

Park Crank-Only Module (PCOM 501-B)
2005-2017 Ford E-Series – With Blunt Cut Park Circuit Only!
2011-2017 Ford F250-F550 - With GTWY506-C Installed
2006-2008 Chevy Uplander

Overview

Once installed, the starter will crank only when the transmission is in the "Park" position.

Disconnect vehicle battery before proceeding with installation.



WARNING

Disconnect the battery to prevent setting a check engine light.

IMPORTANT—READ BEFORE INSTALLATION

It is the installer's responsibility to route and secure all wiring harnesses where they cannot be damaged by sharp objects, mechanical moving parts and high heat sources. Failure to do so could result in damage to the system or vehicle and create possible safety concerns for the operator and passengers. Avoid placing the module where it could encounter strong magnetic fields from high current cabling connected to motors, solenoids, etc. Avoid radio frequency energy from antennas or inverters next to the module. Avoid high voltage spikes in vehicle wiring by always using diode clamped relays when installing upfitter circuits.

Locate vehicle crank circuit for specific model year on pages 2 and 3. It will be necessary to cut the crank circuit and strip about 1/4" of insulation off of each end. Using a voltmeter, measure voltage on each cut end with the key held in the crank position. The engine should not crank. If it does, the incorrect wire has been used. Only one wire should have 12 Volts. This will be the "crank input" wire from the ignition switch. The other wire without 12 Volts will be the "crank output" wire to the starter circuit.

Red Wire – Connect to the "crank input" wire. (See attached pages.) Solder and heat shrink connection.

Yellow Wire – Connect to the "crank output" wire. (See attached pages.) Solder and heat shrink connection.

Black Wire - Connect to the Park circuit. This circuit must provide a ground signal only in Park range. (See attached pages.) Solder and heat shrink connection.

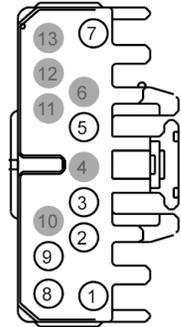
2005-2017 Ford E-Series - With blunt cut Park circuit only

Crank Circuits 2005-2008

1. Locate the vehicle crank circuit by removing the under dash fuse panel from its mounting bracket. It is located near the parking brake assembly.
2. Rotate the fuse block to view the back.
3. Locate the 18 gauge Tan/Red wire. It is connected to fuse # 33 or 34 depending on application.

Crank Circuits 2009 - 2017 Ford Econoline

1. Remove the under dash panel and the steering column shroud.
2. Locate the OEM 13-Pin connector attached to the ignition switch under the steering column.
3. Locate the Blue-White wire (Pin #5).
4. Cut the Blue-White wire between the harness and the connector.
5. Attach the harness side of the Blue-White wire to the Yellow wire from the PCOM module using solder and heat shrink tubing.
6. Attach the connector side of the Blue-White wire to the Red wire from the PCOM module using solder and heat shrink tubing.



Park Circuit

2005-2008

Connect to the Ford OEM Blunt cut wire for "Park". This wire is located under the hood in the cowl area. On gas engines, it is a White/Orange wire labeled "Park Out". On diesel engines, it is a Yellow/White wire labeled "TRO P". Verify that this wire has ground in Park only.

If the Ford OEM Blunt cut wire for "Park" is not available, check the transmission code. If it is A, F, or Q use part number PCOM502A for 2005-2006 , PCOM502B for 2007-2008

2009-2017

Connect to the Ford OEM Blunt cut wire for "Park". This wire is located under the hood in the cowl area. It is a Gray/Brown wire labeled "TRO P". Verify that this wire has ground in Park only.

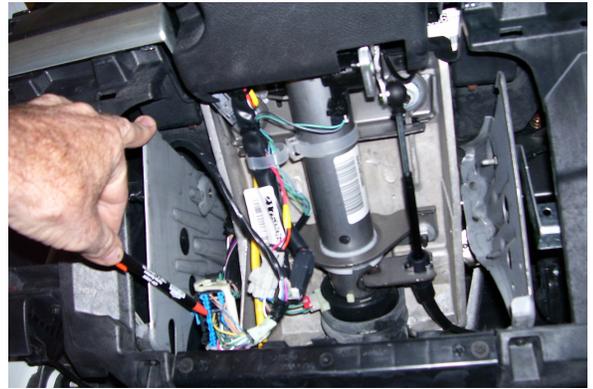
Note: For 2009-2017 the Ford OEM blunt cut wires are optional. If the vehicle does not have this option, the PCOM will not be compatible.

2006-2008 Chevy Uplander

Note: InterMotive ILIS604-G Lift Interlock module must be used for this application

Crank Circuits

Locate the vehicle crank circuit. It is a Yellow wire from the Ignition switch to the Body Control Module in connector 201 near the steering column. (See photo).



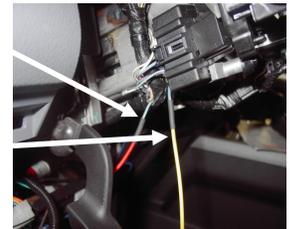
Park Circuit

Connect to the White Park output wire from the ILIS604-G module. Verify that this wire has ground in Park only.

2011-2017 Ford F250-F550

Note: InterMotive GTWY506-C Lift Interlock module must be used for this application.

1. Remove the under dash panel and the steering column shroud.
2. Locate the OEM 7-pin connector attached to the ignition switch under the steering column.
3. Locate the Blue-White wire pin #7. This wire is located on the bottom of the connector.
4. Cut the Blue-White wire between the harness and the connector.
5. Attach the harness side of the Blue-White wire to the Yellow wire from the PCOM Module using solder and the supplied heat shrink tubing.
6. Attach the connector side of the Blue-White wire to the Red wire from the PCOM Module using solder and the supplied heat shrink tubing.
7. Attach the PCOM Black Park Input wire to the GTWY506-C I/O port that provides a ground signal when in Park. The actual pin# depends on the customers configuration of GTWY506-C.
8. Secure the PCOM501B module, ensuring there is not strain on the wires.
9. Reinstall the steering column shroud.



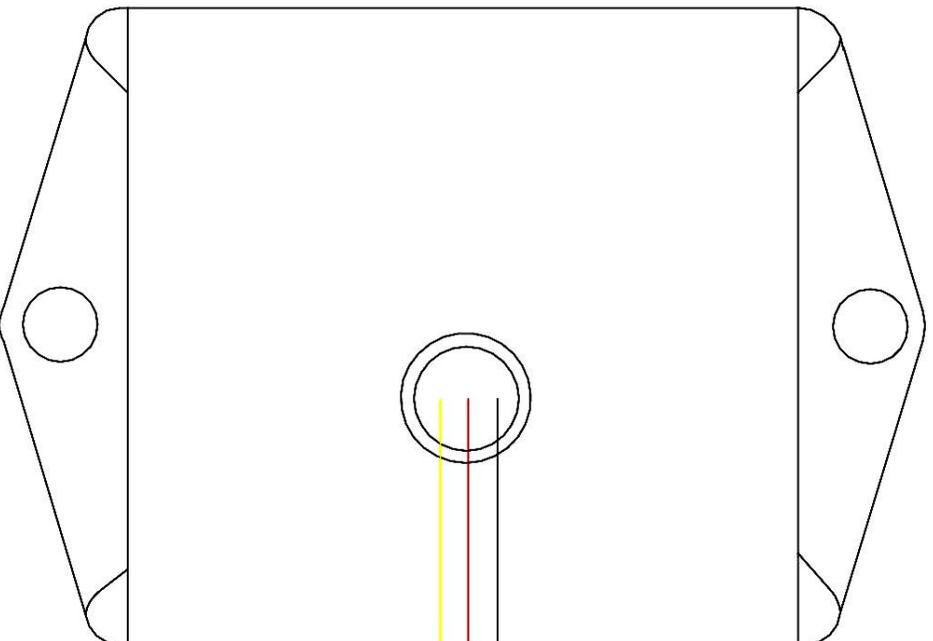
Module Mounting

Secure the control module inside of the vehicle, using supplied screws or double sided tape.

Reconnect vehicle battery

Post Installation Instructions

Verify the starter cranks only when transmission is in Park. IF the PCOM501-B fails to crank when transmission is in park, review installation instructions. If necessary, call InterMotive Technical Support at (530) 823-1048.



(Connect to the Park Circuit - Ground When in Park)

(Connect to the Crank Output Wire - See Instructions)

(Connect to the Crank Input Wire - See Instructions)

PCOM501B

Submit product registration at www.intermotive.net

The starter will only crank when the transmission is in the Park position . If the vehicle starts in any other gear, review the installation instructions and check all connections. If necessary, call InterMotive Technical Support at (530) 823-1048