

There have been many discussions on how to disable the Auto Start/Stop (A.S.S) on the F150 trucks. This post is not about whether or not someone likes or dislikes A.S.S., rather it is to document, in one place, the known options to disable A.S.S. for those who do not like this feature. This list is provided so those who wish to bypass or eliminate this feature may choose the method which works best for their own purposes. While the author may not have direct experience with every solution listed, nor is any method recommended over another, it is ultimately up to the vehicle owner to fully understand any solution selected/implemented and understand risks/benefits of the modification. The vehicle owner is responsible for all modifications on their vehicle regardless of the source of the information listed here.

If you know of another method to disable A.S.S. in the F150 truck and would like to have it added here, contact breakers28 via PM with the information and it can be added to this list. The information listed here is deemed to be accurate, however if there is anything listed which is inaccurate, let me know and I will update the list accordingly. In my opinion, it would be good if a list such as this existing in one place, where it could be a living document with the latest and most accurate information. If someone would like to post this to Google Docs or some other single place, feel free to copy/paste/post the information and provide a link in this thread so others can find it.

The following table gives a basic comparison of the A.S.S. solutions listed. Below the table is a bit more information for each solution listed in the table. Date of last update: 11/14/18

	Short across Pin 2 & 3 on back of A.S.S switch	FORScan	Aftermarket Automotive Solutions device	TR-7 and relay	Ford Memorizer	Remove wire from Trailer Control Module???	Plug in Trailer Connector	Use Sport Mode	CANopener flash Programmer from 4DTech	AutoStop Slider	AutoStop Eliminator
Does A.S.S switch remain operable?	No	No	No	Yes	Yes	?	Yes	Yes	??	Yes	Yes
A.S.S. icon remain in Instrument Cluster?	Yes	No (if 726-xx-xx is changed)	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is A.S.S OFF light illuminated in A.S.S./Hazard switch when disabled?	Yes	No	No	Yes	Yes	Yes	Yes	Yes	??	Yes	Yes
Can A.S.S./Hazard switch be replaced with Hazard only switch?	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No	Believe so, but needs to be proven
Relative Ease of re-enabling A.S.S. (1 = not easy, 5 = easy)	4 (require removal of FCIM bezel)	2	4 (require removal of FCIM bezel)	1	1	1	1	1	2	1	1
Requires removal of Front Controls Interface Module Bezel	Yes	No	Yes	Yes	No	No	No	No	No	No	Yes
Approximate Cost	\$0	\$30-\$80	\$100-\$129	\$30-\$50	\$289	\$0	\$7	\$0	\$100	\$20	\$100

**Short across Pin 2 & 3 on back of A.S.S switch** – this solution uses a piece of wire or paper clip on the backside of the A.S.S./Hazard switch to jump across pins 2 and 3. This was the original solution found to disable A.S.S.

NOTE: I do not believe this works on 2018+ vehicles – this needs to be verified by someone.

Pros:

- Inexpensive solution
- Relatively easy to remove

Cons:

- A.S.S. icon in instrument cluster is illuminated
- OFF light remains on in the A.S.S./Hazard switch
- Wire or paper clip can fall out or lose contact in the back of the switch

Photo from post 1 in the *Disable auto start/stop for good* thread posted by Jason Garoutte on Feb 20, 2016. <https://www.f150forum.com/f118/disable-auto-start-stop-good-332431/>



**FORScan** – this is a software solution which can change options within the various modules on the vehicle. There is an entire thread dedicated to this software. This solution will disable the BMS (Battery Monitoring System) within the BCM (Body Control Module), which in essence prevents A.S.S from engaging.

Pros:

- No hardware or wiring to alter, all changes are software changes to existing modules
- Can be easily reversed (set back to stock)
- This may be the most common solution used.

Cons:

- This change is assumed to disable BMS. While there is considerable discussion in the F150 Forum regarding this solution and its real or potential impact on the charging system and battery (or any other component), this is probably the most popular solution used. I've not seen a documented issue from this solution. The discussion on exactly how this works, and what it may or may not impact continue to be discussed/discovered. There are 3 (three) FORScan changes which can be done. One disables the BMS function (which in essence prevents A.S.S. from engaging), one removes the A.S.S. icon from the instrument cluster and the third change disables the A.S.S button from functioning.
- A.S.S. is disabled until reverted to stock with FORScan

FORScan Thread: <https://www.f150forum.com/f118/forscan-software-enable-disable-features-your-truck-348987/> Page 1 of this thread has all the information and links to the FORScan software (and a great tutorial).

FORScan Changes: See the FORScan thread for more detail.

- Disable BMS: BCM 726-48-02 x0xx xxxx xxxx
- IPC 720-01-01 xxxx 1xxx xxxx (optional - disables stop/start message center in the trip/fuel IPC menu)
- FCIM 7A7-01-01 xxxx x0xx xxxx (optional - disables switch)

**Aftermarket Automotive Solutions** – this simulates a user pressing the A.S.S. button on the dash every time the vehicle is started. It is a plug and play solution which plugs into the existing wire harness and switch. This is a hardware solution will disable A.S.S. upon each startup, and it will also eliminate the illumination of the OFF light within the A.S.S. switch. Refer to the Aftermarket Automotive Solutions web page for more information. [www.aaselectronics.com](http://www.aaselectronics.com)

Pros:

- Complete plug and play solution which plugs into existing wire harness and switch.
- No software needed, and no alteration to existing wires. No wires to run (power, ground, etc.)

Cons:

- A.S.S is disabled until reverted to stock (remove the device).

**TR-7 and Relay** – This is a hardware solution which simulates a user pressing the A.S.S. button on the dash. The TR-7 will wait for 5 seconds after the key is switched on, then it will activate and simulate the user pressing the A.S.S. switch. This solution is more complex to install (requires power, ground and either building a wire harness or tapping into 2 wires). However, this solution leaves Auto Start/Stop functional at all times as this is an automated method of pressing the A.S.S. button after startup. If the user desires to utilize A.S.S., simply press the A.S.S. button on the dash.

Anyone interested in this solution can send a private message to breakers28 as there are several steps involved (1. Program TR-7 switch – 5 minutes, 2. Tap into 12V switched power and a ground, 3. Install the TR-7 and relay, 4. Either tap into 2 wires on the back of the A.S.S. switch OR build a small plug and play wire harness).

NOTE: This concept is probably very similar to 02fx4dude (post 384 and 392 in the *Disable auto start/stop for good* thread). However, I've not seen details on how 02fx4dude implemented his solution (may be easier than the TR-7 and relay method listed here) While 02fx4dude recommends cutting the factory harness, one could build a short plug and play harness as opposed to cutting OEM wire harnesses and still use the relay solution from 02fx4dude. Unfortunately, I have not seen a diagram from 02fx4dude yet so if anyone can find it, the diagram and solution can be added to this post.

Pros:

- A.S.S. remains usable

Cons:

- Probably the most involved installation of all choices.
- Requires a 12V switched power and ground wire
- Must either tap into 2 wires (back of the A.S.S. switch) **OR** build a short Plug and Play harness
- A.S.S. OFF light remains illuminated

**Ford Memorizer by NAV-TV** - this is a prepackaged hardware solution. Depending on the year of the truck, it may require tapping into 1-5 wires, or it may be totally plug and play. More details can be found on their web site: <https://navtv.com/products/NTV-KIT876/ford-memorizer.html> The Ford-Memorizer is a data-retention module that will remember the last state of the Ford factory Drive-Mode setting and Auto Start/Stop feature after cycling the ignition. This kit connects at the ODB (gateway module).

Pros:

- A.S.S remains functional
- Last state of A.S.S. is remembered after each key cycle

- Also includes drive mode memory (normal, tow haul, sport)

Cons:

- Most expensive solution

**Remove wire from Trailer Control Module (TCM)** – Is this the correct name?? This solution requires the user to unplug a module under the steering wheel. By disabling the module, A.S.S. is effectively disabled. I'm not sure how or why this works, but those who have unplugged this module have effectively eliminated A.S.S. from triggering. Of course, one would have to plug this module back in should they ever decide to tow (hook up a trailer). (unplug a 2 wire black plug just to the left of the brake pedal, it is by 2 larger gray plugs)

Pros:

- Inexpensive and easy to do

Cons:

- One MUST remember to plug this in anytime they plan to tow or hook up a trailer.

**Use a Trailer Wire Test in the Trailer Connector** – this utilizes a trailer wire connector tester or another device which is plugged into the Trailer Connector. One way to accomplish this is to put a 7 to 4 pin adapter into tow hitch, or any other 7 or 4 pin light or accessory into the trailer 4 pin or 7 pin connector. This in essence makes the truck realize a trailer is connected, which prevents A.S.S. from engaging. However, this will also default the instrument cluster to the towing screen upon every startup (as if you have a trailer attached and plugged in).

Pros:

- Simple to implement
- Inexpensive

Cons:

- Defaults instrument cluster to Tow Screen upon startup
- Disables Cross Traffic Alert and Rear Park Aid.

**Sport Mode** – Simply press the Tow Haul/Sport mode on every startup and use SPORT mode. A.S.S. does not engage in Sport mode by default. This requires the user to press the Tow Haul/Sport mode 2

times on every startup. Some prefer to drive in Sport mode most or all of the time. For those who prefer to drive in Sport mode all the time, it might make sense to implement the Ford Memorizer solution.

NOTE: at least one user reports the use of Sport mode does not disable A.S.S. Unsure if this is year or model specific or not. Reported truck is a 2016 XLT 2.7 EB. Use/test if you decide to use this method.

Pros:

- Simple, easy and inexpensive.

Cons:

- If one presses the Tow Haul/Sport mode 2 times, one could just as easily press the A.S.S switch once.

CANopener Flash Programmer from 4DTECH – The CANopener™ Flash programmer plugs into your vehicle's OBDII diagnostic port under your steering column. In a matter of seconds, the Flash will disable the Engine Stop/Start feature on your vehicle. Want to re-enable it? Simply plug the programmer back in! Each time you plug the programmer in, it will toggle the features state.

<https://www.4dtech.com/startstop>

Pros:

- As simple as plugging the device into the ODB port

Cons:

- Must keep track of the device as it is needed to re-enable the A.S.S.
- Is vehicle specific once used on a vehicle

AutoStop Slider – This is a slide switch which is attached to the dash bezel over the A.S.S. switch. It is sold on Amazon (also known as: *Ford F-150 AutoStop Slider, Disables Auto Start/Stop!*)

[https://www.amazon.com/dp/B07K831KMC/ref=cm\\_sw\\_r\\_cp\\_ep\\_dp\\_giF6BbZV2YD9R](https://www.amazon.com/dp/B07K831KMC/ref=cm_sw_r_cp_ep_dp_giF6BbZV2YD9R) or search "AutoStop Slider" on Amazon

Pros:

- Simple install and easy to use
- Leaves A.S.S. functional
- Inexpensive

Cons:

- Switch is mounted over the existing A.S.S switch on the face of the bezel.

AutoStop Eliminator – This is basically a short wire harness which is inserted between the switch and the existing wire harness. The male end of the AutoStop Eliminator contains the “brains” of the device. Once installed the device will remember the last state of A.S.S. and default to that position on the following key cycle. Review the video and details on the AutoStop Eliminator web site.

<https://www.autostopeliminator.com/>

Pros:

- Small, in-line, plug-n-play wire harness
- A.S.S. remains functional

Cons:

- A.S.S OFF light remains illuminated in the switch

## **Replace A.S.S./Hazard switch with Hazard only switch - OPTIONAL**

Another option for several solutions listed above is to replace the existing A.S.S./Hazard switch with a Hazard (no A.S.S. button). This would apply to any solution where the A.S.S. is totally disabled as this will remove the A.S.S. switch from the dash. The Hazard only switch is inexpensive, and eliminates a non-functional button from the dash. The switch is less than \$15 and gives a very clean look. Again, this is an optional choice and is most appropriate for those solutions where the switch is no longer usable or needed. The Hazard ONLY switch is a direct fit to the existing wire harness so it really is remove the original A.S.S./Hazard switch and replace with the hazard only switch.

Part Number: FL3Z-13350-AA or SW-7413

Can purchase from Ford Dealer, e-BAY, or other sources

Rock Auto part: SW7413

Realize there can be a hybrid of options available. For example, one could install the Aftermarket Automotive Solutions device, then use FORScan to remove the A.S.S. icon from the instrument cluster, and optionally, replace the A.S.S./Hazard switch with just a Hazard switch. So, it is possible to use pieces from multiple solutions listed above and create your own custom solution which fits your needs. Be creative! There really are many options available.