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.