

**Upfitter Interface Module® +**  
(2015-2024 Ford Transit)  
**AIM514-B** High Side Solenoid type Coolant Valve Control  
**AIM515-B** Motor Reversing type Coolant Valve Control



- A-AIM514-B** - 2015-2019 Ford Transit (Includes S-H33TX Data Link Connector)
- B-AIM514-B** - 2020-2024 Ford Transit (Includes S-H133AX, 24-pin Gateway Connector)
- A-AIM515-B** - 2015-2019 Ford Transit (Includes S-H94BX-02 "Y" Harness)
- A-AIM515-B-XN** - 2015-2019 Ford Transit (Includes S-H33TX)
- B-AIM515-B-XN** - 2020-2024 Ford Transit (Includes S-H133AX)

## Introduction

The AIM514/515 provides four major functions to facilitate the production of emergency vehicles. A fast idle feature that triggers from a number of configurable sources including battery voltage, parking brake, and a discrete input. It provides 8 outputs which can be configured to turn on in response to a variety of vehicle data. These outputs are used to drive various external loads. Rear heater coolant valve control using dedicated outputs #2 and #3. It controls the door unlock both key off and key on via ground output #4.

**Disconnect the battery before proceeding with the installation.**



**WARNING**  
Disconnect the battery to  
prevent setting a check engine  
light.

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.

It is important to avoid placing the module where it could encounter strong magnetic fields from high current cabling connected to motors, solenoids, etc. Also avoid radio frequency energy from antennas or inverters next to the module. Finally, avoid high voltage spikes in vehicle wiring by always using diode clamped relays when installing upfitter circuits.

## Installation Instructions

### UIM+ Module

Remove the lower dash panel below the steering column and find a suitable location to mount the AIM514/515 module. Do not mount the module where it will be exposed to excessive heat. Do not mount the module until all wire harnesses are routed and secure. The last step of the installation is to mount the module.

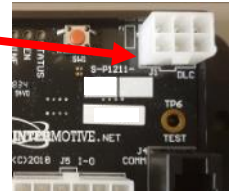
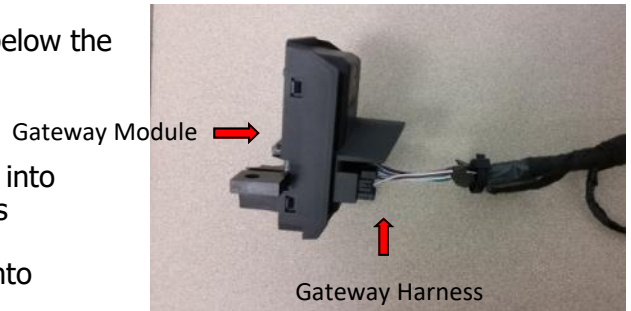
### Data Link Harness (6-pin connector)

- The data link harness connects the module to the vehicles OBDII connector.
- See CAD for detailed instructions.

## Installation Instructions (continued)

### Gateway Plug and Play Harness (6-pin connector)

1. Locate the vehicles Gateway Module. It will be mounted below the lower left dash panel.
2. Remove the harness behind the Gateway module by pressing the locking tab and pulling outward.
3. Plug the Female side of the InterMotive Gateway Harness into the back of the Gateway module. Ensure the connection is fully seated and secured by the locking tab.
4. Plug the Male side of the InterMotive Data Link Harness into the Gateway harness.
5. Secure the AIM514/515 harness so that it does not hang below the lower dash panel.
6. Plug the free end of the Data Link harness into the mating 6-pin connector on the AIM514/515 module.



### Fast Idle

The fast idle system controls engine idle RPM in response to a number of triggers in order to increase electrical and A/C output of the vehicle. By default, UIM+ Fast Idles gas engines at 1500 RPM and diesels at 1200 RPM. These default values can be reprogrammed with different configuration values.

### Fast Idle Engage Input (4-Pin Connector)

Attach the AIM514/515 Harness connector Pin #1 Green/White wire on the 4 pin connector to any equipment that provides a ground signal when the fast idle needs to be engaged. (PTO, pump, etc....)

Fast Idle Triggers		
Trigger Name	Trigger Conditions	Disable Conditions
Manual Engage Input	Fast Idle Engage Input wire activated	Fast Idle Engage Input wires not active
VBAT Low (if enabled)	VBAT < 12.5V (default)	VBAT > 13.5V for > 5 minutes (default)
Parking Brake (if enabled)	Parking Brake applied	Parking Brake Released

### Fast Idle Preconditions

The following preconditions must be met prior to initiating Fast Idle operation:

- Vehicle speed zero
- Transmission in Park
- Accelerator pedal not applied
- Engine Coolant temperature less than 250°F
- Engine RPM must be greater than 200 and less than 2800
- Service Brake not applied
- Parking Brake must be applied if this feature is enabled

## Pin Mode— AIM Application

Outputs can be configured from the factory for various modes, as described below. Momentary mode is the most commonly used, where an output is 'active' only when the proper conditions have been met.

**Momentary:** Output follows condition set but with a turn on delay, and a turn off delay. Setting 'On Delay' and 'Off Delay' to zero causes the output pin to simply "follow" the condition set being true (ON) and false (OFF).

Pin Mode	Momentary	Off Delay (s)	0	On Delay (s)	0
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**Latching:** This mode will latch an output pin ON, starting 'On Delay' seconds after the conditions are met, and will keep it ON even after the conditions are no longer true. It will then latch the output OFF, following 'Off Delay' seconds after the conditions are met again. Think of it as toggle on—toggle off. The simplest use would be when using a momentary button as the only input condition and setting the Delays to zero. Thus a load could be turned on by pushing a momentary button, and turned back off by pushing the button a second time.

Pin Mode	Latching	Off Delay (s)	0	On Delay (s)	0
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**Time Hold:** The output pin goes ON after the conditions become true, and stays ON for the selected 'On Time', regardless of the conditions. Off Time is Not Applicable.

Pin Mode	Time Hold	Off Time (s)		On Time (s)	0
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**Time Delay:** Output is turned ON after the selected 'delay' time after the conditions are met. It stays on for selected 'On time', regardless of input conditions.

Pin Mode	Time Delay	Delay (s)	0	On Time (s)	0
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**Flashing—Momentary:** Used for creating a flashing output. When conditions are met, output flashes. When conditions are no longer met, flashing stops. Flashing ON and OFF times (duty cycle) are controlled by entering the following values.

Pin Mode	Flashing - Momentary	Off Time (.1s)	0	On Time (.1s)	0
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**Flashing - Latching:** Same as above, except flashing will continue after conditions are no longer true, and will stop when conditions become true again—toggle ON, toggle OFF. Duty cycle is controlled by the ON and OFF times.

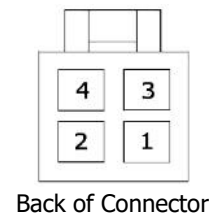
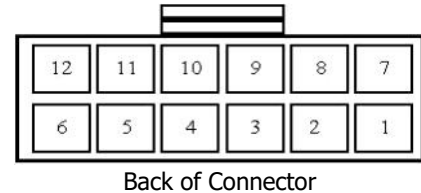
Pin Mode	Flashing - Latching	Off Time (.1s)	0	On Time (.1s)	0
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## AIM514/515 Output pin-out definition

Outputs 5 through 8 are configurable by Intermotive as either active high (12V) or active low (ground). Each of these outputs are rated at 1/2A and are intended to drive relay coils or other low current loads. Output 1 is a high current (8A max.) output and should be fused. The output sense for Output 1 (Pin #2 Purple wire on the 4 pin connector) depends on the input at Pin #4 (Tan wire) on the 4 pin connector (i.e., 12V on Pin #4 will output 12V on Pin #2 when Output 1 is active). Outputs 2 & 3 are dedicated for coolant valve control and output 4 is dedicated for working with the Door Unlock Input.

The 8 outputs are defined as follows:

- Pin #1 (Blue/White wire) Door Unlock Input
- Pin #2 (Red wire) Output 2 Coolant Valve Control
- Pin #3 (Black wire) Output 3 Coolant Valve Control
- Pin #4 (Gray wire) Output 4
- Pin #5 (Red/White wire) Coolant Enable Input
- Pin #6 N/C
- Pin #7 N/C
- Pin #8 (Brown wire) Output 5
- Pin #9 (Orange wire) Output 6
- Pin #10 (Blue wire) Output 7
- Pin #11 (Yellow wire) Output 8
- Pin #12 N/C
  
- Pin #1 (Green/White Wire) General Purpose Input 1
- Pin #2 (Purple) Output 1
- Pin #3 General Purpose Input 2 (Optional)
- Pin #4 (Tan wire) Output 1 Source



Connect the desired outputs to vehicle equipment as needed. Tape/heat shrink unused leads. When connecting to relays, use relays with appropriate kick-back suppression, such as Digikey #PB682-ND. Unsuppressed relays will induce very high voltage spikes throughout modern vehicle's sensitive computer electronics and should not be used, per Ford, GM, SAE, etc.

By default, all outputs are active low and configured as follows:

- Output #1 (Purple wire) Engine Cranking
- Output #2 (Green wire) Coolant Valve Control
- Output #3 (White wire) Coolant Valve Control
- Output #4 (Gray wire) Key OFF or ON Door Unlock Ground Output
- Output #5 (Brown wire) Ignition On
- Output #6 (Orange wire) Engine Running
- Output #7 (Blue wire) Right Turn Signal On
- Output #8 (Yellow wire) Left Turn Signal On

### Door Unlock

Locate BCM connector C2280C under the steering column and tap into Pin 56 (Violet/Grey) wire. Momentarily (greater than half a second) applying a ground signal to that wire causes all doors to Unlock.

## Reconnect the vehicle battery

**During VIN acquisition:** Scrolling LED's between LED1 and LED5 indicate an error occurred while acquiring the VIN.

Verify that the chassis is supported by this product. If work was recently performed on this chassis, the VIN may have been cleared in the PCM.

A lit LED between LED 1 and LED 5 will indicate the following:

LED 1	Manufacturer Error
LED2	Model Error
LED3	Engine Error
LED4	Model Year Error
LED5	VIN Error

### Post Installation System Operation Test

Perform the following tests before actually mounting the module, to allow easy viewing of the diagnostic LED's, if needed.

1. Place transmission in Park and start the engine. **Note:** Vehicle may enter Fast Idle if VBAT is low. Either wait to see if the battery charges and Fast Idle stops, or place a charger on the vehicle to disable the VBAT low trigger to allow testing of other triggers.
2. Manually engage the Fast Idle Input by having aftermarket vehicle equipment ground the Input wire. Engine speed will increase to the set RPM level. If this does not occur, check harness connections. Also see diagnostics below.
3. When Fast Idle is engaged, keep the Input wire grounded, and depress the Service Brake for 1 second. Fast idle will temporarily disengage anytime the Service Brake is pressed, and will automatically reengage after approximately 2 seconds once the Brake pedal is released.
4. Place transmission shift lever in the "Neutral" position. (Input wire still grounded). Verify the vehicle does not go into Fast Idle.
5. Lock all of the vehicles doors and momentarily (greater than half a second) apply battery power to pin 1 Blue/White wire on the 12 pin connector. Verify that all of the doors unlock, or just the driver's door depending on which vehicle unlock switch is tapped.

If the AIM514/515 fails any of the above tests, check harnesses and review instructions, or check diagnostics below. If necessary, call InterMotive Technical Support at (530) 823-1048.

## Post Installation System Operation Test (continued)



### Diagnostics

Diagnostic mode is entered by momentarily pressing the Red "Test" button on the module. The module provides diagnostic LEDs which illuminate according to the following table. To exit this mode simply cycle the key or momentarily press the Red "Test" button.

### Fast Idle Status Codes

Status Codes provide the current status of the Fast Idle system. The on-board "Status" LED will flash a 2-digit code as shown in the table. The first digit will flash, wait one second, flash the second digit, then wait four seconds before the next code. The Status Codes continue to flash until the module is reset (cycle key), or the test input is momentarily grounded again.

LED #	Diagnostic Mode LED Descriptions
1	Output 1 is On
2	Output 2 is On
3	Output 3 is On
4	Output 4 is On
5	Output 5 is On
6	Output 6 is On
7	Output 7 is On
8	Output 8 is On
9	Fast Idle Input Active
10	Door Unlock Input Active
STATUS	Continuously flashes two digit status codes. See Status Code table

AFIS Status Codes	
Status Code	Description
1-1	Ready for fast idle
2-3	Triggered: Parking Brake
2-4	Triggered: VBAT Low
2-8	Triggered: Engage Input
3-1	RPM > 2800
3-2	RPM < 200
3-3	TR not = to PARK
3-4	VSS not = to 0 MPH
3-5	Service Brake applied
3-6	TFT > 250
3-7	Need to cycle TR
3-8	ECT > 250°F
3-9	Need to Apply PB
3-10	No Security Access

### AIM514/515 Module Mounting

Ensure all harness are properly connected and routed, and are not hanging below the dash area. Mount the AIM514/515 module using screws or double sided tape. Reinstall the lower dash panel.



**LEAVE IN VEHICLE**  
**Operating Instructions - Upfitter Interface Module® +**  
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**System Operation**

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**Fast Idle**

The fast idle system controls engine idle RPM in response to a number of triggers in order to increase electrical and mechanical output of the vehicle. By default, gas engines idle at 1500 RPM while diesel engines idle at 1200 RPM. These values may have been programmed to different speeds.

<b>Fast Idle Triggers</b>		
<b>Trigger Name</b>	<b>Trigger Conditions</b>	<b>Disable Conditions</b>
Manual Engage Input #1	Fast Idle Engage Input wire activated	Fast Idle Engage Input wires not active
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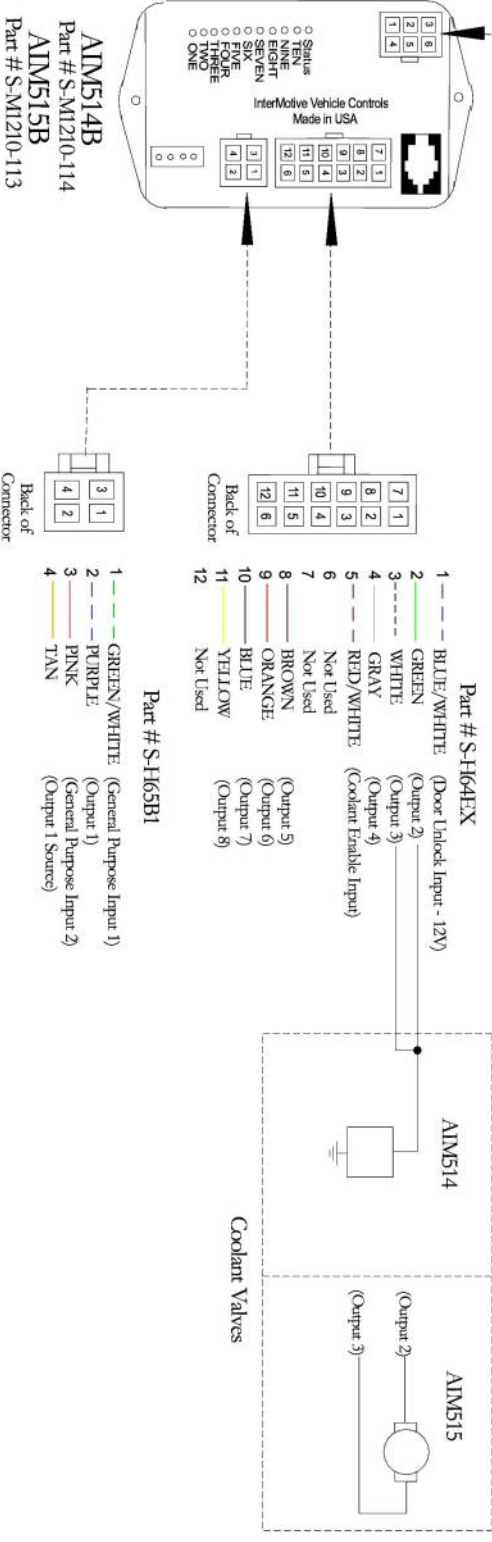
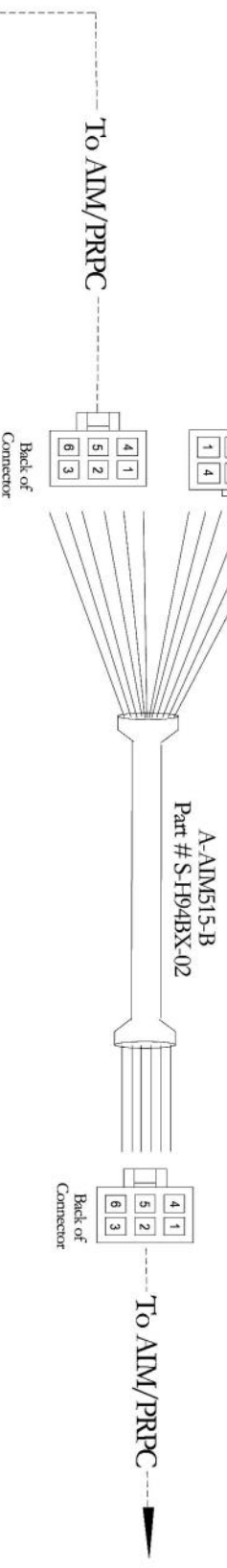
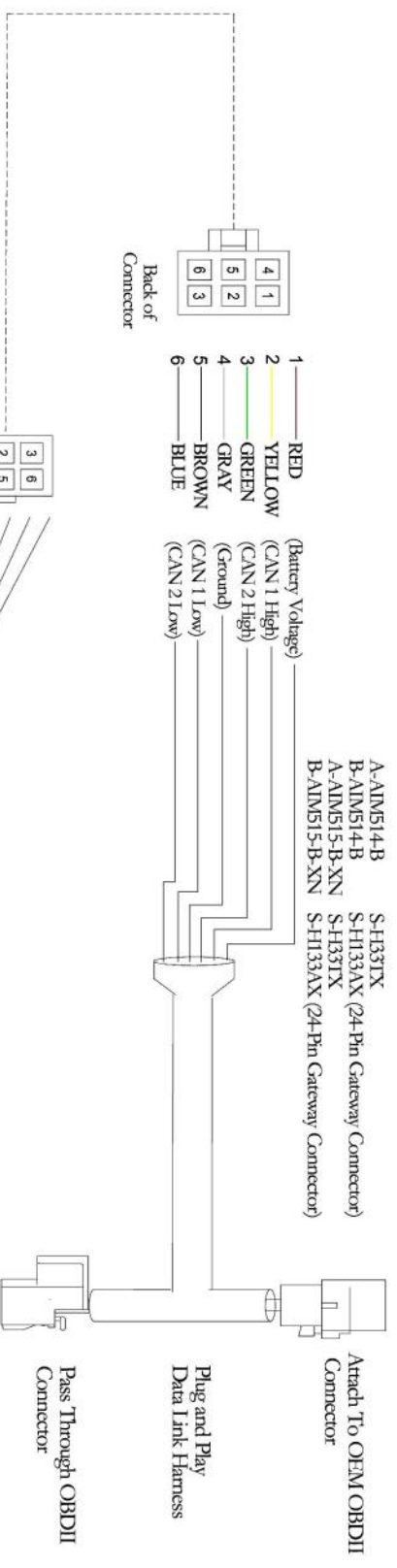
**Fast Idle Preconditions**

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- Service Brake not applied
- Parking Brake must be applied if this feature is enabled

**Door Unlock**

The AIM514/515 can unlock the OEM doors via a ground output to the unlock vehicle switch wire if triggered when ignition is On. Momentarily (greater than half a second) applying a ground signal to that wire causes all doors to Unlock.



Submit product registration at [www.intermotive.net](http://www.intermotive.net)

If the AIM514/515 fails any step in the Post Installation Test, review the installation instructions and the loaded configuration by running the Graphical User Interface application. If necessary, call Intermotive technical support at (530) 823-1048.