AFIS515VSX-B Fast Idle System
2015-2019 Ford Transit
2015 American General MV-1 3.7L Engine

Introduction
The AFIS515VSX-B is a Fast Idle system that elevates engine idle RPM based on a number of “triggers”. The vehicle must be in Park for Fast Idle to engage. There are three different engine RPM settings which can be selected by grounding different control inputs. The three different RPM values can be independently set during installation.

Options
AFIS515VSX-B — Single OBDII connector Data Link Harness
AFIS515VSX-BP — Two connector “T” Data Link harness

Installation Instructions
Disconnect vehicle battery before proceeding with installation.

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.

AFIS515VSX-B Module
Remove the lower dash panel below the steering column area and find a suitable location to mount the AFIS515VSX-B module. Locate the module in an area away from any external heat sources (engine heat, heater ducts, etc.). Do not actually mount the module until all wire harnesses are routed and secure. The last step will be to mount the module.
AFIS515VSX-B Data Link Harness

1. Locate the vehicle’s OBDII Data Link Connector which is mounted below the lower left dash panel.
2. Plug the Red connector from the AFIS515VSX-B Data Link Harness into the vehicle OBDII connector. Ensure the connection is fully seated and secure with the supplied wire tie.
3. Secure the AFIS515VSX-B Data Link harness so that it does not hang below the lower dash and plug the (4-pin connector) from the Data Link Harness into the 4-Pin connector on the AFIS515VSX-B module.

AFIS515VSX-BP “T” Data Link Harness

1. Locate the vehicle OBDII Data Link Connector. It will be mounted below the lower left dash panel.
2. Remove the mounting screws for the OBDII connector. Plug the Red connector from the AFIS515VSX-BP Data Link Harness into the vehicle’s OBDII connector. Ensure the connection is fully seated and secure with the supplied wire tie.
3. Mount the Black pass through connector from the AFIS515VSX-BP Data Link Harness in the former location of the vehicle’s OBDII connector.
4. Secure the AFIS515VSX-BP Data Link harness so that it does not hang below the lower dash and plug the 4-pin connector from the Data Link Harness into the 4-Pin connector on the AFIS515VSX-B module.

AFIS Harness (8-Pin Connector) - Fast Idle Engage Inputs

Engage Input 1
Attach the AFIS Harness connector Pin #8 Green wire to any equipment that provides a ground signal when the fast idle needs to be engaged. (PTO, pump, etc....)

Note: The “sense” of the Green wire can be programmed (see below). This alternatively allows equipment which provides a 12V “active” signal to be connected to this input.

Engage Input 2
Attach the AFIS Harness connector Pin #7 White wire to any equipment that provides a ground signal when the fast idle needs to be engaged. (PTO, pump, etc....)

Engage Input 3
Attach the AFIS Harness connector Pin #5 Yellow wire to any equipment that provides a ground signal when the fast idle needs to be engaged. (PTO, pump, etc....)

If multiple engage inputs are active, the lower number has priority. Auto triggers will have the lowest priority and will only trigger if none of the inputs are active.

Engage Input 1—Fast Idle Pin-8 Trigger, Active: Ground or 12V signal Enable/Disable
The module is configured from the factory for an active ground fast idle trigger. To change this to an active 12V trigger:

Turn the key on, place the transmission in neutral, apply the Service Brake, pull out on the Park Brake release and apply the Park Brake four times within 5 seconds. Upon successful reprogramming, the LEDs will flash as a confirmation. The user must cycle the key for the change to take affect. Repeat to reverse back to a ground trigger.
VBAT Low Fast Idle Trigger Disable, Black wire loop

The system is configured from the factory for Fast Idle to be triggered when the battery voltage (VBAT) drops below 12.5V. If the VBAT Low Fast Idle Trigger is not needed, it can be disabled by cutting the Black wire (loop) on the 8-Pin connector between Pin #1 & Pin #3.

Configurable Idle Speed (Gray wire)

The AFIS515VSX-B allows the user to change the fast idle RPM for each fast idle input during installation. Any speed can be selected between 900 RPM and 2000 RPM in 50 RPM increments when reconfiguring. The default speeds are as follows:

- Input 1—1500 RPM 3.7L Gas/1200 RPM 3.5L Gas/ 1200 RPM 3.2L Diesel
- Input 2—1750 RPM 3.7L Gas/1000 RPM 3.5L Gas/1000 RPM 3.2L Diesel
- Input 3—950 RPM 3.7L Gas/ 900 RPM 3.5L Gas/ 900 RPM 3.2L Diesel

1. Locate the Gray wire Pin 4 in the 8 pin Molex connector.
2. Pull the wire out of the loom to expose the bare copper end.
3. Place the vehicle in Fast Idle by grounding the selected Engage Input wire. Only the active idle input will be adjusted. NOTE: With the engine in Fast Idle, momentarily grounding the Gray wire (RPM Configuration input) increases the idle speed by 50 RPM. When the idle speed reaches the maximum allowable speed for the particular engine, it will roll back to approximately 900 RPM. Wherever the user stops, this RPM becomes the new default Fast Idle speed, even through key cycles.
4. Repeat this operation for each of the three Engage Input wires as desired.
5. After the vehicle is set to the desired fast idle speeds, insert the end of the Gray wire into the harness tubing and use tape to secure.

All Auto Triggers (VBAT and PB) share the same idle speed configuration as Input 1. Input 1 idle speed can also be reconfigured when in one of these triggers.

Park Brake Fast Idle Trigger Enable/Disable

The AFIS515-VSX-B module is configured from the factory for Fast Idle not to be triggered when the Park Brake is applied. If the Park Brake Fast Idle trigger is needed, it can be enabled (or disabled) by the following procedure:

1. With key on, place the transmission in neutral.
2. Apply the Park Brake and press the Service Brake three times within 5 seconds.

Upon successful reprogramming, the on-board LEDs will briefly flash as a confirmation. Cycle the key for the change to take affect.
Post Installation System Operation Test

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

1. Place transmission in Park and start the engine. **Note:** Vehicle may enter Fast Idle if Battery Voltage (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. If the Parking Brake Fast Idle trigger is enabled, apply the Parking Brake. The engine speed will increase to the set RPM level. Release the Parking Brake. Verify the system comes out of Fast Idle.

3. One at a time, manually engage all three Fast Idle Inputs by having aftermarket vehicle equipment ground the Input wires. Engine speed will increase to the set RPM level.

4. If this does not occur, check harness connections. Also, see diagnostics below.

5. While Fast Idle engaged, keep the Input wire grounded, and depress the Service Brake for 1 second. Fast idle will temporarily disengage anytime the Service Brake is depressed, but will automatically reengage after approximately 2 seconds once the Brake pedal is released.

6. Place transmission shift lever in the “Neutral” position. (Input wire still grounded). The system must not activate Fast Idle. The AFIS515VSX-B is properly installed only if it passes all of the above steps.

Module Mounting

Ensure all harnesses are properly connected and routed, and are not hanging below the dash area. Mount the AFIS515VSX-B module using screws or double sided tape and reinstall all removed panels.

Diagnostics

Diagnostic mode is entered by momentarily shorting the two gold “Test” pads together on the module. The module provides diagnostic LEDs which illuminate according to the following table. To exit this mode, cycle the key or momentarily ground the “Test” pad again.

<table>
<thead>
<tr>
<th>LED #</th>
<th>Diagnostic Mode LED Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>On when fast idle is engaged</td>
</tr>
<tr>
<td>2</td>
<td>On when any input trigger wire is active</td>
</tr>
<tr>
<td>3</td>
<td>On when Gray RPM set wire is grounded</td>
</tr>
<tr>
<td>4</td>
<td>On when the Parking Brake is applied with the parking brake trigger enabled</td>
</tr>
</tbody>
</table>

| STATUS | Continuously flashes two digit status codes. See Status Code table |

Fast Idle Status Codes

Status Codes provide the current status of the Fast Idle system. The onboard “Status” LED will flash a 2-digit code as shown in the table. The first digit will flash, wait half a second, flash the second digit, then wait one second 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.

| AFIS Status Codes |
|-------------------|----------------|
| **Status Code**   | **Description** |
| 1-1               | Ready for fast idle |
| 2-3               | Triggered: Parking Brake  |
| 2-4               | Triggered: VBAT Low |
| 2-7               | Triggered: Engage Input 2 |
| 2-8               | Triggered: Engage Input 1 |
| 2-9               | Triggered: Engage Input 3 |
| 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 |
| 3-7               | Unsafe; Need to cycle TR |
| 3-8               | ECT > 230°F |
System Operation
The Advanced Fast Idle System (AFIS) elevates engine idle speed in response to a number of triggers in order to assist electrical or mechanical systems on the vehicle.

Fast Idle may be initiated by either a manual trigger (Input wire being grounded), a low battery voltage (low VBAT) condition, or if enabled, by setting the Park Brake.

Fast Idle will only occur when the required preconditions are met, as listed below. Fast Idle operation will be terminated by a loss of any of the preconditions, or removal of the trigger(s).

<table>
<thead>
<tr>
<th>Fast Idle Triggers</th>
</tr>
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<tbody>
<tr>
<td>Trigger Name</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>VBAT Low</td>
</tr>
<tr>
<td>Parking Brake</td>
</tr>
</tbody>
</table>

Fast Idle Preconditions
All of 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 must be less than 230ºF
- Engine RPM must be greater than 200 and less than 2800.
- Service Brake not applied

The following options are configurable at the factory for OEM customers. The default values are shown.

**AFIS515VSX-B**

Input 1: 1500 RPM 3.7L Gas / 1200 RPM 3.5L Gas / 1200 RPM 3.2L Diesel
Input 2: 1750 RPM Gas / 1000 RPM 3.5L Gas / 1200 RPM 3.2L Diesel
Input 3: 950 RPM Gas / 900 RPM 3.5L RPM Gas / 1200 RPM 3.2L Diesel
VBAT Low: 12.5V
Parking Brake Trigger: Disabled
If necessary, call InterMotive Technical Support at (530) 823-1048.

If the AFIS515VSX-B fails any step in the Post Installation Test, review the installation instructions and check all connections.

Submit product registration at www.intermotive.net.