

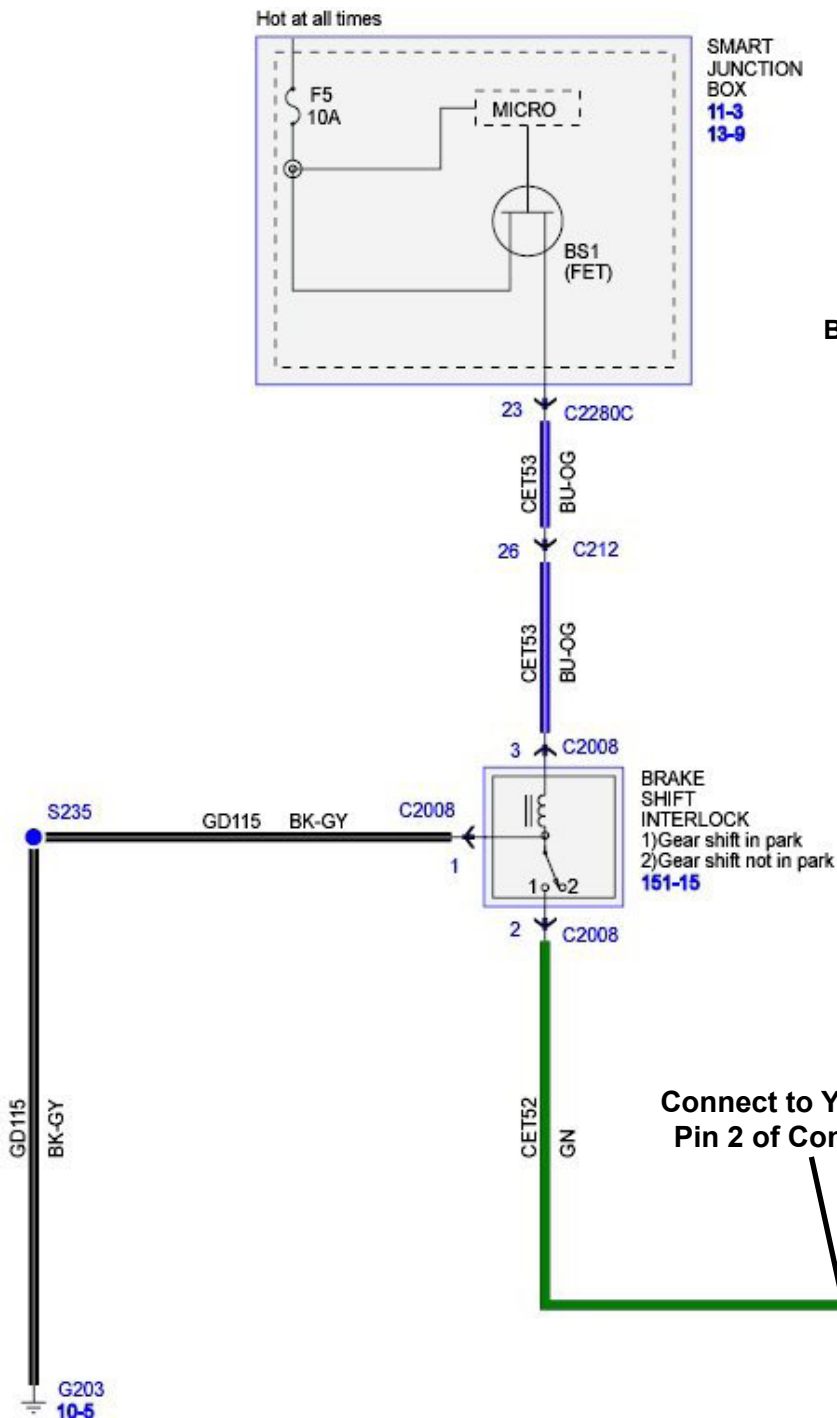
Application Note - Flight Systems Model 277EC for Installation on Vehicles with Automatic Transmission

The normal way the idle limit timing period is started is when the parking brake is depressed, and that works fine for either standard shift or automatic equipped vehicles. However, there are applications and instances where an automatic transmission equipped vehicle is left in "Park" and the parking brake is not set. In this instance, should the installer wish idle limit protection without the parking brake, connect the yellow wire (switch to ground input) on the 277EC wiring harness to the brake shift interlock wire on the shift selector.

The brake shift interlock wire is the wire that releases the brake shift lever from the park position when the foot brake is depressed. On Ford diesel equipped vehicles, it is the green wire from brake-shift interlock C2008 shown on the diagram below.

The 277EC also accommodates not shutting down during regeneration cycles. See notes *** on the installation drawing.

Typical Column Shift Automatic Transmission (Ford shown)



C2008
Brake Shift
Interlock

For Idle Shutdown Timer Operation in Park
Brake Shift Interlock - Pick up command signal from Brake Shift Interlock solenoid and connect to yellow Switch to Ground Input wire on Model 277EC.

Connect to Yellow Wire,
Pin 2 of Connector P1



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