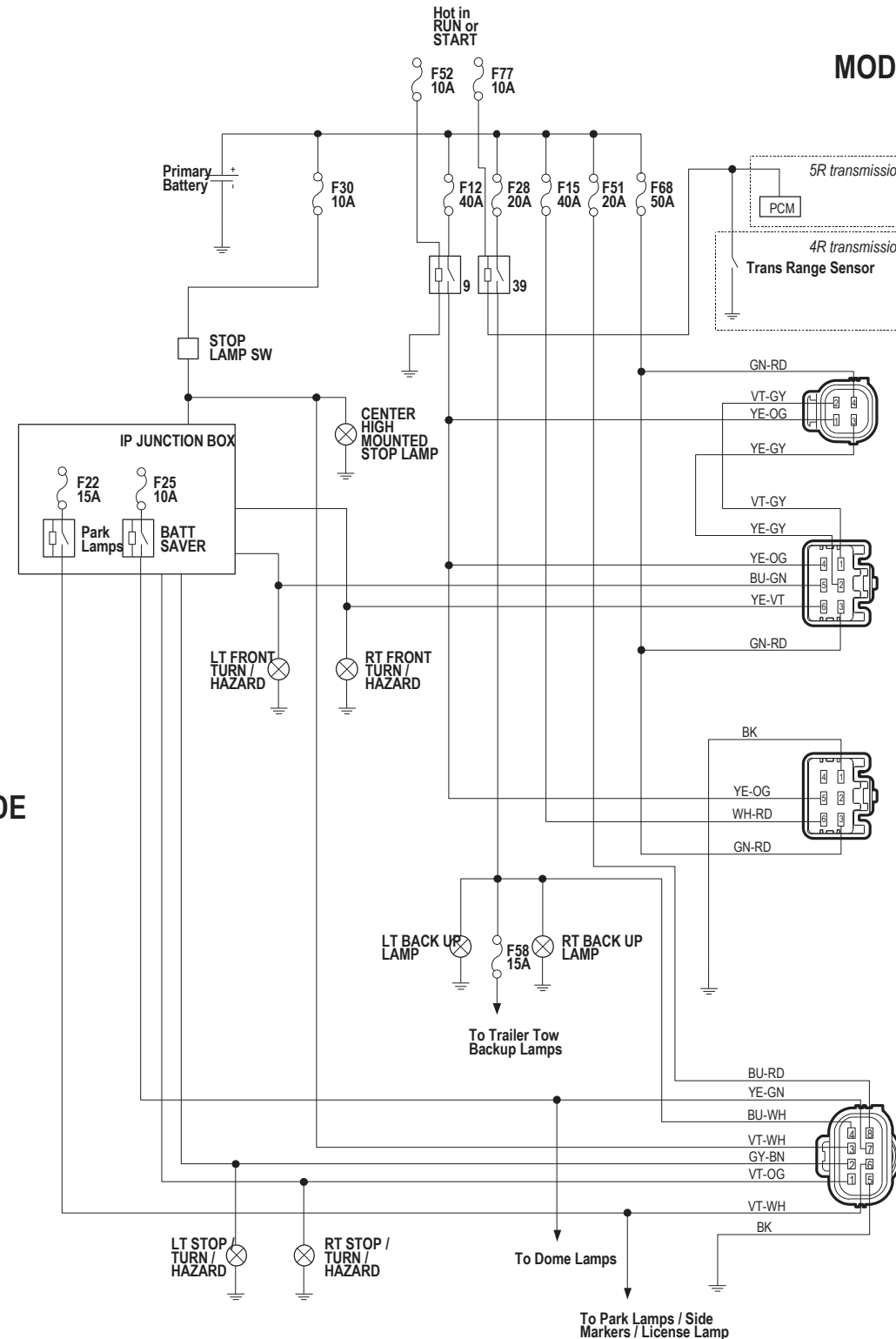
* CCB08 is 18 AWG, CLS30 is 16 AWG

Additional Note:
All recommended wire lengths are for direct feeds only. To compensate for connector and/or switch contact resistance, subtract the following from the recommended wire lengths:
1. Subtract 1 foot per connection for 14 awg or smaller diameter and 3 feet for 12 awg or larger diameter.
2. Subtract 3 feet per switch connection for all wire awgs.

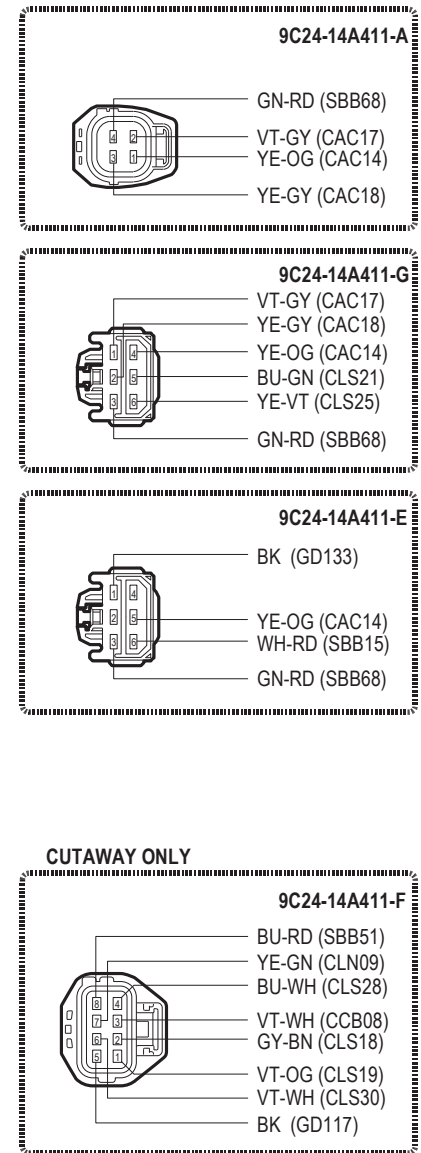
E-SERIES ELECTRICAL WIRING CUSTOMER ACCESS CIRCUITS (Cont'd)



I/P MODIFIER CONNECTOR (9C24-14A411-G)				RECOMMENDED MAX ALLOWABLE WIRE LENGTH (FEET)					
CRKT. COLOR	CODE	DESCRIPTION	CAV	MAX CONTINUOUS LOAD	18 AWG	16 AWG	14 AWG	12 AWG	10 AWG
YELLOW-ORANGE	YE-OG	CAC14 RUN / START FUSED FEED	4	See Note A	-	-	-	25	50
VIOLET-GREY	VT-GY	CAC17 PASS THRU (I/P)	1	25A	-	-	-	NOT FUSED	-
YELLOW-GREY	YE-GY	CAC18 PASS THRU (I/P)	2	25A	-	-	-	NOT FUSED	-
GREEN-RED	GN-RD	SBB68 BATTERY FUSED FEED	3	See Note B	-	-	-	-	30
BLUE-GREEN	BU-GN	CLS21 LT FRONT TURN SIGNAL / HAZ	5	200 millamps	50	50	50	-	-
YELLOW-VIOLET	YE-VT	CLS25 RT FRONT TURN SIGNAL / HAZ	6	200 millamps	50	50	50	-	-



MODIFIED VEHICLE SCHEMATIC



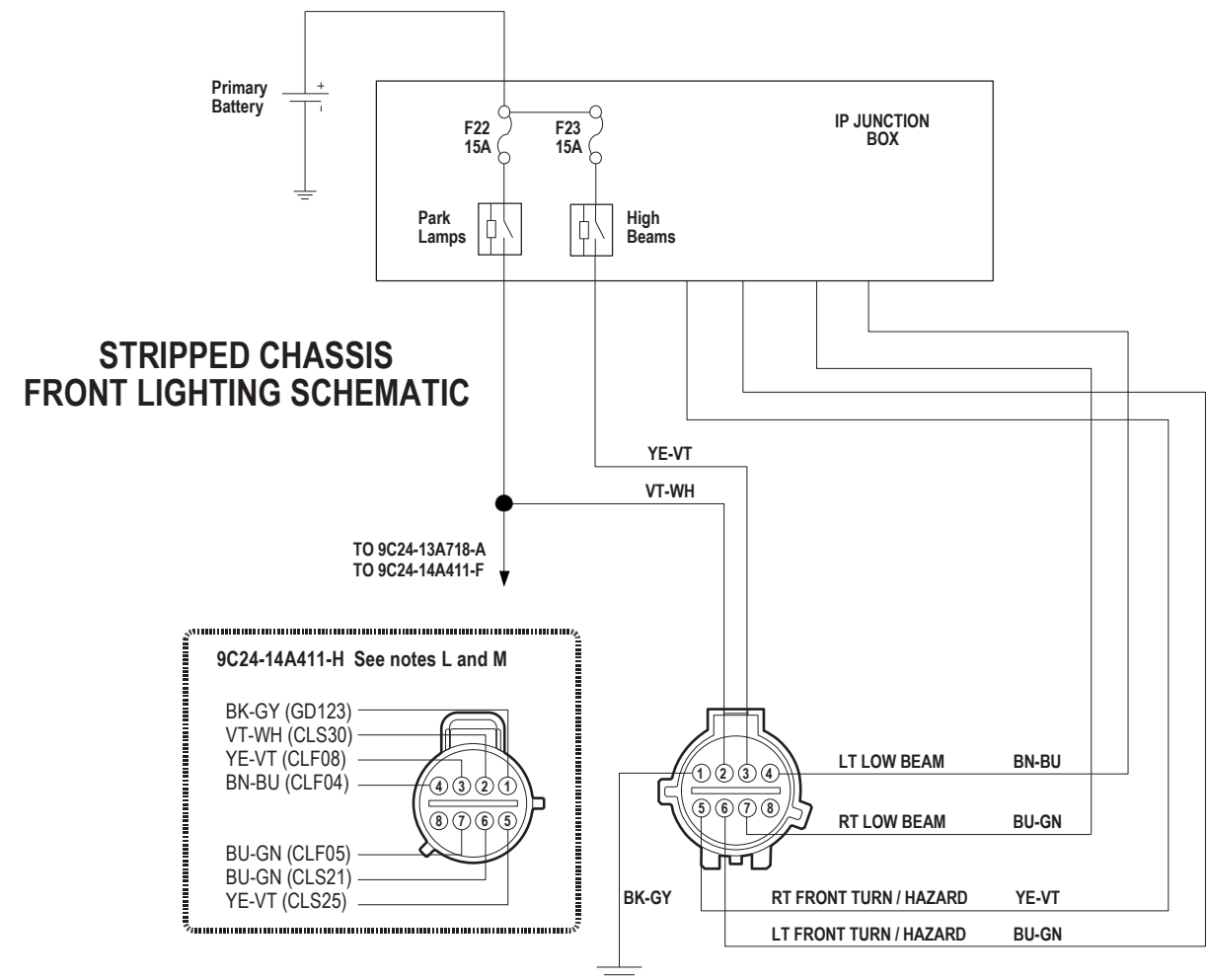
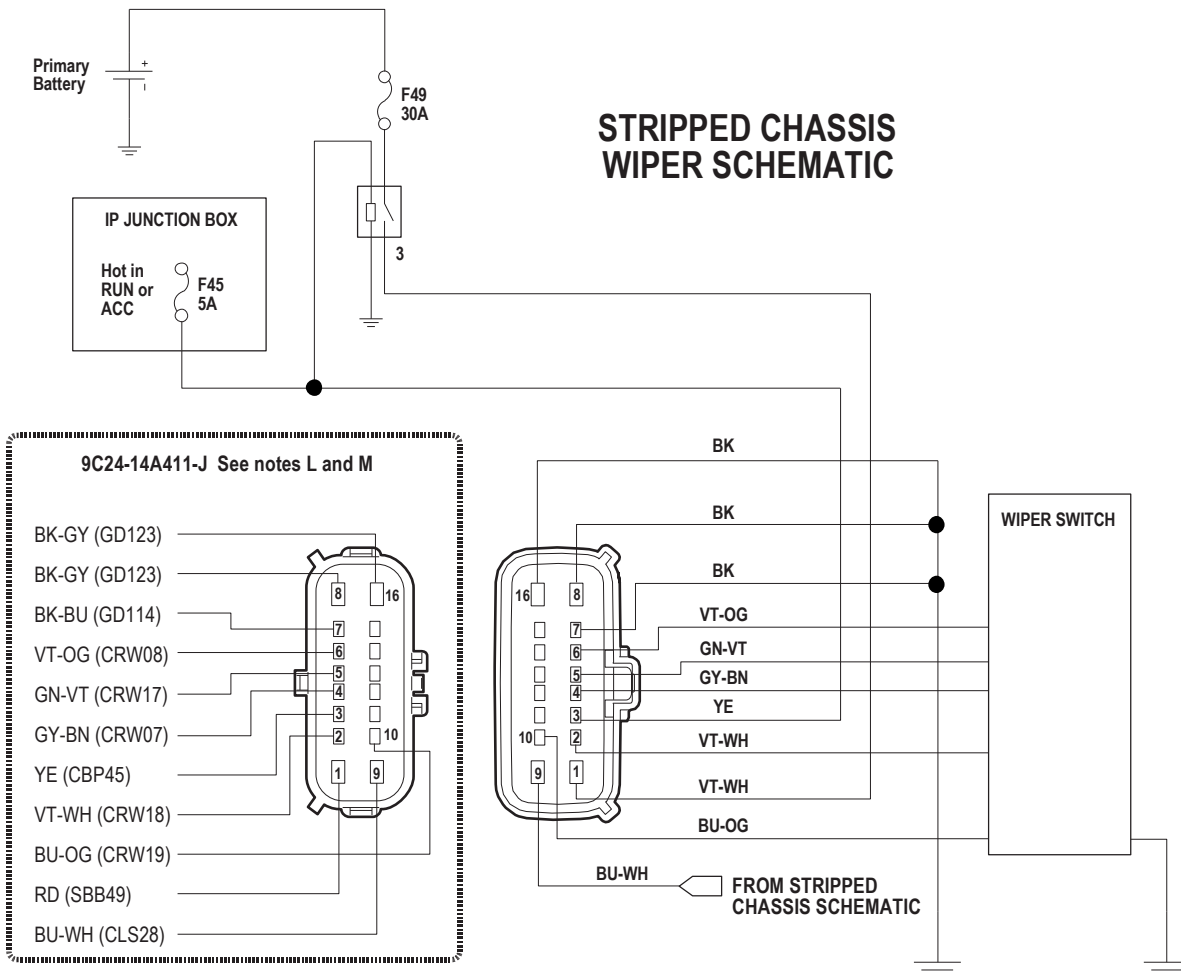
E-SERIES ELECTRICAL WIRING CUSTOMER ACCESS CIRCUITS (Cont'd)

2010

MODEL YEAR

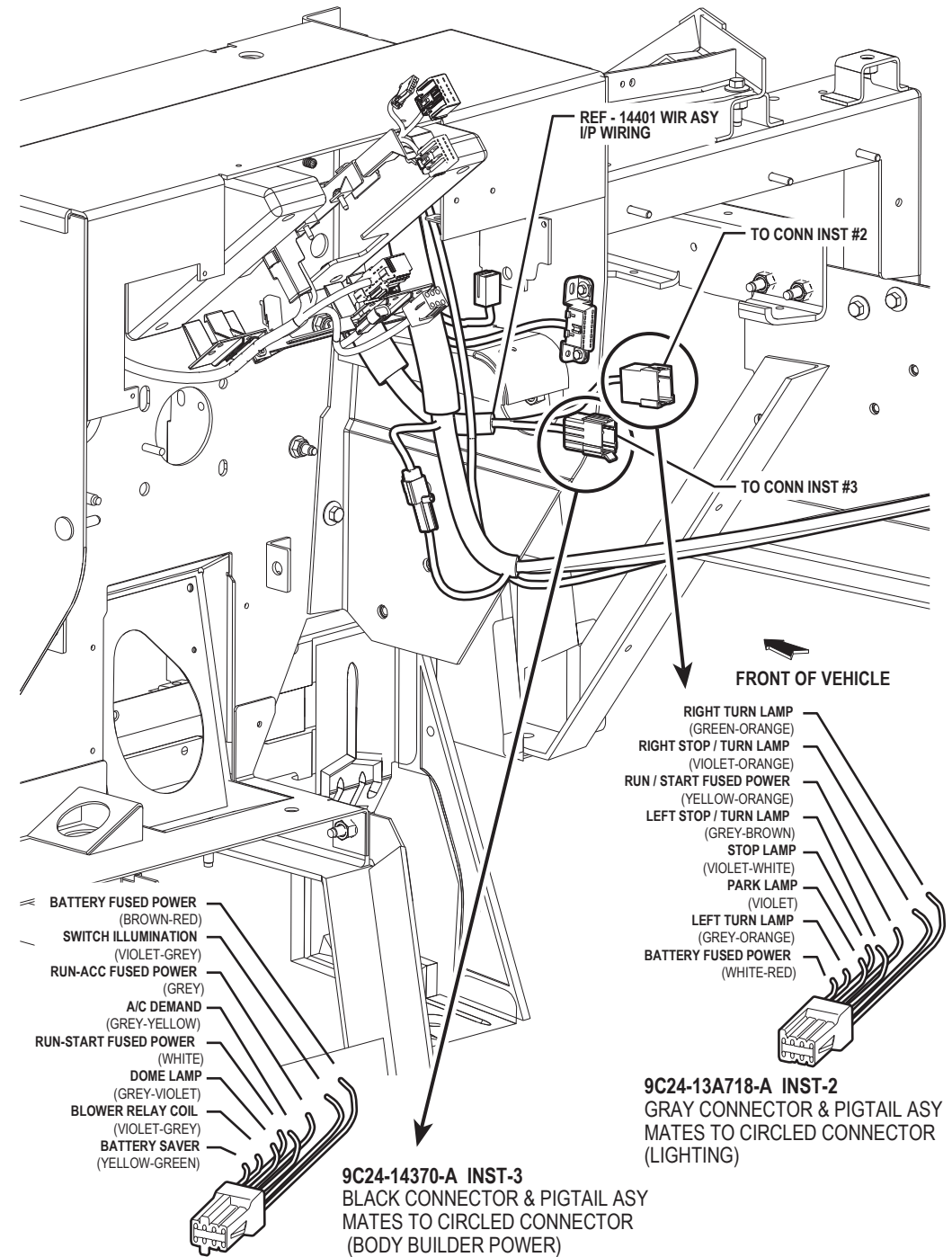
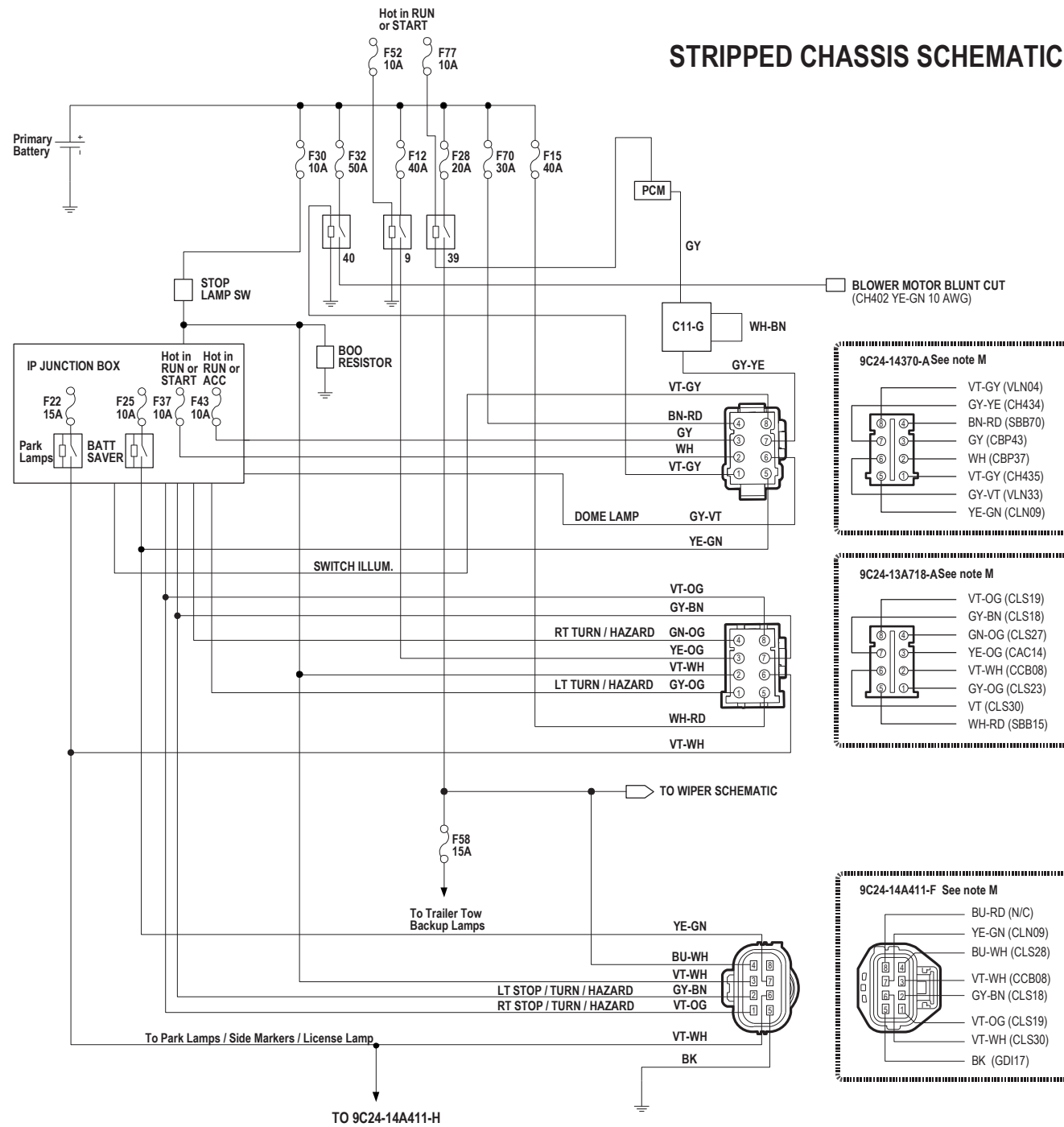
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ELECTRICAL



E-SERIES ELECTRICAL WIRING STRIPPED CHASSIS

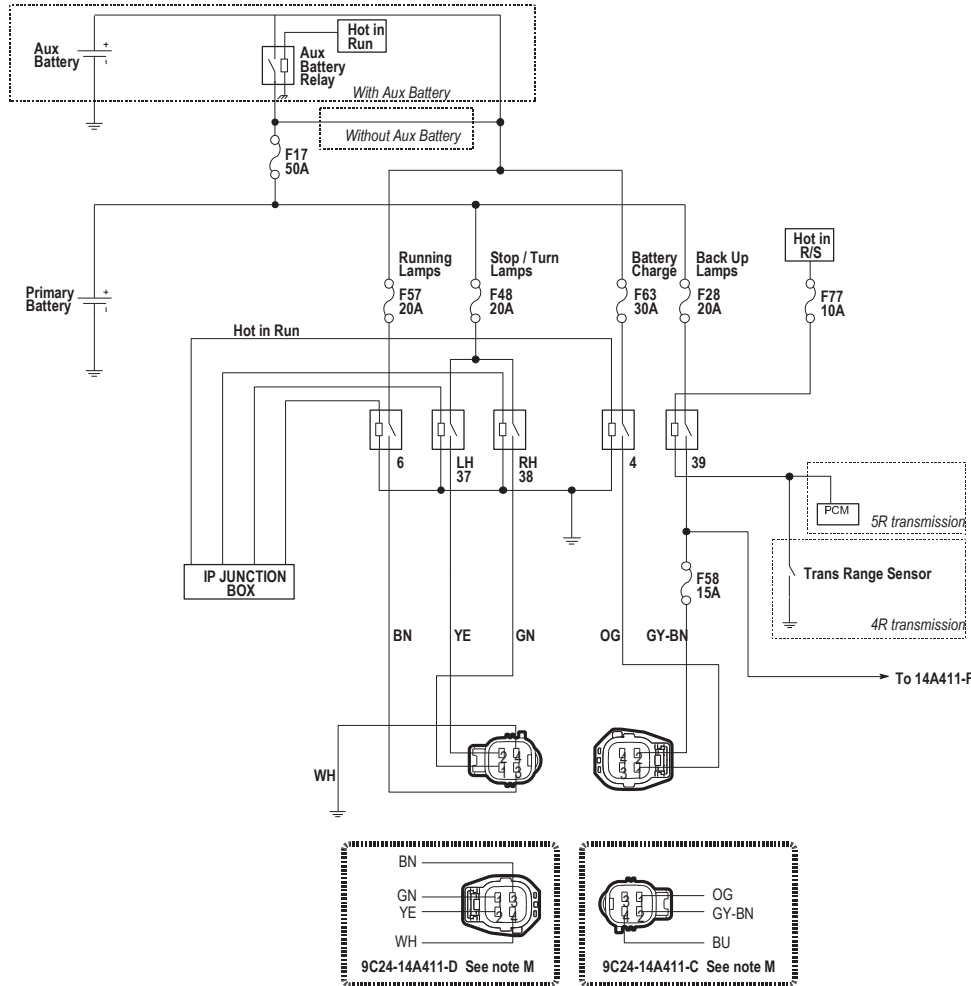
STRIPPED CHASSIS SCHEMATIC



INST-2 C22-C				RECOMMENDED MAX ALLOWABLE WIRE LENGTH (FEET)					
CRKT. COLOR	CODE	DESCRIPTION	CAV	MAX CONTINUOUS LOAD	18 AWG	16 AWG	14 AWG	12 AWG	10 AWG
VIOLET-WHITE	VT-WH	CCB08 STOP LAMP	2	See Note A	33	50	85	-	-
GREY-ORANGE	GY-OG	CLS23 LEFT TURN LAMP	1	2.2A	33	50	85	-	-
GREEN-ORANGE	GN-OG	CLS27 RIGHT TURN LAMP	4	2.2A	33	50	85	-	-
GREY-BROWN	GY-BN	CLS18 LEFT STOP / TURN LAMP	7	See Note H	33	50	85	-	-
VIOLET-ORANGE	VT-OG	CLS19 RIGHT STOP / TURN LAMP	8	See Note J	33	50	85	-	-
YELLOW-ORANGE	YE-OG	CAC14 RUN / START FUSED POWER	3	25A	-	-	-	33	50
WHITE-RED	WH-RD	SBB15 BATTERY FUSED POWER	5	28A	-	-	-	33	50
VIOLET	VT	CLS30 PARK LAMP	6	See Note E	-	50	50	85	-

INST-3 C22-D				RECOMMENDED MAX ALLOWABLE						
IP CONNECTOR (9C24-14370-A)				WIRE LENGTH (FEET)						
CRKT. COLOR	CODE	DESCRIPTION	CAV	MAX CONTINUOUS LOAD	20 AWG	18 AWG	16 AWG	14 AWG	12 AWG	10 AWG
WHITE	WH	CBP37 RUN-START FUSED POWER	2	3A	33	50	85	-	-	-
GREY	GY	CBP43 RUN-ACC FUSED POWER	3	7A	33	50	85	-	-	-
GREY-YELLOW	GY-YE	CH434 A/C DEMAND	7	5A	-	-	NOT FUSED	-	-	-
VIOLET-GREY	VT-GY	CH435 BLOWER RELAY COIL	1	1A	33	50	85	-	-	-
YELLOW-GREEN	YE-GN	CLN09 BATTERY SAVER	5	See Note F	33	50	85	-	-	-
GREY-VIOLET	GY-VT	VLN33 DOME LAMP	6	3A	-	33	50	85	-	-
VIOLET-GREY	VT-GY	VLN04 SWITCH ILLUMINATION	8	See Note B	-	33	50	85	-	-
BROWN-RED	BN-RD	SBB70 BATTERY FUSED POWER	4	21A	-	-	-	33	50	85

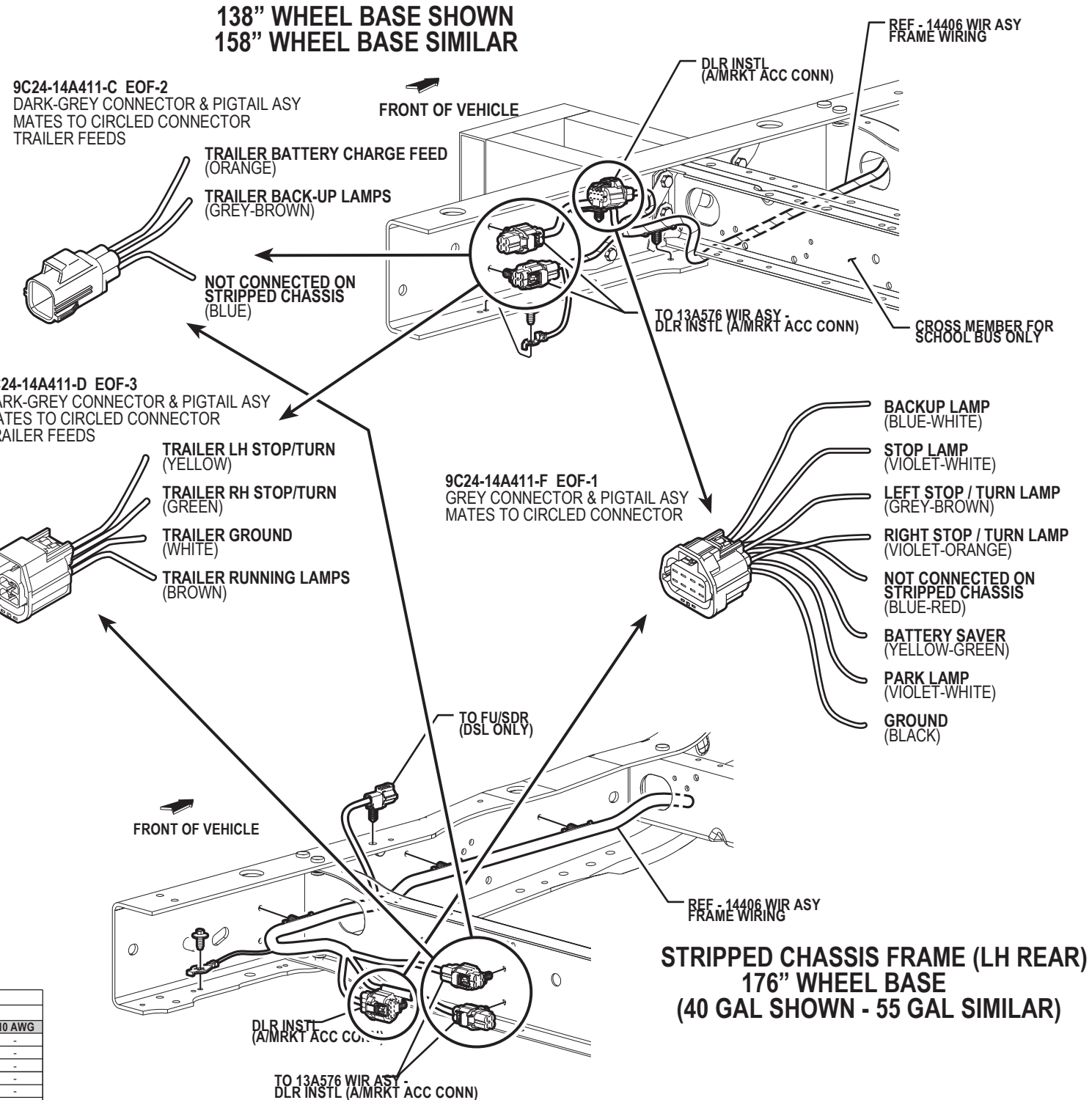
E-SERIES ELECTRICAL WIRING STRIPPED CHASSIS REAR FRAME



EOF-2 C44-J				RECOMMENDED MAX ALLOWABLE WIRE LENGTH (FEET)				
CRKT. COLOR	CODE	DESCRIPTION	CAV	MAX CONTINUOUS LOAD	16 AWG	14 AWG	12 AWG	10 AWG
BLUE	BU	NOT CONNECTED ON STRIPPED CHASSIS	4	N/A	-	-	-	-
ORANGE	OG	CAT14 TRAILER BATTERY CHARGE FEED	1	21A	-	-	20	35
GREY-BROWN	GY-BN	CAT03 TRAILER BACK-UP LAMPS	2	See Note C	50	50	50	50

EOF-3 C44-I				RECOMMENDED MAX ALLOWABLE WIRE LENGTH (FEET)				
CRKT. COLOR	CODE	DESCRIPTION	CAV	MAX CONTINUOUS LOAD	16 AWG	14 AWG	12 AWG	10 AWG
YELLOW	YE	CAT06 TRAILER LH TURN / STOP LAMP	2	See Note D	30	50	50	50
GREEN	GN	CAT09 TRAILER RH TURN / STOP LAMP	1	See Note D	30	50	50	50
WHITE	WH	RAT08 TRAILER GROUND	4	40A	-	-	-	10 GA ONLY
BROWN	BN	CAT17 TRAILER RUN LAMPS	3	14A	-	50	50	50

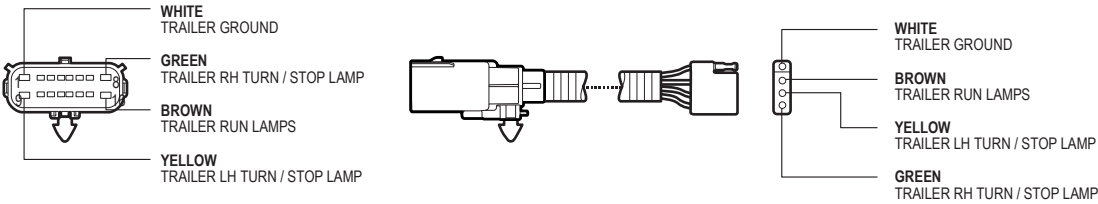
EOF-1 C44-H				RECOMMENDED MAX ALLOWABLE WIRE LENGTH (FEET)				
CRKT. COLOR	CODE	DESCRIPTION	CAV	MAX CONTINUOUS LOAD	18 AWG	16 AWG	14 AWG	12 AWG
VIOLET-WHITE	VT-WH*	CCB08 STOP LAMP	3	See Note A	25	40	70	-
YELLOW-GREEN	YE-GN	CLN09 BATTERY SAVER	7	See Note F	40	55	90	-
GREY-BROWN	GY-BN	CLS18 LEFT STOP / TURN LAMP	2	See Note H	18	21	37	-
VIOLET-ORANGE	VT-OG	CLS19 RIGHT STOP / TURN LAMP	1	See Note J	18	21	37	-
BLUE-WHITE	BU-WH	CLS28 BACKUP LAMP	4	See Note C	18	21	37	55
BLACK	BK	GD117 GROUND	5	25A	-	-	-	NOT FUSED
VIOLET-WHITE	VT-WH*	CLS30 PARK LAMP	6	See Note E	-	50	85	-
BLUE-RED	BU-RD	NOT CONNECTED ON STRIPPED CHASSIS	8	N/A	-	-	-	-



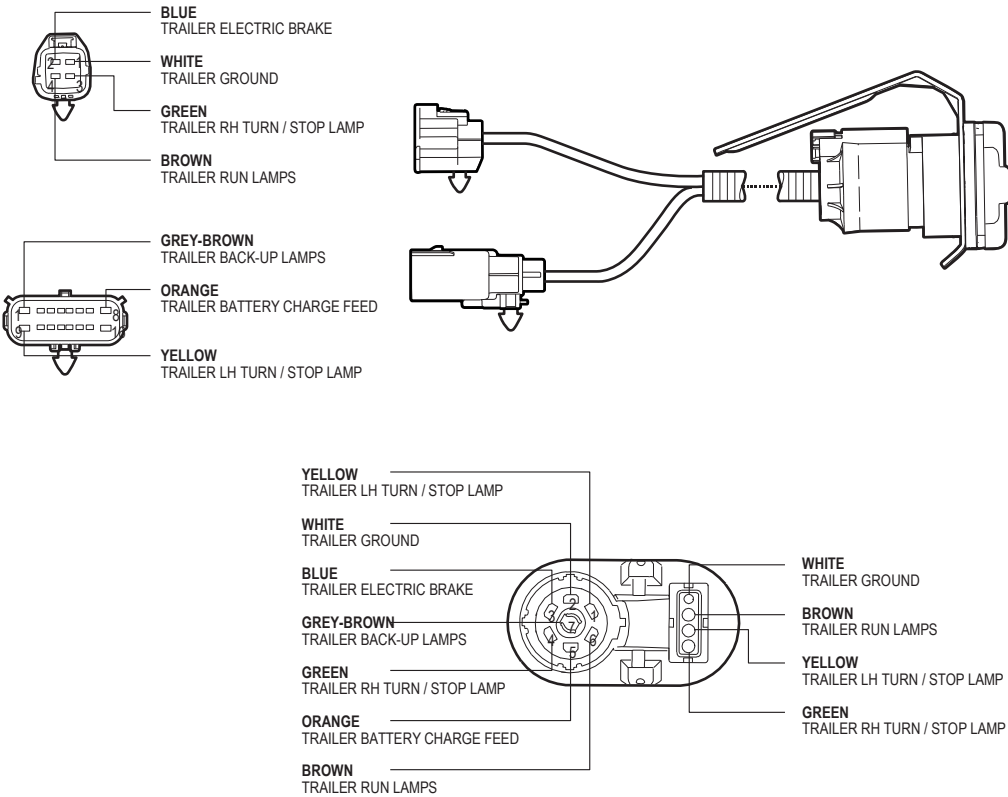
E-SERIES ELECTRICAL WIRING

TRAILER TOW WIRING

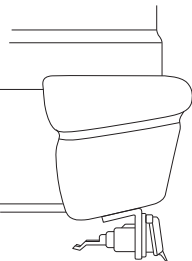
CLASS I



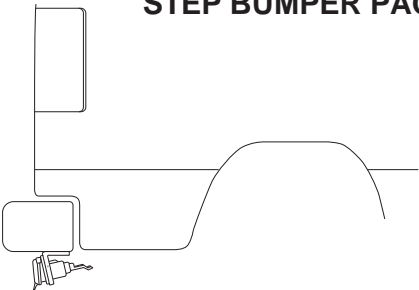
CLASS II



Note: Check trailer lights after installation to determine if they function correctly. Do not operate the vehicle with a trailer if a problem exists.

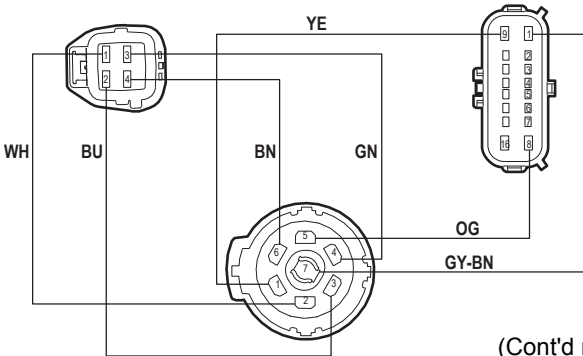
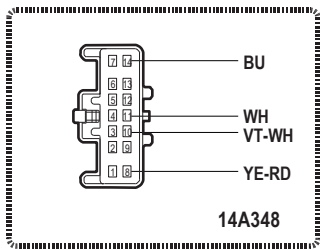
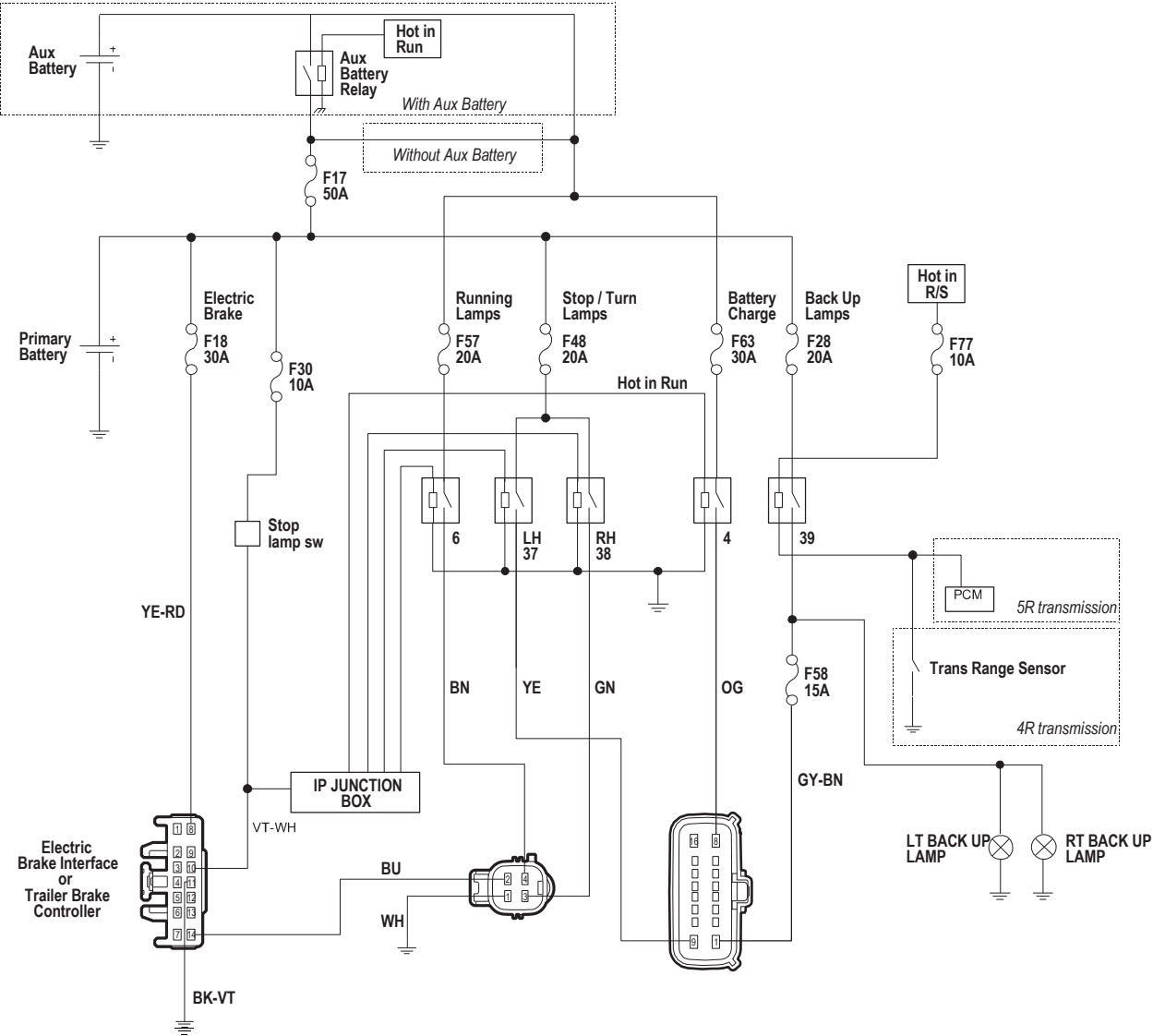


STEP BUMPER PACKAGE



Note: Slide trailer tow bracket assembly to the most forward position in vehicle. Failure to do so may result in bracket damage. This applies to vehicles with or without a hitch. This note applies to both the contour and step bumper packages.

CLASS II - IV TRAILER TOW SCHEMATIC

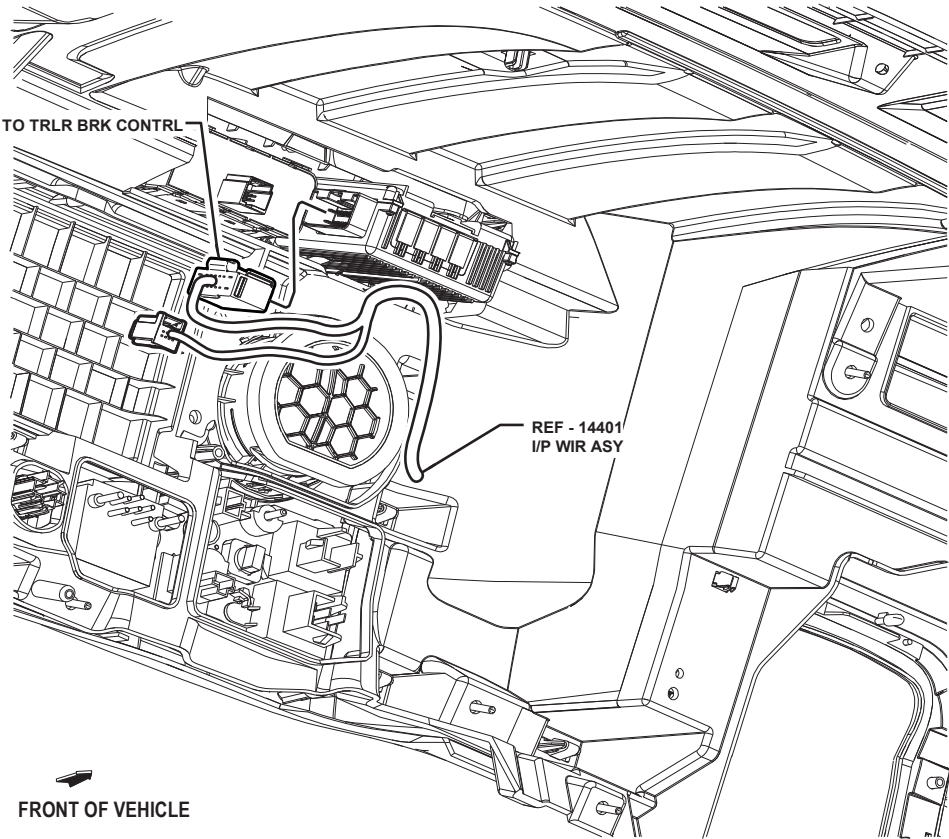


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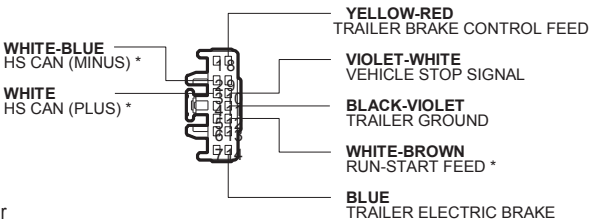


E-SERIES ELECTRICAL WIRING
TRAILER TOW WIRING (Cont'd)

E-SERIES ELECTRIC BRAKE CONTROL

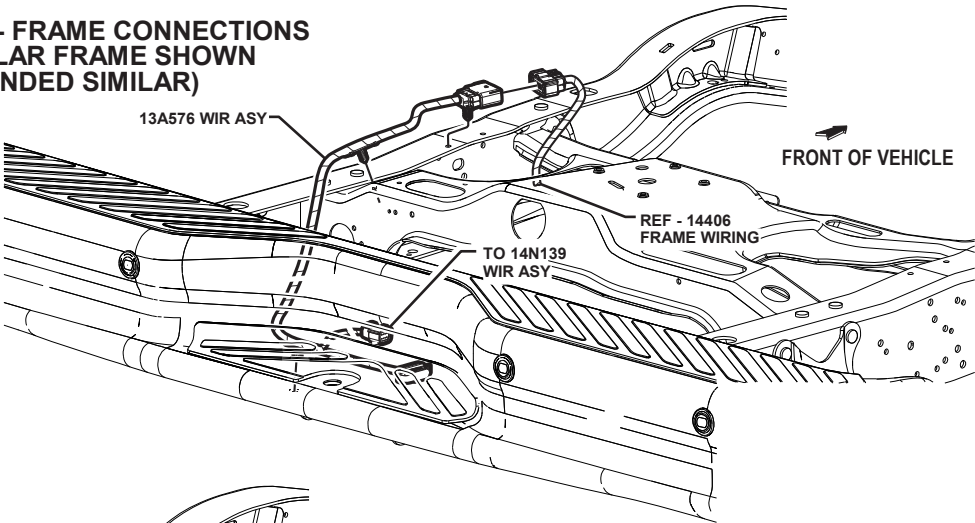


VEHICLE SIDE		
ELECTRONIC BRAKE CIRCUITS		
CRKT. COLOR	CODE	DESCRIPTION
BLUE	BU	TRAILER ELECTRIC BRAKE
YELLOW-RED	YE-RD	TRAILER BRAKE CONTROL FEED
VIOLET-WHITE	VT-WH	VEHICLE STOP SIGNAL
BLACK-VIOLET	BK-VT	TRAILER GROUND
WHITE-BLUE	WH-BU	HS CAN (PLUS) *
WHITE	WH	HS CAN (MINUS) *
WHITE-BROWN	WH-BN	RUN - START FEED *

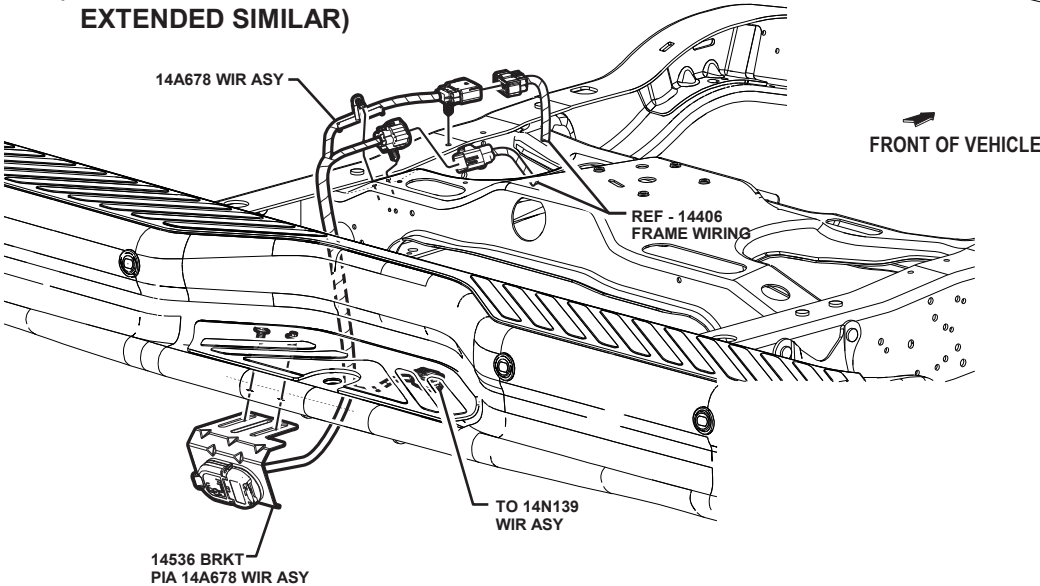


* Only for use with factory installed Trailer Brake Controller

CLASS I - FRAME CONNECTIONS
(REGULAR FRAME SHOWN
EXTENDED SIMILAR)



CLASS II - FRAME CONNECTIONS
(REGULAR FRAME SHOWN
EXTENDED SIMILAR)

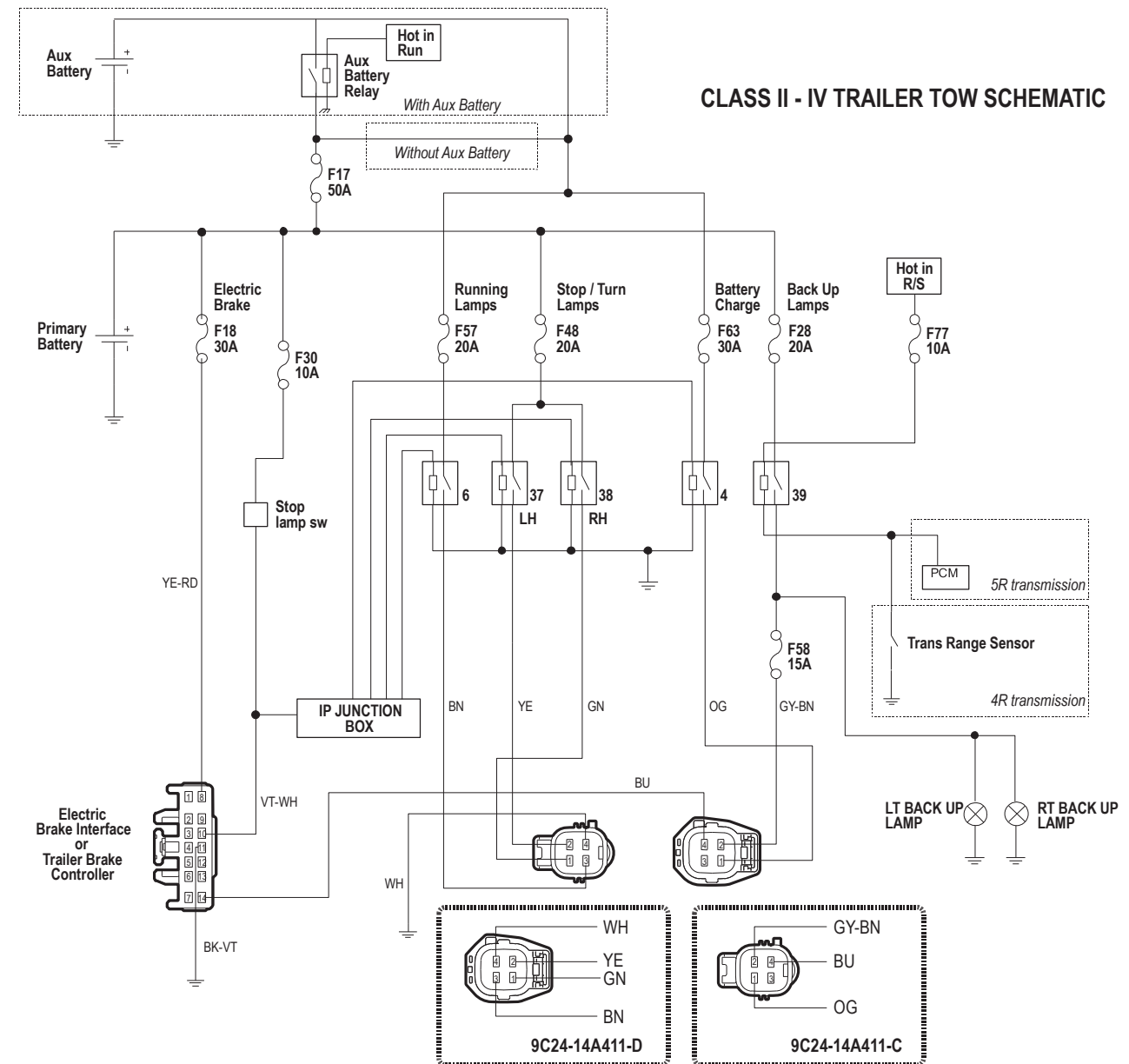
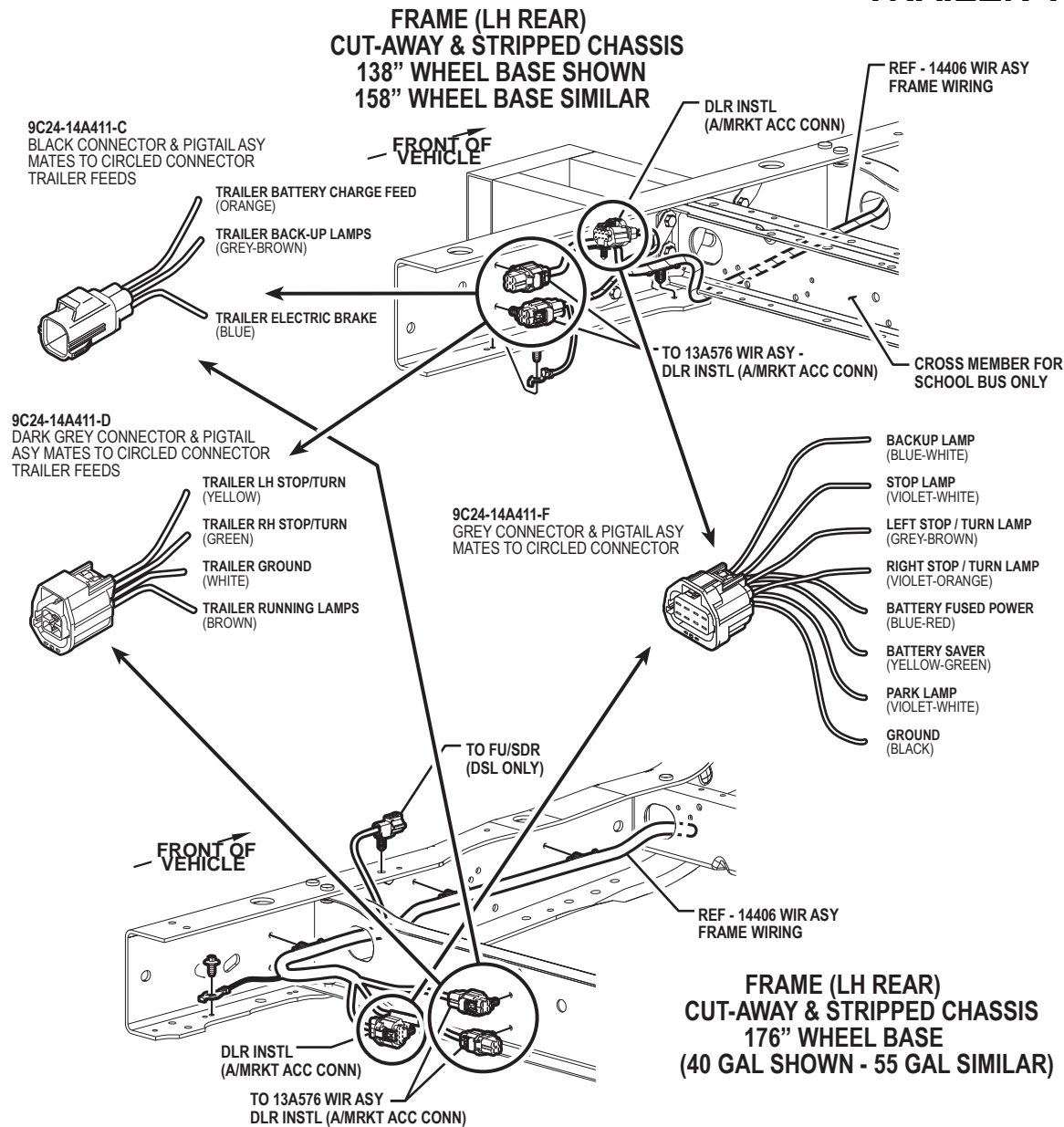


TRAILER CIRCUITS			RECOMMENDED MAX ALLOWABLE WIRE LENGTH (FEET)		
CRKT. COLOR	CODE	DESCRIPTION	14 AWG	12 AWG	10 AWG
BLUE	BU	TRAILER ELECTRIC BRAKE	N/A	50	50
ORANGE	OS	TRAILER BATTERY CHARGE FEED	N/A	20	35
YELLOW	YE	TRAILER LH TURN / STOP LAMP	50	50	50
GREEN	GN	TRAILER RH TURN / STOP LAMP	50	50	50
WHITE	WH	TRAILER GROUND	N/A	N/A	10 GA ONLY
BROWN	BN	TRAILER RUN LAMPS	50	50	50
GREY-BROWN	GY-BN	TRAILER BACK-UP LAMPS	50	50	50

Additional Note:
All recommended wire lengths are for direct feeds only. To compensate for connector and/or switch contact resistance, subtract the following from the recommended wire lengths:
1. Subtract 1 foot per connection for 14 awg or smaller diameter and 3 feet for 12 awg or larger diameter.
2. Subtract 3 feet per switch connection for all wire awgs.

(Cont'd next page)

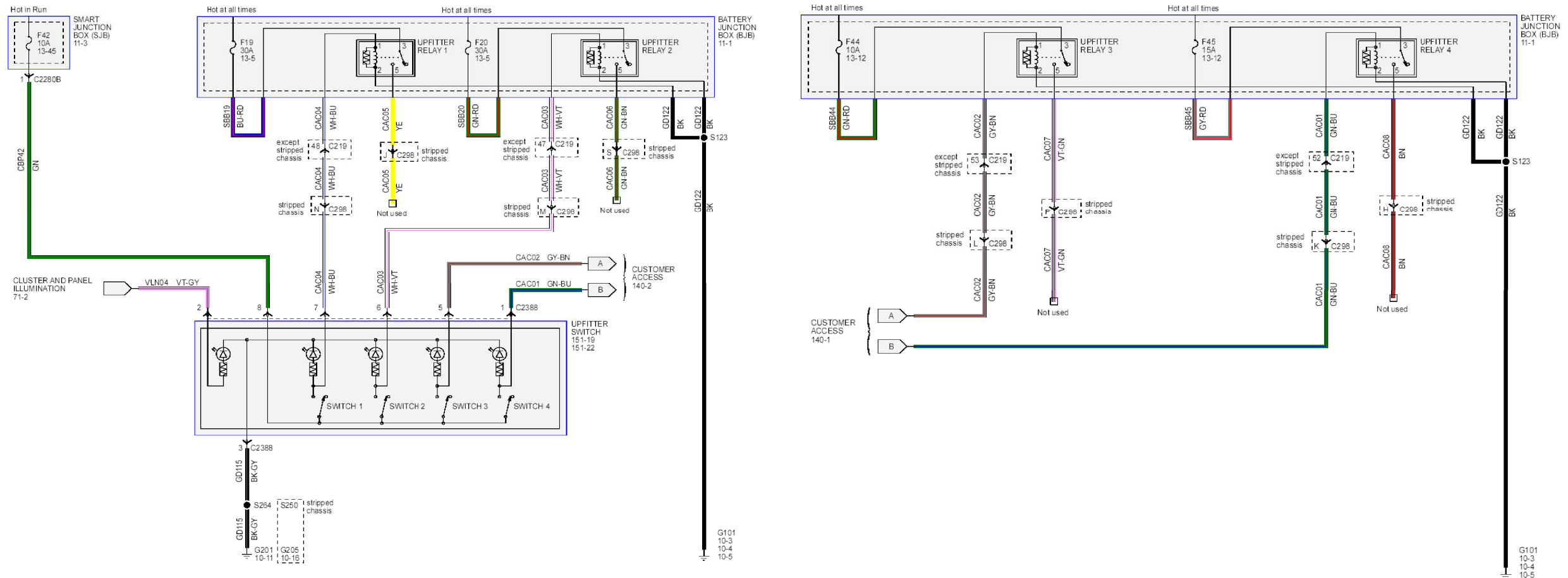
E-SERIES ELECTRICAL WIRING TRAILER TOW WIRING (Cont'd)



FRAME MODIFIER CONNECTOR (9C24-14A411-C)				RECOMMENDED MAX ALLOWABLE WIRE LENGTH (FEET)				
CRKT. COLOR	CODE	DESCRIPTION	CAV	MAX CONTINUOUS LOAD	16 AWG	14 AWG	12 AWG	10 AWG
BLUE	BU	CAT19 TRAILER ELECTRIC BRAKE	4	21A	-	-	50	50
ORANGE	OG	CAT14 TRAILER BATTERY CHARGE FEED	2	21A	-	-	20	35
GREY-BROWN	GY-BN	CAT03 TRAILER BACK-UP LAMPS	1	See Note C	50	50	50	50

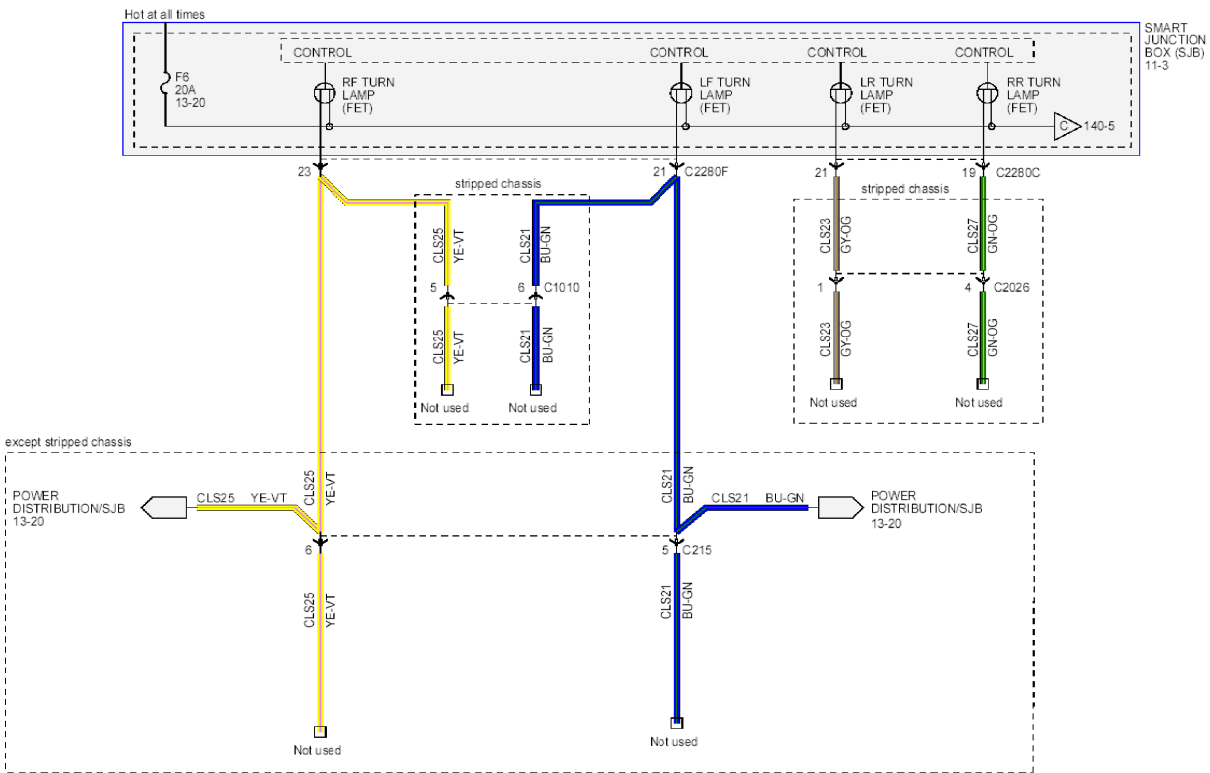
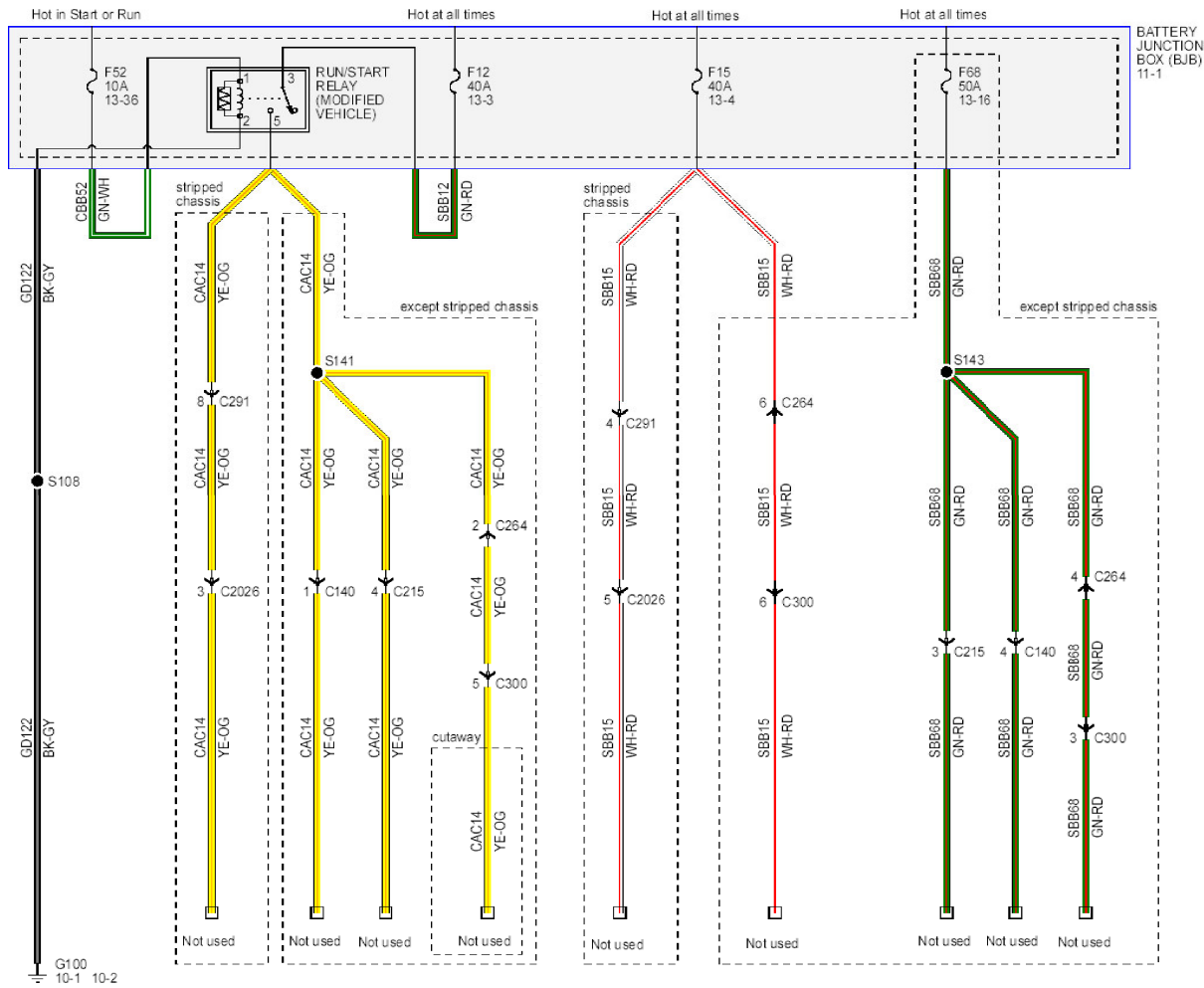
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				WIRE LENGTH (FEET)				
CRKT. COLOR	CODE	DESCRIPTION	CAV	MAX CONTINUOUS LOAD	16 AWG	14 AWG	12 AWG	10 AWG
YELLOW	YE	CAT06 TRAILER LH TURN / STOP LAMP	2	See Note D	30	50	50	50
GREEN	GN	CAT09 TRAILER RH TURN / STOP LAMP	1	See Note D	30	50	50	50
WHITE	WH	CAT08 TRAILER GROUND	4	40A	-	-	-	10GA ONLY
BROWN	BN	CAT17 TRAILER RUNNING LAMPS	3	14A	-	50	50	50

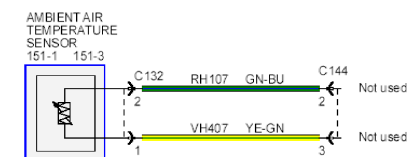
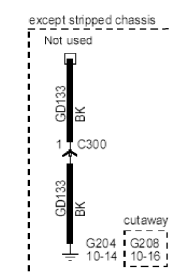
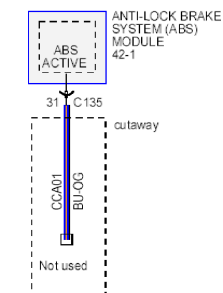
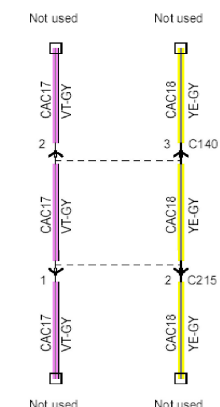
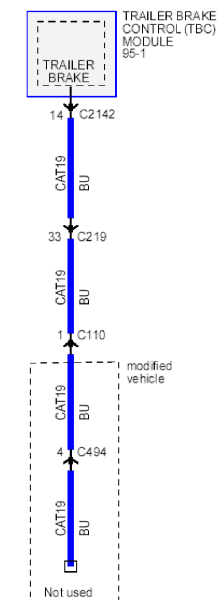
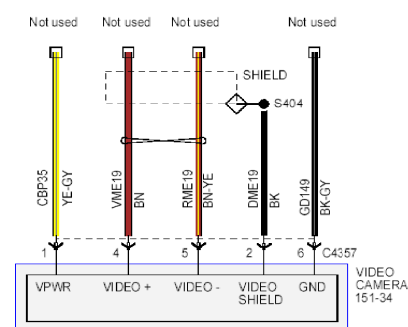
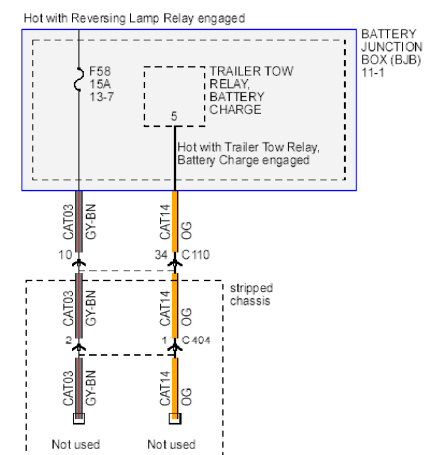
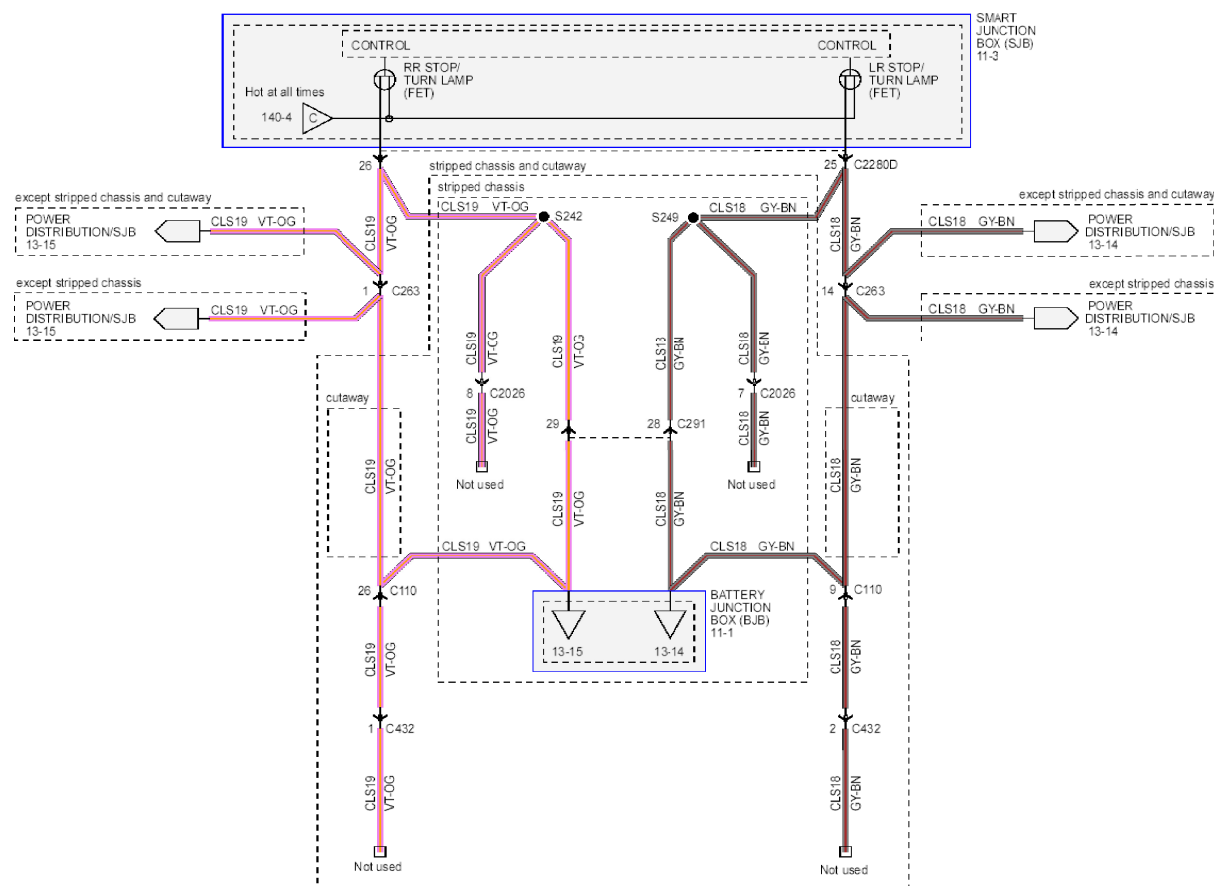
FRAME MODIFIER CONNECTOR (9C24-14A411-F)					RECOMMENDED MAX ALLOWABLE WIRE LENGTH (FEET)				
CRKT. COLOR	CODE	DESCRIPTION	CAV	MAX CONTINUOUS LOAD	18 AWG	16 AWG	14 AWG	12 AWG	10 AWG
VIOLET-WHITE	VT-WH*	CCB08 STOP LAMP	3	See Note J	25	40	70	-	-
YELLOW-GREEN	YE-GN	CLN09 BATTERY SAVER	7	See Note H	40	55	90	-	-
GREY-BROWN	GY-BN	CLS18 LEFT STOP / TURN LAMP	2	See Note E	18	21	37	-	-
VIOLET-ORANGE	VT-OG	CLS19 RIGHT STOP / TURN LAMP	1	See Note F	18	21	37	-	-
BLUE-WHITE	BU-WH	CLS28 BACKUP LAMP	4	See Note C	18	21	37	55	-
BLACK	BK	GD117 GROUND	5	25A	-	-	-	NOT FUSED	-
BLUE-RED	BU-RD	SBB51 BATTERY FUSED POWER	8	14A	-	10	15	22	33
VIOLET-WHITE	VT-WH*	CLS30 PARK LAMP	6	See Note G	-	50	85	-	-

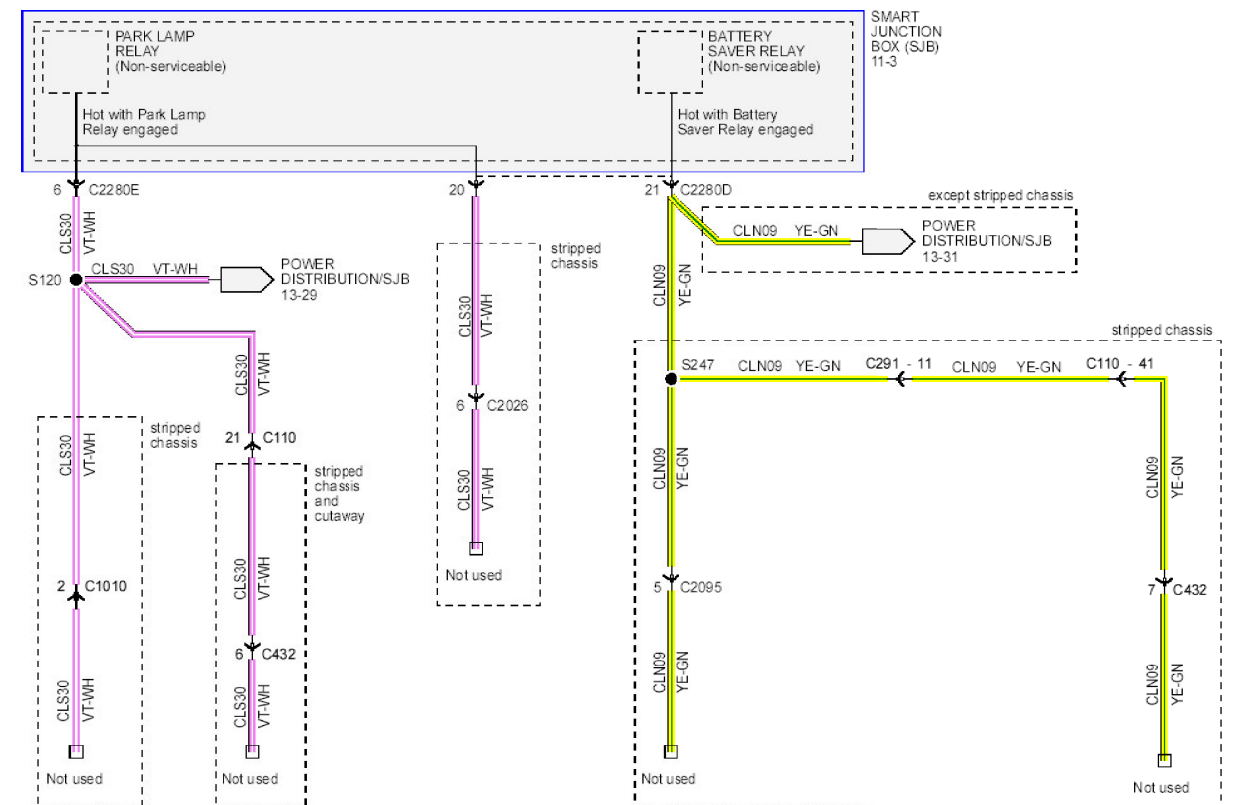
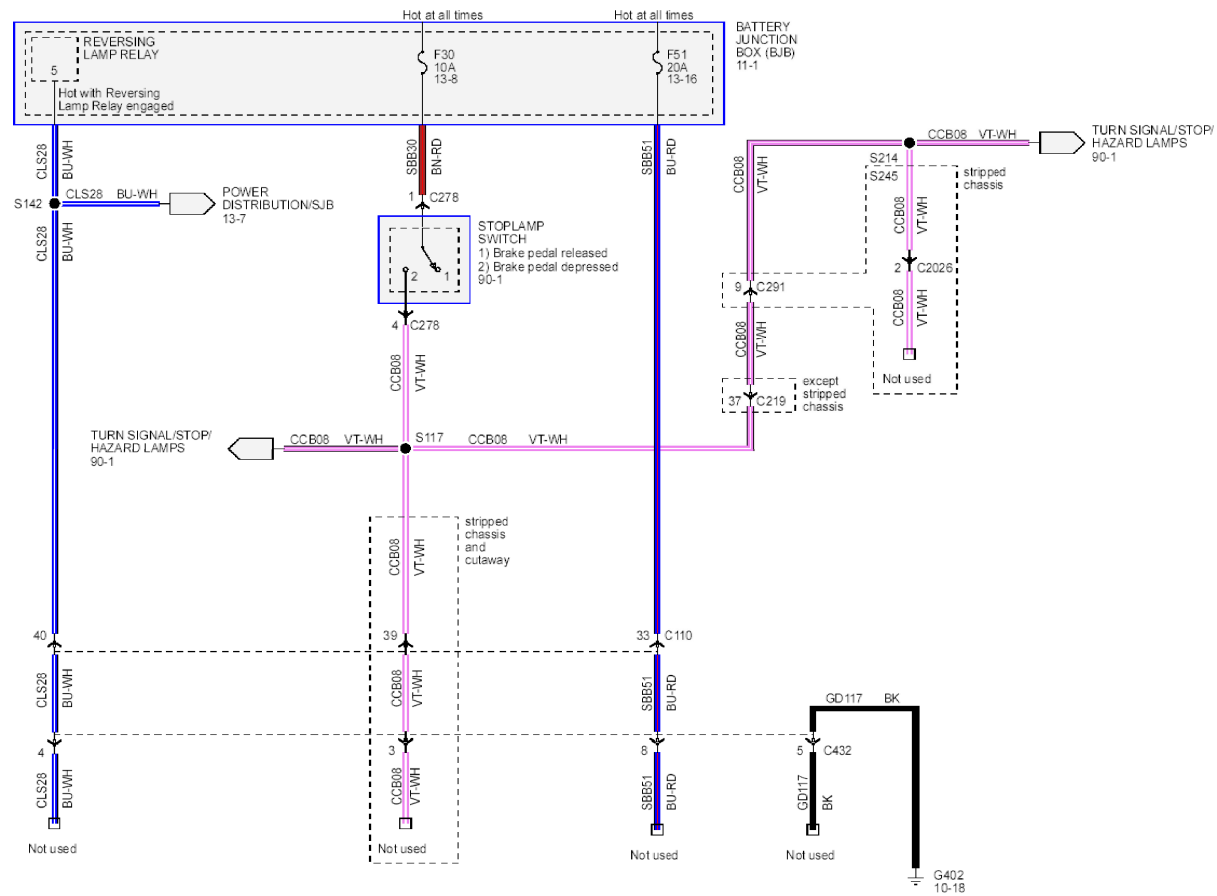




ELECTRICAL WIRING
E-SERIES
CUSTOMER ACCESS SCHEMATICS (Cont'd)





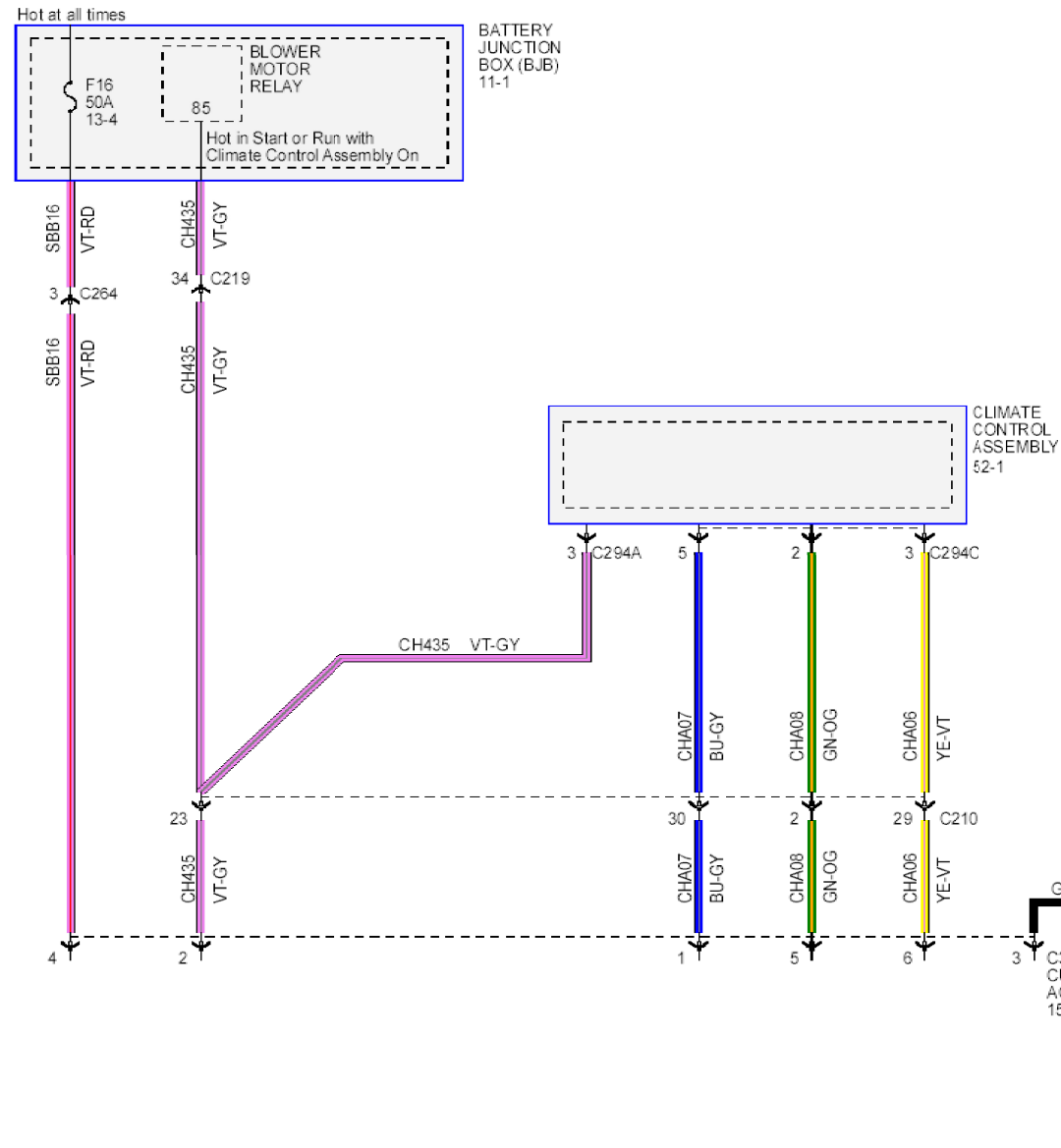


ELECTRICAL WIRING

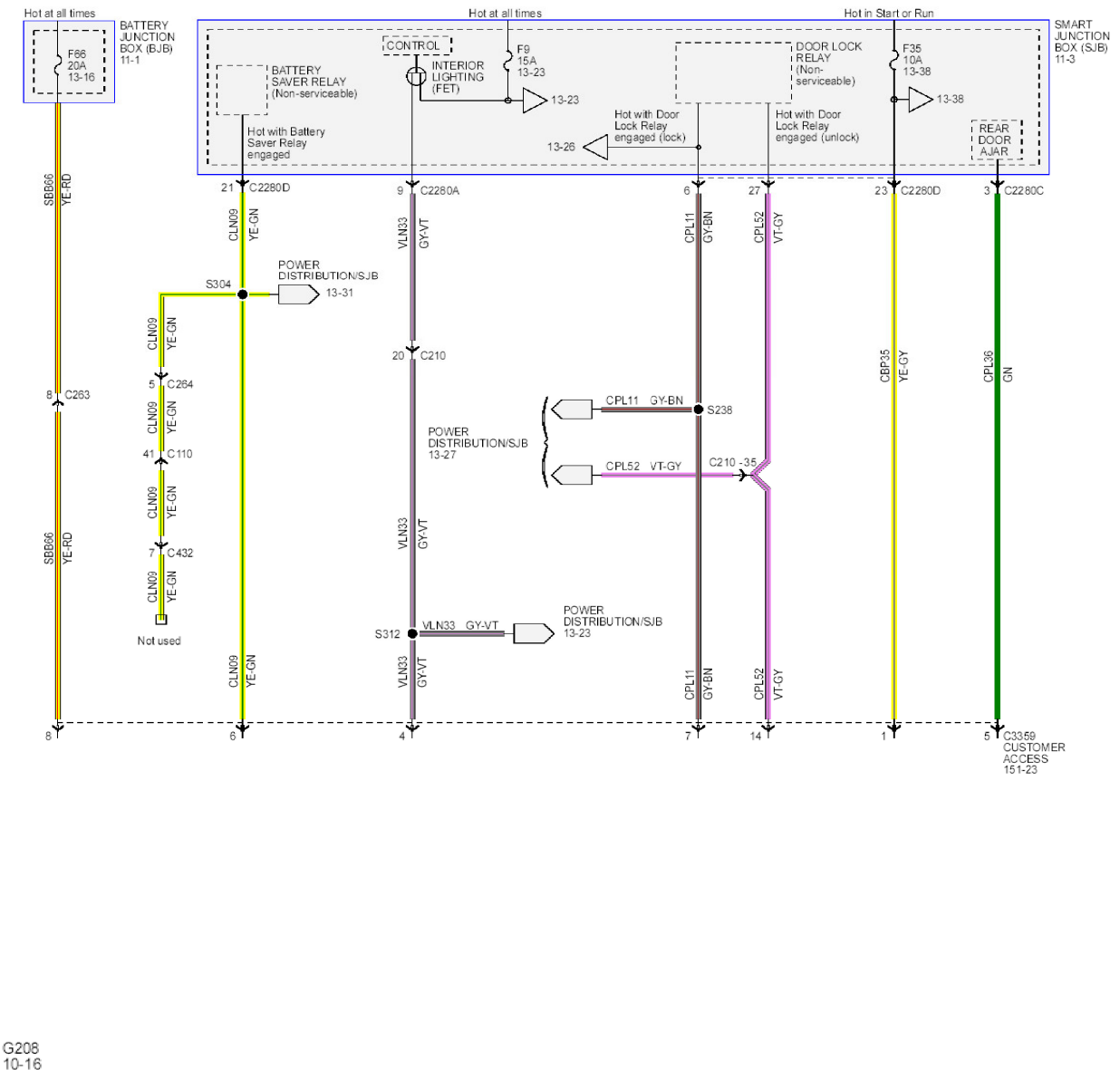
E-SERIES

CUSTOMER ACCESS SCHEMATICS (Cont'd)

CUTAWAY

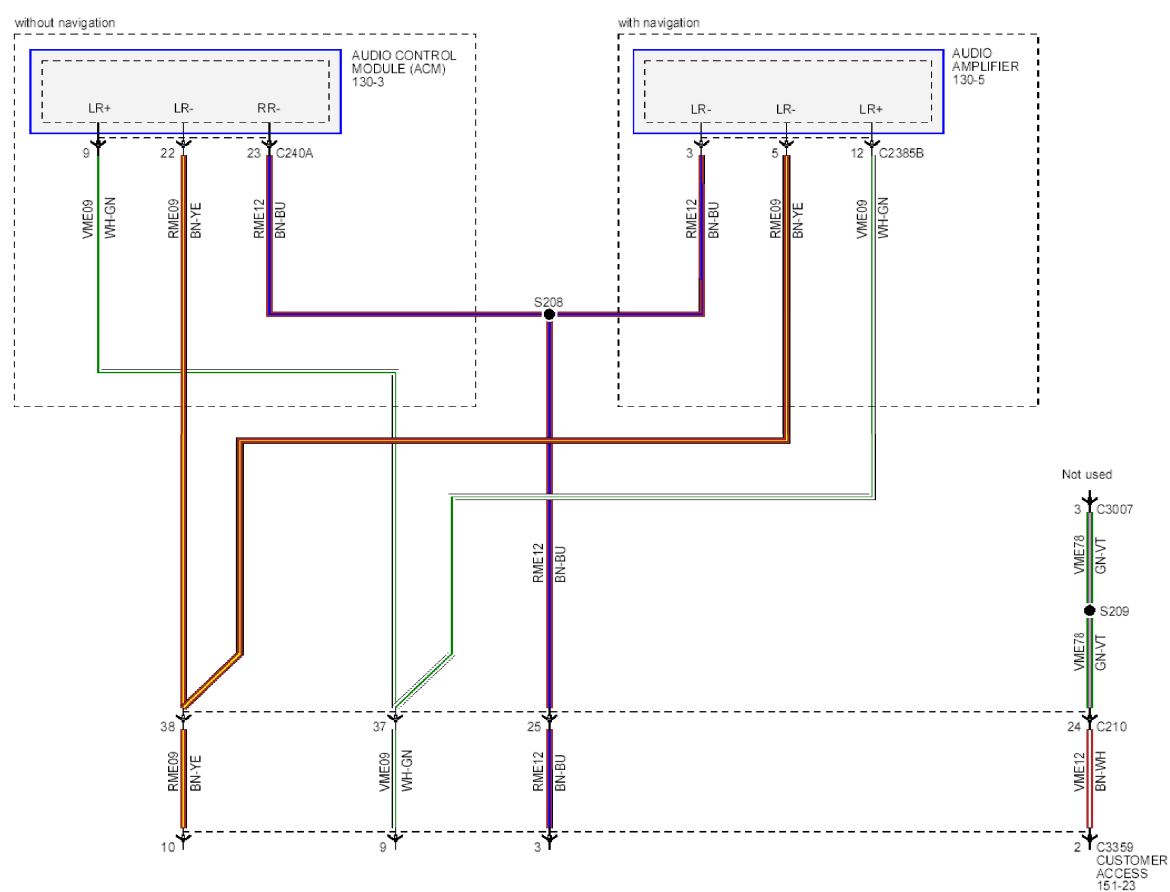


CUTAWAY

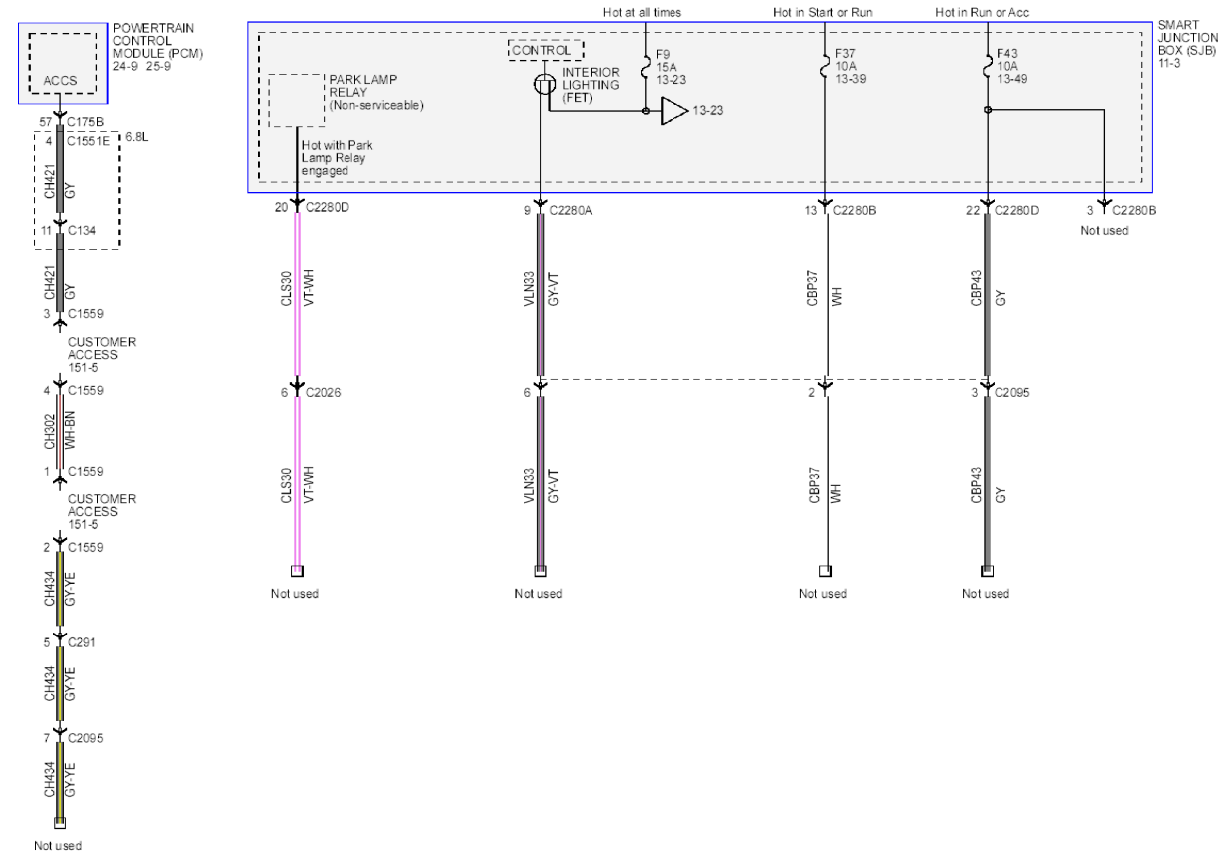




CUTAWAY



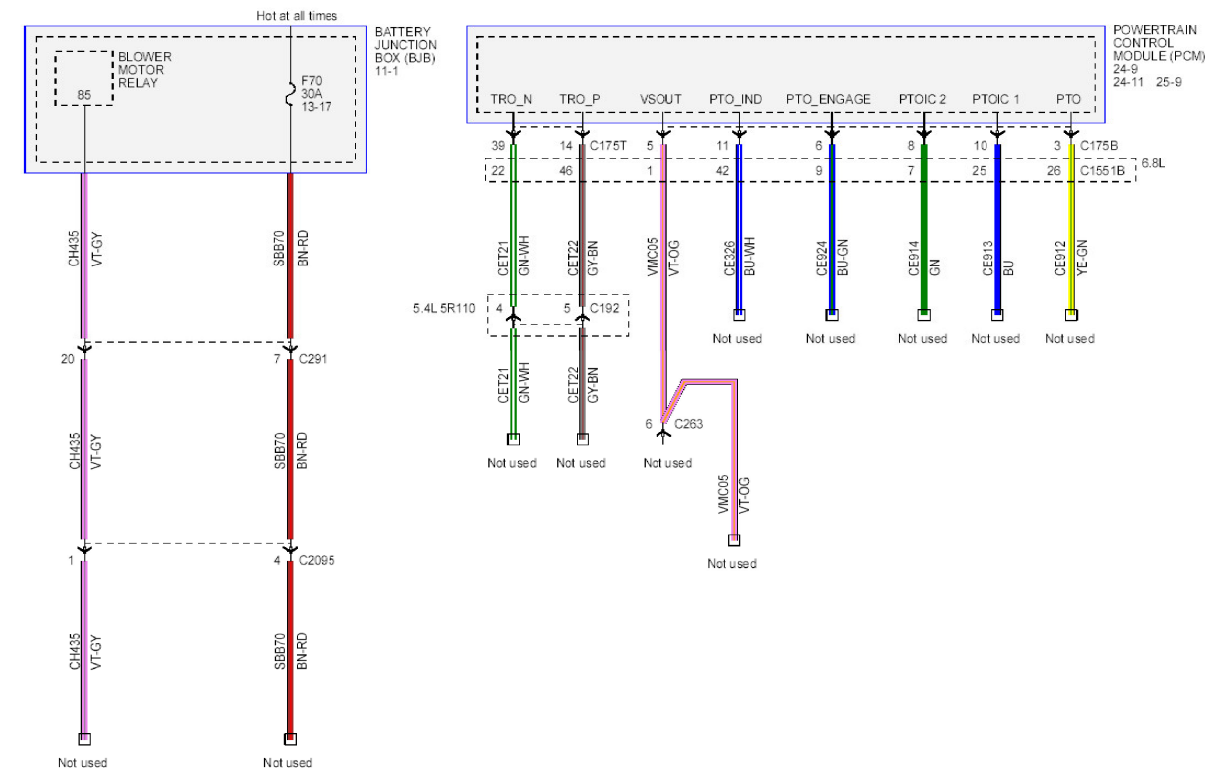
STRIPPED CHASSIS



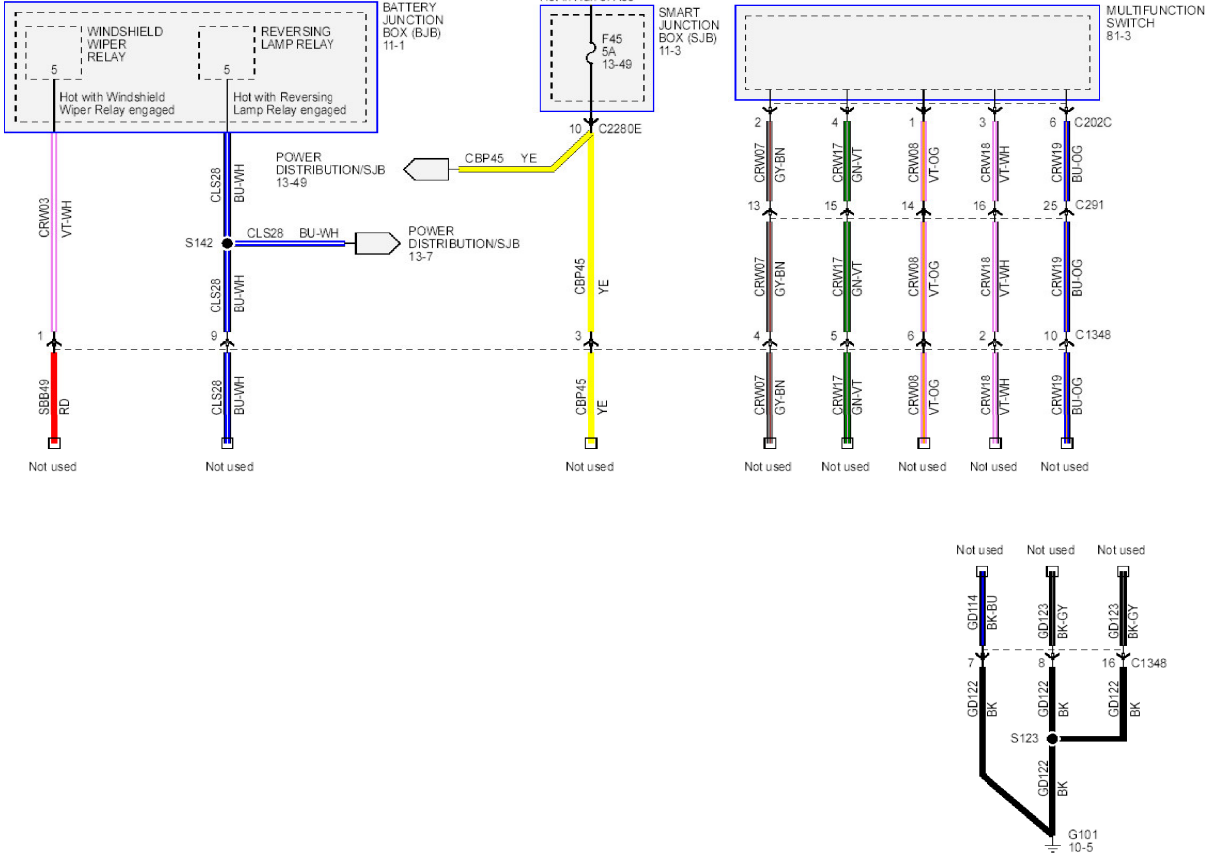


ELECTRICAL WIRING
E-SERIES
CUSTOMER ACCESS SCHEMATICS (Cont'd)

STRIPPED CHASSIS



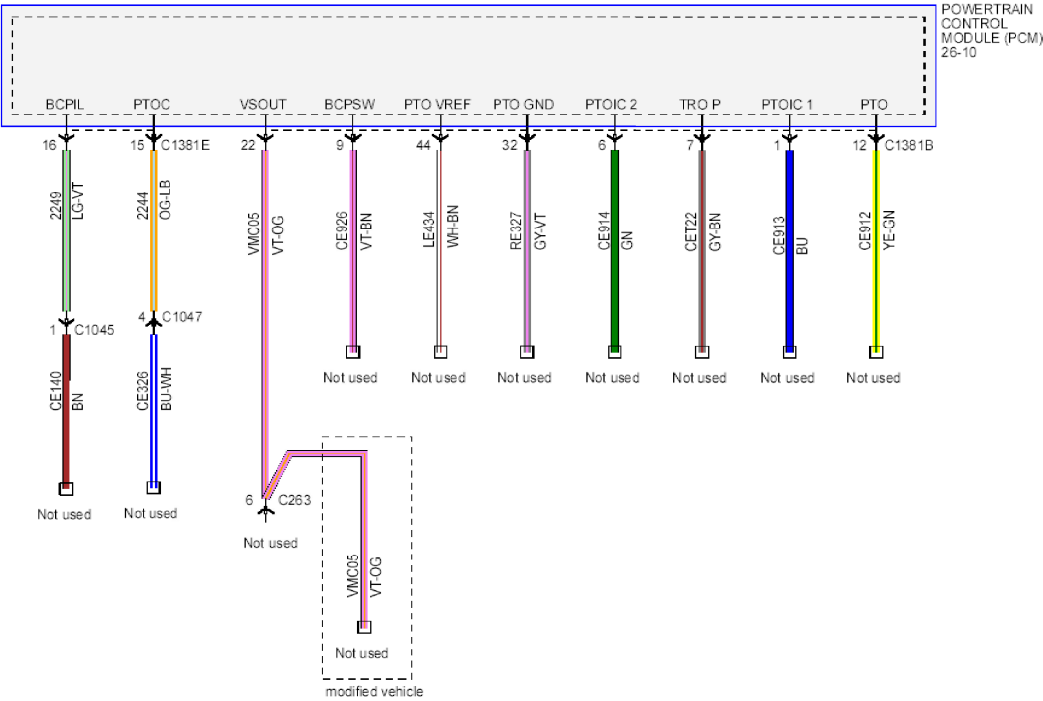
STRIPPED CHASSIS

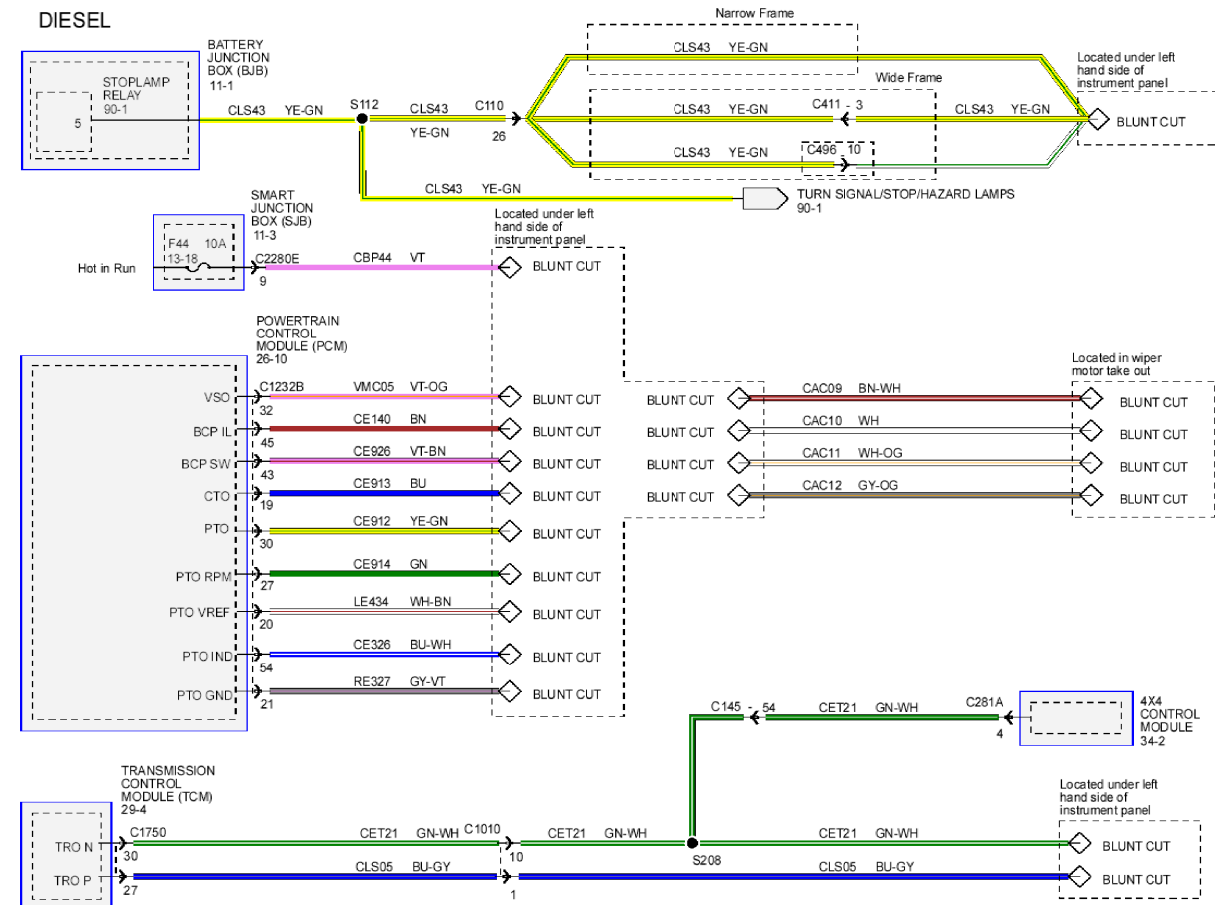
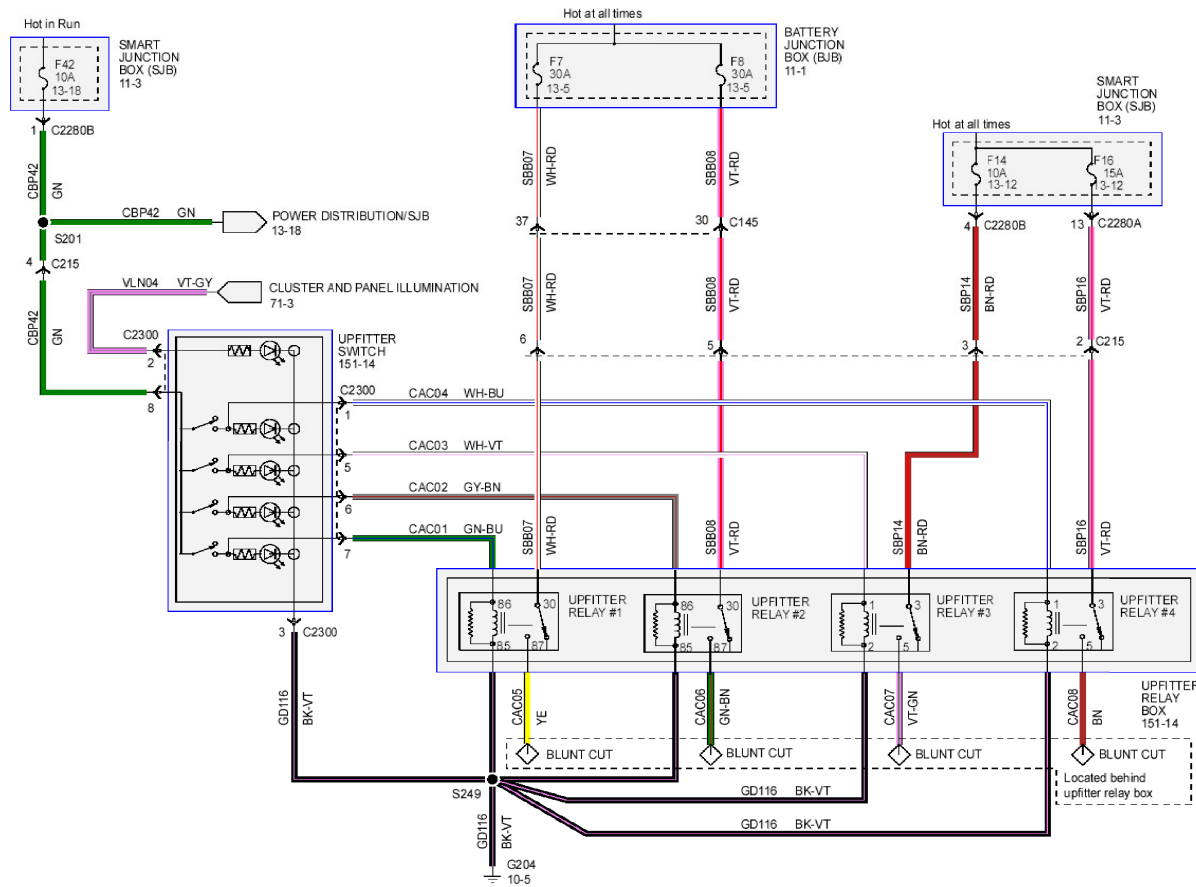




ELECTRICAL WIRING
E-SERIES
CUSTOMER ACCESS SCHEMATICS (Cont'd)

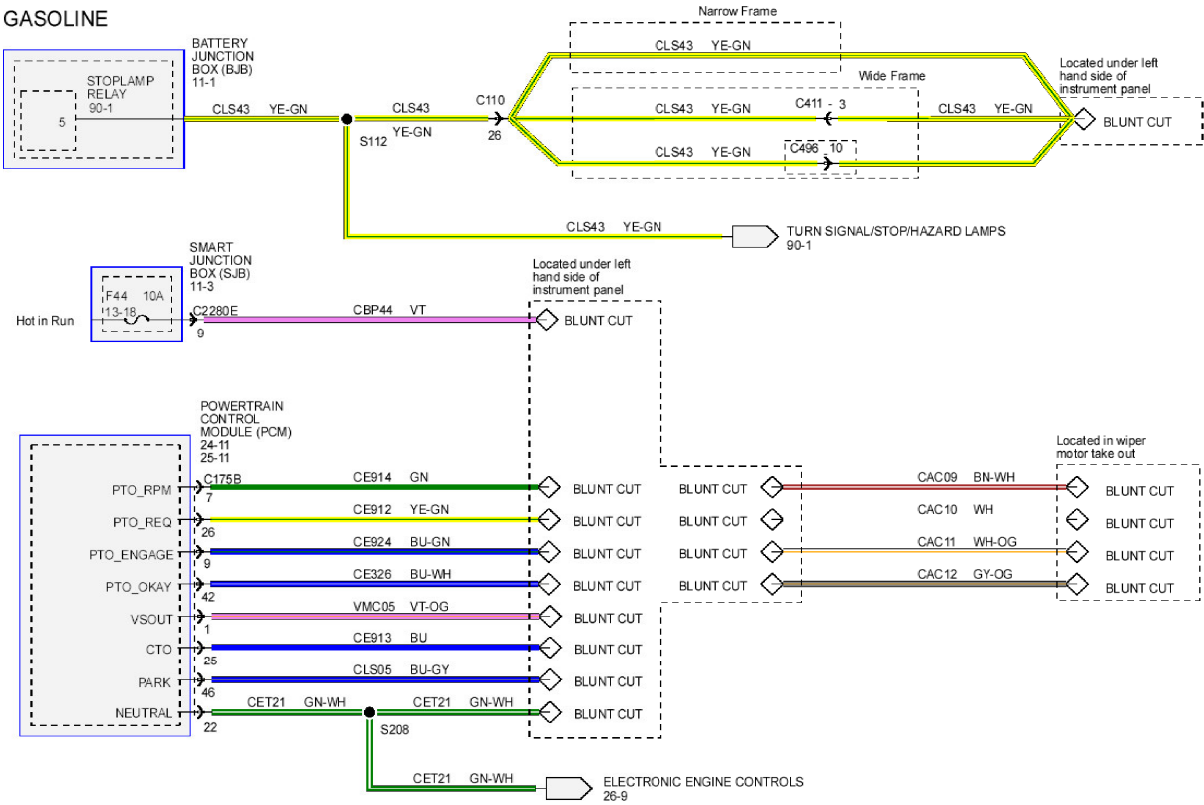
DIESEL







ELECTRICAL WIRING
SUPER DUTY F-SERIES
CUSTOMER ACCESS SCHEMATICS (Cont'd)





ELECTRICAL WIRING GENERAL PRACTICES

ADDITION OF LIGHTS OR ELECTRICAL DEVICES

This section provides instructions for the addition of electrical devices to the vehicle electrical system by body builders.

(Vehicles stored on site should have the negative battery cable disconnected to minimize "Dead Battery" situation. This applies to both "incomplete" and "complete" vehicles in storage.)

After all electrical or vehicle modifications, perform the on-board diagnostics as described in the powertrain control/emissions diagnosis manual to clear all diagnostic trouble codes (DTCs). Road test vehicle and rerun the on-board diagnostics to verify that no DTCs are present. If DTCs are generated perform the appropriate diagnostic procedures and repairs. Vehicle operation (engine/transmission) may be affected if DTCs are not serviced.

F/CMVSS, U.S. and Canadian RF Requirements:

1. All Ford vehicles built and fully completed by Ford, comply with F/CMVSS No. 108, "Lamps, Reflective Devices and Associated Equipment" and other applicable F/CMVSS that affect electrical components. Care must be taken that modifications do not conceal, alter or change components installed or provided by Ford Motor Company to achieve this conformance.
2. Incomplete vehicles (i.e., Chassis Cab, Stripped Chassis, etc.) will conform to the F/CMVSS according to the provisions and conditions stated in the *Incomplete Vehicle Manual* (IVM) attached to each incomplete vehicle.
3. Devices that emit radio frequency (RF) energy, such as AM/FM radios and radio-controlled security systems, marketed for sale or use in the United States are subject to the rules and regulations of the Federal Communications Commission (FCC) 47 CFR Parts 2 and 15.

These rules specify the following conditions of operation:

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

In addition, the FCC's Rules may require the device to be tested and found to comply with various RF interference emission limits before it may be marketed. The FCC establishes different limits according to the particular use and installation of RF devices. In some cases, a grant of equipment authorization from the FCC also must be obtained before any RF device may be marketed. Labeling with certain FCC information may also be required.

To ensure continued compliance with the FCC's requirements, the owner, user, custom manufacturer, or service technician must not modify or change the RF device in a manner not expressly approved by Ford Motor Company. Such modifications could void the authority to operate the device.

4. All vehicles powered by spark ignition internal combustion engines (e.g., gasoline or liquid petroleum gas engines) and manufactured in Canada or for sale or use in Canada are subject to the Canadian "Regulations for the Control of Interference to Radio Reception," SOR/75-629, Canada Gazette Part II, Vol. 109, No. 21, November 12, 1975, as amended by SOR/77-860, Canada Gazette Part II, Vol. 111, No. 21, November 9, 1977, by SOR/78-727, Canada Gazette Part II, Vol. 112, No. 18, September 27, 1978, and by SOR/80-915, Canada Gazette Part II, Vol. 114, No. 23, December 10, 1980. Violation of these regulations is punishable by fine or imprisonment. Ford-built incomplete vehicles other than stripped chassis are designed and manufactured to be capable of meeting the regulatory requirements or such modifications thereof as may be authorized by the Canadian Department of Communications.

However, because Ford has no control over how an incomplete vehicle is completed by subsequent stage manufacturers, Ford does not represent that the completed vehicle incorporating the Ford-built components will comply with applicable requirements.

Routing & Clipping:

1. It is strongly recommended that wiring in areas of heavy rework, or in areas where welding operations are to be performed, be removed prior to the rework operations and reinstalled after the rework is completed. The IP cluster and Powertrain Control Module (PCM), must be disconnected before any electrical welding is performed, otherwise module damage may result. If wire removal is not practical, the wires must be shielded from damage due to the rework and welding heat. All components and wiring should be reinstalled as closely as possible to the way it was installed before removal.
2. Wire routings of newly installed components or wire routing revisions of the Ford harnesses necessitated by reworks must conform to the following:
 - Wires routed through holes in sheet metal or castings must have the hole edges protected by a grommet.
 - Wires should be routed to avoid metal edges, screws, trim fasteners and abrasive surfaces. When such routings are not possible, protective devices (shields, caps, etc.) must be used to protect the wires and when wires must cross a metal edge the edge should be covered with a protective shield and the wiring fastened within 3 inches of the edge.
 - Wires must be routed to provide at least 3 inches clearance to moving parts, unless positively fastened or protected by a conduit.
 - Existing heat shields, insulation, and wire shielding/twisting must be maintained.

- Wire routings should avoid areas where temperatures exceed 180° F and a minimum clearance of 6 inches should be maintained from exhaust system components. Where compliance with this requirement is not possible, high temperature insulation and heat shields are required.
- When wiring is routed between two members where relative motion can occur the wiring should be secured to each member, with enough wire slack to allow flexing without damage to the wire.
- Wiring to all circuit components (switches, relays, etc.) in exposed locations must provide a drip loop to prevent moisture from being conducted into the device via the wire connection.
- Routing wires into areas exposed to wheel wash should be avoided. When such routings cannot be avoided, adequate clipping or protective shields are required to protect the wires from stone and ice damage.
- The wire retainers and grommets installed by the assembly plant are usually designed to accommodate only the Ford-installed wires. Additional wiring or tubing should be retained by additional clips. When added wires or tubes are routed through sheet metal panels, new holes, with proper wire protection and sealing, must be used.
- All wiring connections to components of the factory-installed system must be accomplished by using the proper mating wire termination. (Connections on studs and ground connections must use eyelet terminations, connections to female bullets must terminate in male bullets, etc.)

Splice/Repair:

When necessary to splice wire for repair or circuit length revisions, the following guide should be followed:

- Wire ends should be stripped making sure that individual conductor strands are not damaged.
- When soldering, make sure an adequate mechanical joint exists **before** applying solder. Use only rosin core solder — **never** acid core.
- For crimp joints, use butt-type metal barrel fasteners and a proper tool (such as Motorcraft crimp tool S-9796) specifically designated for this type of work.
- Splice joints must be adequately sealed and insulated. Adhesive lined heat shrink tubing is highly recommended to cover soldered and bare metal barrel crimp joints.
- The most durable splice joint will be bare metal barrel crimped, flow-soldered and covered with adhesive lined heat shrink tubing. This is recommended as the preferred splice joint.

Circuit Protection:

1. Modification to existing vehicle wiring should be done only with extreme caution and consideration of effects on the completed vehicle electrical system. Anticipated circuitry should be studied to ensure that adequate circuit protection will exist and that feedback loops are not created.
2. Any added circuitry must be protected by a fuse or circuit protection device installed by the body builder.
 - **Never** increase the rating of a factory installed fuse or circuit breaker.
 - For added lamp loads, the "Bulb Chart" on page 363 will aid in determination of common lamp current draws.
 - It is the body builder's responsibility to use sound engineering judgment when making any modifications to a vehicle, and the body builder is responsible for ensuring that all modifications made are appropriate for the intended vehicle application.

Guidelines for Powertrain Control System Application:

All Powertrain Control Module wiring, in particular the 12A581 and 14401, must be a minimum of 2 inches from secondary ignition coil wires and at least 4 inches from the distributor, ignition coil tower, and starter motor (and its wiring) as well as 4 inches from the alternator output wiring.

These clearances apply in particular to all PCM sensor and actuator pigtail wiring.

PCM wires shall not be in the same bundle as other high-current non-PCM circuits (e.g., tachometer wire from coil to Thick Film Ignition Module (TFI), power seat/door lock/window, horn, alternator reg.) for a distance of more than 20 inches.

Additional Electrical information can be accessed via the web at:
www.fleet.ford.com/truckbbas
under the "Bulletins" tab.

NOTE: The final stage manufacturer is responsible for ensuring that the final vehicle configuration meets all applicable regulatory requirements.

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ELECTRICAL WIRING GENERAL PRACTICES

ADDITION OF LIGHTS OR ELECTRICAL DEVICES (Cont'd)

Although there are many points in the truck electrical system to connect additional circuits certain connection points are recommended for reliability and convenience. This section defines the recommended connection points for each Ford Truck model and the maximum electrical loads allowable. **CAUTION: Improper electrical tie-ins may affect vehicle operation (i.e., engine, transmission).**

After all electrical or vehicle modifications, perform the on-board diagnostics procedures as described in the powertrain control/emissions diagnosis manual to clear all diagnostic trouble codes (DTCs). Road test vehicle and rerun the on-board diagnostics to verify that no DTCs are present. If DTCs are generated, perform the appropriate diagnostic procedures and repairs. Vehicle operation (engine/transmission) may be affected if DTCs are not serviced.

Alternative connections or wiring practices are not recommended as certain modifications may result in other circuits becoming non-functional. Disconnect the battery negative (ground) cable and remove it from the battery carrier prior to any vehicle modification. Upon completion of body or equipment installation, all wiring should be checked for proper routing, etc. to preclude electrical shorts upon reinstallation of the battery negative cable. **Do not splice into the Powertrain System (PCM-V). Connecting to any component or wires to this system may adversely affect Engine/Transmission operation.**

LIGHTS CONTROLLED BY HEADLAMP SWITCH:

The head lamp switch used on the Super Duty F-Series vehicles is a low current switch designed to signal the SPDJB to activate all exterior lighting. The left- and right-hand low beam lamps are then fused individually using a 10A fuse located in the SPDJB fuse box. The high beam lamps are fused using a separate 15A fuse while the interior lamps are fused using 10A fuses located in the SPDJB fuse box. A connection to any circuit in the system controlled by the head lamp switch must be done using an auxiliary relay. Any connection must be performed on the lighting output of the SPDJB additional load connected to the headlamp switch will damage the headlamp switch. A marker lamp relay circuit 962 for SUB additions is provided for convenience as standard equipment on chassis cabs, optional on pickups. Do not connect to other OEM wires.

Adding additional loads to headlamp circuits may require SPDJB to be reconfigured for snowplow - TSB-7-9-1.

E-SERIES:

- Rear Lights — Splice into circuit #14 (Brown) in crossover harness at rear of vehicle.
- Front Lights — Splice into circuit #14 (Brown) in engine compartment 12A581 wire assembly along right or left fender apron.

LIGHTS CONTROLLED BY STOP LAMP SWITCH AND TURN INDICATOR SWITCH:

NOTE: Splicing into the stop lamp switch on vehicles with Electronically Controlled Transmissions can interfere with the proper functioning of PCM, speed control, and anti-lock brake electronic modules. This can:

- Affect EFI engine idle speed quality.
- Do not delete or deactivate the Center High Mount Stop Lamp unless it will be blocked by second unit body.
- Prevent the Powertrain Control Module torque converter clutch from applying at throttle openings less than half throttle.
- Deactivate anti-lock brake system operation
- Prevent the speed control from disengaging upon braking.

The stop lamp switch that is in use on Ford trucks is a mechanical switch operated by brake pedal. It is designed for maximum loads usually less than the fuse or circuit breaker in the circuit but ample for normal stop lamp loads. The maximum load is 15 amps. Under no circumstances are total loads in excess of this value permissible.

F-150, SUPER DUTY F-SERIES AND E-SERIES MODELS:

Ford trucks are released with a mechanical stop lamp switch mounted on the brake pedal arm for E-Series and mounted on the pedal pin and master cylinder push rod for F-150 and Super Duty F-Series. If only stop lamp function is desired for the added lights, connect to circuit YE-GN CLS43 at the blunt cut customer access wire located at the rear of the vehicle near trailer tow connector C4099.

The turn signal switch is designed to use a low current to signal the SPDJB to activate turn signal and stop lamps. The switch is not designed to directly power any lamps or other electrical devices.

If both turn signal and stop lamp function are desired for the added lights, splice into Super Duty F-Series (See note below). These circuits are provided as standard equipment and are located at the rear of the vehicle. Do not splice into turn/stop circuits at SPDJB or turn circuits at multi-function switch. Splicing in those areas will damage the switch or cause the SPDJB to malfunction. Use the trailer tow circuits and trailer tow relays to power added turn/stop lights. Circuits are accessible at the rear of the vehicle LT/Stop=YE, RT/Stop=GN.

Reverse/back-up lights must be tied-in using trailer tow relays and circuits in same manner as turn/stop lights.

ADDED LIGHTS OR ACCESSORIES CONTROLLED BY ADDED SWITCHES:

This section describes the connection points for added electrical accessories when these accessories are to be controlled by added switches not a part of the Ford-released vehicle. The added switches and wiring must have sufficient electrical capacity for the accessory load and must be tied to the battery using separate fuses and a circuit protection device. Additional loads on Ford provided fuses may cause nuisance fuse blows. Also, added current draw must not cause total loads to exceed capabilities of the base vehicle wiring.

WIPER DELAY MODULE – E-SERIES, F-53 & F-59 STRIPPED CHASSIS :

The Wiper Delay Module is not internally protected for a continuous high current load greater than 9.0 amps and must be protected either internal to the wiper motor or via inline protection such as a properly sized circuit breaker. The existing 30 amp fuse in the fuse panel is sized for the maximum allowable inrush current and does not provide appropriate protection to the Wiper Delay Module.

CHECK ENGINE WARNING LIGHT:

The check engine warning light is a device required on certain vehicles to indicate malfunctions of the Powertrain Control Module. For all vehicles except E-Series Super Duty Stripped Chassis (which is not equipped with a dashboard), if a warning light is required, it is Ford installed and operational. The light is also required for all gasoline powered E-Series Super Duty Stripped Chassis vehicles. The warning lamp is included in the supplied instrument cluster, located in the dunnage box. It should be recognized that this light is a requirement of Emission Certification.

If an alternate instrument cluster is utilized, the final stage manufacturer must install an operational light in the dashboard. This light must glow amber and display the acronym message, "SERVICE ENGINE SOON." Once the light has been completed by the final stage manufacturer, proper function can be determined by turning the key to the on position. The light should come on prior to engine cranking and go out when the engine starts. If the light does not come on as above, refer to Section 14 (Quick test step 7 — Diagnostics by Symptom) of Volume H (*Engine and Emission Diagnostic Manual*) of the *Car and Truck Service Manual* for diagnostic procedure.

RADIO FREQUENCY INTERFERENCE (RFI):

During modifications to the vehicle, manufacturers, service technicians, owners and users should take the necessary precautions to maintain the RFI integrity of components. Both the United States and Canada have RFI regulation in effect.

For any completed vehicle, additional measures may be needed to adequately suppress RFI emissions. Affected components could include spark plugs, ignition wires, ignition coils, ground straps, ignition components shields, accessory drive belts, ignition coil suppressors and the Powertrain Control Module (PCM).

Guidance for installing two-way mobile radios can be found via the web at www.fordemc.com/docs/download/Mobile_Radio_Guide.pdf.

Additional Electrical information can be accessed via the web at: www.fleet.ford.com/truckbbas under the "Bulletins" tab.

NOTE: The final stage manufacturer is responsible for ensuring that the final vehicle configuration meets all applicable regulatory requirements.

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ELECTRICAL WIRING GENERAL PRACTICES

ADDITION OF LIGHTS OR ELECTRICAL DEVICES (Cont'd)

If the **total** electrical load on a factory circuit, after the addition of electrical equipment, is less than 80% of the fuse or circuit breaker protection rating in that circuit or less than the capacity of some limiting component (switch, relay, etc.), the items to be added can be connected directly to that circuit. For fuses located in the engine compartment, the electrical load should not exceed 60% of the fuse or circuit breaker protection rating.

If the total electrical load to be added on a factory circuit exceeds the value of the circuit protection, or the value of some limiting component, the items to be added **cannot** be added directly to the circuit.

- Added electrical devices exceeding the current capabilities of the factory wiring system must be controlled through the use of a relay. The coil of the relay can be fed from the factory wiring (now acting as a signal circuit) with the added wiring providing the power feed to the added electrical device through the relay power contacts. (The relay selection is important and depends on current requirements, number of cycles expected in the relay lifetime, whether the relay is to be operated intermittently or for long periods of time, and whether the relay is exposed to weather conditions or is installed in a protected area. When the current requirements of a circuit exceed the capacity of an available relay, more than one relay can be used if the circuit is wired to split the load).
- The factory wiring should not be used as a power feed to the relay power contacts or switches. Battery power is to be supplied from the starter motor solenoid positive terminal for added circuits requiring a maximum of 30 amps or directly from the battery positive terminal for added circuits requiring greater than 30 amps of current.

Caution — Never use the stud on the underhood fuse panel as a junction point.

Circuit protection (fuses or circuit breakers) must be provided for all added wiring. The protection device rating should not exceed the current requirements for the add-on components and should be installed as close to the point of tapped power as possible.

Wire Gage:

- When adding wiring, the wire gage size should be determined as follows:
 - Where wire is spliced to extend a circuit, the added wire should have a gauge at least that of the circuit being lengthened.
 - When wire is being added to feed add-on devices, the **Wire Gage Table** on this page should be used. (Note: Current capacity of a given wire varies with temperature and type of insulation. The table, however, represents generally accepted values as a guide).

- All added underhood or underbody wiring should have a thermostat insulation (such as Hypalon or Cross-linked polyethylene).
SAE specifications J1128 type SXL, GXL or TXL.
SAE specifications J1127 type SGX or STX for battery cables.

WIRE GAGE TABLE

Wire Gage	Maximum Current Capacity (Plastic Insulated Copper Wire)
20	10 Amps
18	15 Amps
16	20 Amps
14	25 Amps
12	30 Amps
10	40 Amps

BULB CHART

BULB TRADE NUMBER	CANDLE POWER	CURRENT @ RATED VOLTAGE
67/97	4	0.69 A @ 13.5V
168	3	0.35 A @ 14.0V
192	3	0.33 A @ 13.0V
194	2	0.27 A @ 14.0V
211-2	12	0.97 A @ 12.8V
212-2	6	0.74 A @ 13.5V
578	9	0.78 A @ 12.8V
579	9	0.8 A @ 12.8V
904	4	0.69 A @ 13.5V
904NA	5.3	0.69 A @ 13.5V
906	6	0.69 A @ 13.5V
912	12	1.0 A @ 12.8V
916	2	0.54 A @ 13.5V
916NA	1.5	0.54 A @ 13.5V
921	21	1.4 A @ 12.8V
922	15	0.98 A @ 12.8V
1157A (major)	24	2.1 A @ 12.8V
1157A (minor)	2.2	0.59 A @ 14.0V
3057 (major)	32	2.1 A @ 12.8V
3057 (minor)	32	2.1 A @ 12.8V
3057K (major)	32	2.1 A @ 12.8V

BULB TRADE NUMBER	CANDLE POWER	CURRENT @ RATED VOLTAGE
3057K (minor)	2	0.48 A @ 14.0V
3155K	21	1.6 A @ 12.8V
3156 (P27W)	32	2.1 A @ 12.8V
3157 (P27/2W) (major)	32	2.1 A @ 12.8V
3157 (P27/2W) (minor)	3	0.59 A @ 14.0V
3157A (major)	24	2.1 A @ 12.8V
3157A (minor)	2.2	0.59 A @ 14.0V
3157K (major)	32	2.1 A @ 12.8V
3157K (minor)	3	0.59 A @ 14.0V
3456K	40	2.23 A @ 12.8V
3457AK (major)	30	2.23 A @ 12.8V
3457AK (minor)	2.2	0.59 A @ 14.0V
3457K (major)	40	2.23 A @ 12.8V
3457K (minor)	3	0.59 A @ 14.0V
3757AK (major)	24	2.1 A @ 12.8V
3757AK (minor)	2.2	0.59 A @ 14.0V
4057K (major)	32	2.23 A @ 12.8V
4057K (minor)	2	0.48 A @ 14.0V
4157K (major)	32	2.23 A @ 12.8V
4157K (minor)	3	0.59 A @ 14.0V
W5W	4	0.4 A @ 12.0V

HALOGEN BULB TRADE NUMBER	CANDLE POWER	WATTS @ RATED VOLTAGE
H1	117	55W @ 12.0V
H3	121	55W @ 12.0V
HB2 (9003) (low)	76	55W @ 12.0V
HB2 (9003) (high)	125	60W @ 12.0V
9005 (HB3)	135	65W @ 12.8V
9006 (HB4)	80	55W @ 12.8V
9007 (HB5) (low)	80	55W @ 12.8V
9007 (HB5) (high)	107	65W @ 12.8V
H13/9008 (low)	—	55W @ 12.8V
H13/9008 (high)	—	65W @ 12.8V
H7	125	55W @ 12.0V
H9	167	65W @ 12.0V
H11	107	55W @ 12.8V
H6054 (low)	—	55W @ 12.8V
H6054 (high)	—	65W @ 12.8V
9140	48	40W @ 12.8V
9145 (H10)	65	45W @ 12.8V

Additional Electrical information
can be accessed via the web at:
www.fleet.ford.com/truckbbas
under the "Bulletins" tab.

NOTE: The final stage manufacturer is responsible for ensuring that the final vehicle configuration meets all applicable regulatory requirements.

