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Coding Information

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Title: MaxxForce 7 ECM 40A Fuse Blowing
Applies To: MaxxForce 7

CHANGE LOG

Please refer to the change log text box below for recent changes to this article:

07/10/2015 - Added Article Keywords

DESCRIPTION

The ECM power wire that comes from the ECM Power Relay also feeds the High Pressure Fuel Pump (HPFP), the VGT, the fan relay, the Idle Validation Switch (IVS) on the throttle pedal, the Radiator Shutters (RSE), and the Fuel Coolant Valve (FCV). See circuit diagram below. A short to ground in any of these circuits can cause the 40A fuse to blow. If you have a direct short to ground (the 40A fuse blows as soon as you install it) you can narrow down the cause by following the troubleshooting steps below. However, this will only work if the fuse is blowing as soon as you install it.

SYMPTOMS

- No start
- No crank
- 40A fuse blowing

TROUBLESHOOTING

1. Disconnect the ECM 76-pin gray 6020 connector.
2. Remove the ECM power relay and install a jumper wire into the empty relay socket to connect pins 30 and 87.
3. Install a 40A circuit breaker. If the breaker still trips, the ECM is **not** causing the issue.
4. Unplug the 42-pin 1702 connector and reset the circuit breaker. If the breaker still trips, the IVS, RSE, FCV, and fan relay circuits are **not** causing the issue.
5. Unplug the VGT and reset the breaker. If the breaker still trips, the VGT is **not** causing the issue.
6. The final step is to disconnect the HPFP (High Pressure Fuel Pump) connector and reset the breaker. If the breaker still trips the problem is in the harness, if the breaker doesn't trip, the problem is in the HPFP. In either case you need to make a case file so that engine group can advise you on the correct repair and track these issues.

CIRCUIT DIAGRAMS

- [Click here for the circuit diagram.](#)



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